the RDSP could result in potentially significant impact on study freeway off-ramp queues in 2015.				
5.10-10: Implementation of the RDSP could result in potentially significant impact at study intersections in 2035.	***MM 5.10-10*** *(a) At the I-5 southbound ramps / Richards Boulevard intersection, add a third westbound left-turn lane approximately 100 feet in length, modify the eastbound approach lanes to provide one through lane, one through-right turn lane, and one right-turn lane; and optimize signal timing. To accommodate these modifications without widening proposed roadways modifications at the adjacent I-5 northbound ramps are required. At the I-5 northbound ramps / Richards Boulevard intersection, the City shall reduce the length of the eastbound left-turn lane to approximately 100 feet, convert one eastbound through lane to a second left-turn lane; and optimize signal timing. The City, in coordination with Caltrans, is in the process of preparing a Project Study Report for this interchange and the final lane configurations will be an element of that study.* *The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* *(b) At the Bercut Drive / Richards Boulevard intersection, provide two left-turn lanes and a left-through-right turn lane; modify the southbound lanes to provide a right-turn lane and a combination left-through-right turn lane; and optimize signal timing. The City, in coordination with Caltrans, is in the process of preparing a Project Study Report for this interchange and the final lane configurations will be an element of that study.* *The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* *(c) At the North 4th Street / Richards Boulevard intersection, provide two northbound left-turn lanes, and one through-right turn lane; add one westbound right-turn lane with overlap signal phasing, to provide one left-turn, two through lanes, and one right-turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* *(e) At the 7th Street / Richards Boulevard intersection, modify the eastbound approach to provide two left-turn lanes, one through lane, and one through-right turn lane; add lanes to the northbound approach to provide two-lot-turn lanes, two through lanes, and one right-turn lane with overlap signal phasing; increase the traffic signal cycle length from 100 to 150 seconds during both the a.m. and p.m. peak hours; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* *(f) At the Street W / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to modify the eastbound approach to add one northbound right-turn lane to provide one left-turn lane, one through lane, and one right-turn lane, monitor and adjust the signal timing when needed.*	Applicant	Prior to Issuance of Building Permits	

	(g)At the 12th Street / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to remove one westbound through lane and add one eastbound through lane, this could be accomplished without widening the street, monitor and adjust the signal timing when needed. *(h)At the 16th Street / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to remove one westbound through lane west of the intersection to add one eastbound left-turn lane, this could be accomplished without widening the street, monitor and adjust the signal timing when needed.* *(i)At the Vine Street / Street W intersection, add one northbound right-turn lane to provide one left-through-right turn lane, and one right-turn lane; add one southbound left-turn lane to provide one left-turn lane, one left-through-right turn lane, add one eastbound through lane to provide one left-turn lane, one through lane, one through-right turn lane; provide a fully actuated traffic signal, monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* *(j)At the Vine Street / 12th Street intersection, add two eastbound through lanes to provide three through lanes, one through-right turn lane; convert Vine Street to one-way eastbound between 12th Street and 16th Street, there would be no road widening in this section; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* *(k)At the 16th Street / Vine Street intersection, convert Vine Street to one-way eastbound between 12th Street and 16th Street and add one eastbound left-turn lane, this could be accomplished without widening the street. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* *(m)At the 10th Street / North B Street intersection, add one eastbound through lane to provide one left-turn lane, one through lane, and one through-right turn lane, this can be accomplished without widening the existing street; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.* *(o)At the 14th Street / North B Street intersection, convert the westbound left-through lane to a left-turn only lane and provide protected left-turn signal phasing, monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.* *(p)At the Aborn Street / North B Street intersection, convert eastbound left-through lane to a left-turn only lane to provide one left-turn lane and one through-right turn lane; convert the westbound left-through lane to a left-turn only lane to provide one left-turn lane and one through-right turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.*			

	(t) At the 10th Street / C Street intersection, add one left-turn lane to provide one left-turn lane and one through-right turn lane to southbound, eastbound and westbound approaches; provide leading protected left-turn phase for southbound approach; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits. *(u) At the 14th Street / C Street intersection, install a new traffic signal at the time when one or more warrants are satisfied; provide one northbound right-turn lane by prohibiting on-street parking for 150 feet during the p.m. peak hour. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* *(v) At the 16th Street / C Street intersection, convert the eastbound through lane to a left-through lane to provide one left-turn lane and one through-left lane; provide split signal phasing for eastbound and westbound traffic movements; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* *(w) At the 7th Street / F Street intersection, modify the northbound and southbound approaches to provide one left-turn lane and one through-right turn lane; modify the westbound lanes on F Street to provide one left-through lane and one right-turn lane; provide permitted left-turn signal phasing for the east and westbound movements; provide overlap signal phasing for the westbound right turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* *(x) At the 10th Street / F Street intersection, install a traffic signal at the time when one or more warrants are satisfied. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* *(y) At the 14th Street / F Street intersection, add one southbound left-turn to provide one left-turn lane and one through-right turn lane, this would require converting the angle parking to parallel parking on the east side of 14th Street north of F Street; provide leading, protected-permitted signal phasing for the southbound left turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* *(z) At the 7th Street / G Street intersection, modify westbound lanes to provide one left-turn lane, one through lane and one right-turn lane; provide permitted phasing for the northbound left turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*			

	(aa)At the 5th Street / H Street intersection, add one northbound right-turn lane to provide one left-turn lane, one through lane and one right-turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits. *(bb)At the 6th Street / H Street intersection, provide protected signal phasing for the southbound left turn movement.* *(cc)At the 16th Street / H Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to increase the signal cycle length to 100 seconds and re-optimize signal splits during the p.m. peak hour.* *(ee)At the 5th Street / I Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.* *(ff)At the 6th Street / I Street intersection, prohibit parking during the p.m. peak hour for 100 feet along the right side of westbound I Street to provide one through-left lane, two through lanes, and one through-right turn lane; modify the northbound approach to provide one left-turn lane and two through lanes; monitor and adjust the signal timing when needed.* *(gg)At the 3rd Street / J Street intersection, modify the southbound I-5 off-ramp approach to the intersection to provide one left-through lane, two through lanes, and one right-turn lane. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*			
5.10-13: Implementation of the RDSP could result in potentially significant impact on study freeway interchanges in 2035.	**MM 5.10-13** *Prior to building permit, each developer shall pay the I-5 impact fee that is in effect at the time of the issuance of building permit..*	Applicant	Prior to Issuance of Building Permits	
5.10-14: Implementation of the RDSP could result in potentially significant impact on study freeway off-ramp queues in 2035.	***MM 5.10-14*** *Implement MM 5.10-10(gg)*	Applicant	Prior to Issuance of Building Permits	

Attachment 3

RESOLUTION NO. 2011-

Adopted by the Sacramento City Council

AMENDING THE SACRAMENTO 2030 GENERAL PLAN LAND USE AND URBAN FORM DIAGRAM (RIVER DISTRICT SPECIFIC PLAN M09-003)

BACKGROUND

A. On December 13, 1994, the City Council adopted the Railyards Specific Plan, Richards Boulevard Area Plan, and the Facility Element for the Railyards and Richards Boulevard Planning Areas. (Resolution 94-736)

B. On December 11, 2007 the City Council directed staff to proceed in updating the Facility Element and the Richards Boulevard Area Plan. (Resolution 2007-915)

C. On March 3, 2009, City Council adopted the 2030 General Plan (Resolution No. 2009-131). A priority implementation measure in the General Plan is to achieve zoning and land use consistency. This requires making modifications to the Land Use and Urban Form Diagram to conform to the River District Specific Plan, and staff has brought forward amendments to achieve this consistency.

E. On January 13, 2011, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the River District Specific Plan Project (M09-003).

F. On February 15, 2011, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010 (C) (2) (a) and (c) (publication and mail (500 feet)), and received and considered evidence concerning the River District Specific Plan Project (M09-003).

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

Section 1. Based on verbal and documentary evidence received at the hearing, the City Council approves the 2030 General Plan Land Use and Urban Form Diagram Amendment as set forth in Exhibits A and B.

Section 2. Exhibit A and B are a part of this Resolution.

Table of Contents:
Exhibit A –Land Use Diagram Changes Map
Exhibit B – Land Use Changes Property List

Exhibit A – Land Use Diagram Changes Map

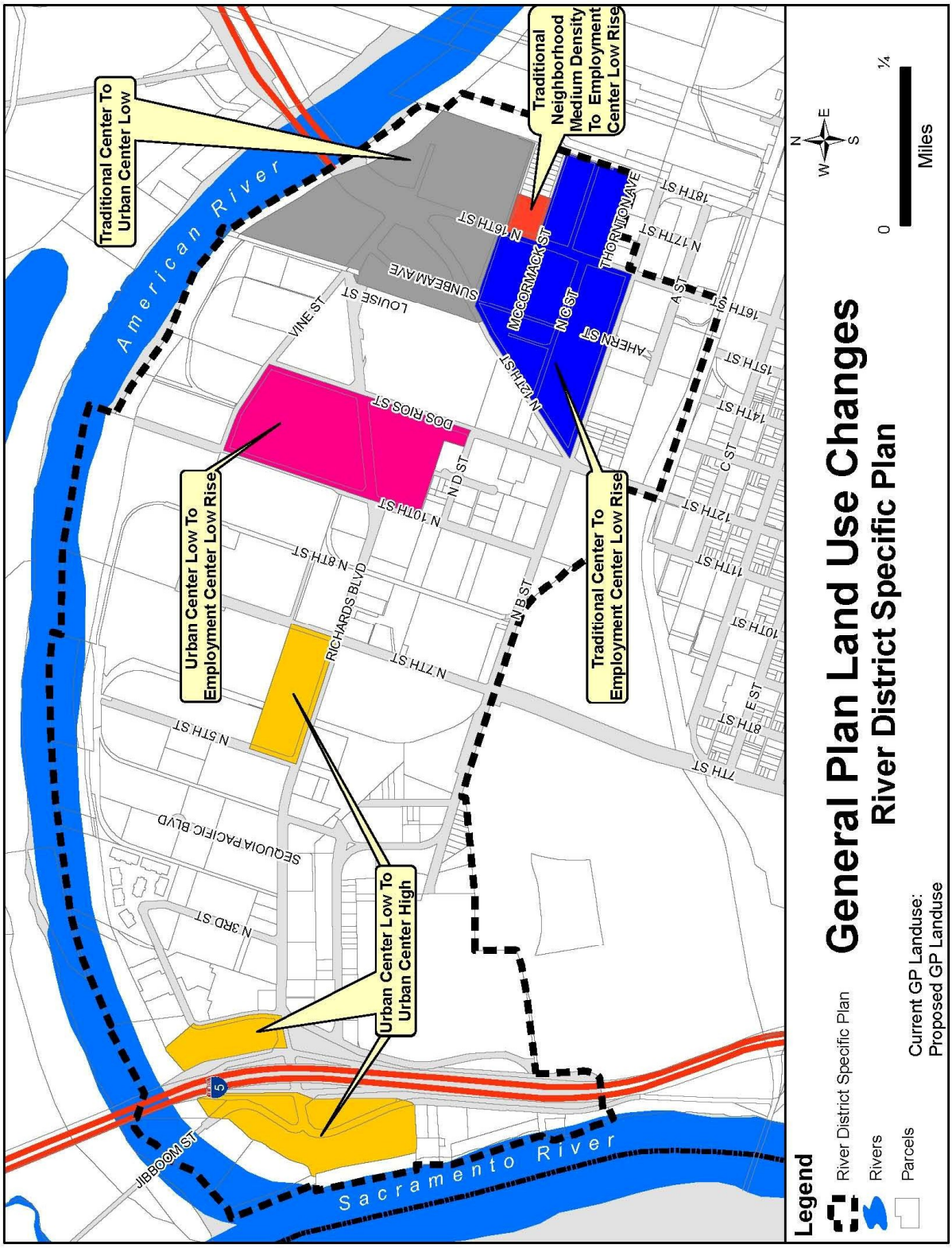

Exhibit B – Land Use Changes Property List

APN	Situs Address	Situs ZIP	Existing General Plan	Proposed General Plan
00100110010000	221 JIBBOOM ST	95811	Urban Center Low	Urban Center High
00100110030000	225 JIBBOOM ST	95811	Urban Center Low	Urban Center High
00100110040000	227 JIBBOOM ST	95811	Urban Center Low	Urban Center High
00100110050000	231 JIBBOOM ST	95811	Urban Center Low	Urban Center High
00100120020000	0 STATE HWY	95811	Urban Center Low	Urban Center High
00100120150000	226 JIBBOOM ST	95811	Urban Center Low	Urban Center High
00100120160000	222 JIBBOOM ST	95811	Urban Center Low	Urban Center High
00100120180000	228 JIBBOOM ST	95811	Urban Center Low	Urban Center High
00100120200000	232 JIBBOOM ST	95811	Urban Center Low	Urban Center High
00100120210000	236 JIBBOOM ST	95811	Urban Center Low	Urban Center High
00100120220000	0 JIBBOOM ST	95811	Urban Center Low	Urban Center High
00100120250000	200 JIBBOOM ST	95811	Urban Center Low	Urban Center High
00100200450000	430 N 7TH ST	95811	Urban Center Low	Urban Center High
00100700070000	1401 RICHARDS BL	95811	Traditional Center	Urban Center Low
00100700280000	1421 RICHARDS BL	95811	Traditional Center	Urban Center Low
00100700290000	1441 RICHARDS BL	95811	Traditional Center	Urban Center Low
00100810040000	1001 RICHARDS BL	95811	Urban Center Low	Employment Center Low Rise
00100810050000	515 N 10TH ST	95811	Urban Center Low	Employment Center Low Rise
00100810060000	521 N 10TH ST	95811	Urban Center Low	Employment Center Low Rise
00100810070000	601 N 10TH ST	95811	Urban Center Low	Employment Center Low Rise
00100810090000	1000 VINE ST	95811	Urban Center Low	Employment Center Low Rise
00100810100000	0 VINE ST	95811	Urban Center Low	Employment Center Low Rise
00100810110000	609 N 10TH ST	95811	Urban Center Low	Employment Center Low Rise
00100810120000	0 N 10TH ST	95811	Urban Center Low	Employment Center Low Rise
00100810130000	701 DOS RIOS ST	95811	Urban Center Low	Employment Center Low Rise
00100810140000	601 DOS RIOS ST	95811	Urban Center Low	Employment Center Low Rise
00100810150000	0 DOS RIOS ST	95811	Urban Center Low	Employment Center Low Rise
00100810160000	1101 RICHARDS BL	95811	Urban Center Low	Employment Center Low Rise
00100900040000	1050 RICHARDS BL	95811	Urban Center Low	Employment Center Low Rise
00100900050000	1100 RICHARDS BL	95811	Urban Center Low	Employment Center Low Rise
00101010010000	0 RICHARDS BL	95811	Traditional Center	Urban Center Low
00101010020000	0 RICHARDS BL	95811	Traditional Center	Urban Center Low
00101010040000	510 N 12TH ST	95811	Traditional Center	Urban Center Low
00101010050000	1400 RICHARDS BL	95811	Traditional Center	Urban Center Low
00101010060000	620 SUNBEAM AV	95811	Traditional Center	Urban Center Low
00101010070000	430 N 12TH ST	95811	Traditional Center	Urban Center Low
00101020070000	520 N 12TH ST	95811	Traditional Center	Urban Center Low

00101020080000	1450 RICHARDS BL	95811	Traditional Center	Urban Center Low
00101020090000	625 SUNBEAM AV	95811	Traditional Center	Urban Center Low
00101020100000	605 SUNBEAM AV	95811	Traditional Center	Urban Center Low
00101020110000	522 N 12TH ST	95811	Traditional Center	Urban Center Low
00101030010000	550 N 16TH ST	95811	Traditional Center	Urban Center Low
00101030020000	540 N 16TH ST	95811	Traditional Center	Urban Center Low
00101030030000	520 N 16TH ST	95811	Traditional Center	Urban Center Low
00101030060000	515 N 12TH ST	95811	Traditional Center	Urban Center Low
00101030080000	0 SPROULE AV	95811	Traditional Center	Urban Center Low
00101030090000	500 N 16TH ST	95811	Traditional Center	Urban Center Low
00101030100000	1451 SPROULE AV	95811	Traditional Center	Urban Center Low
00101040140000	625 N 16TH ST	95811	Traditional Center	Urban Center Low
00101040160000	775 N 16TH ST	95811	Traditional Center	Urban Center Low
00101040170000	769 N 16TH ST	95811	Traditional Center	Urban Center Low
00101040180000	525 N 16TH ST	95811	Traditional Center	Urban Center Low
00101040190000	0 N 16TH ST	95811	Traditional Center	Urban Center Low
00101040200000	0 N 16TH ST	95811	Traditional Center	Urban Center Low
00101140030000	1151 N D ST	95811	Urban Center Low	Employment Center Low Rise
00101230030000	201 N 12TH ST	95811	Traditional Center	Employment Center Low Rise
00101230040000	211 N 12TH ST	95811	Traditional Center	Employment Center Low Rise
00101300060000	1351 N C ST	95811	Traditional Center	Employment Center Low Rise
00101300070000	1341 N C ST	95811	Traditional Center	Employment Center Low Rise
00101300220000	311 N 12TH ST	95811	Traditional Center	Employment Center Low Rise
00101300240000	306 AHERN ST	95811	Traditional Center	Employment Center Low Rise
00101300250000	1321 N C ST	95811	Traditional Center	Employment Center Low Rise
00101300260000	321 N 12TH ST	95811	Traditional Center	Employment Center Low Rise
00101410010000	0 MCCORMACK AV	95811	Traditional Center	Employment Center Low Rise
00101410020000	0 SPROULE AV	95811	Traditional Center	Employment Center Low Rise
00101410030000	1400 SPROULE AV	95811	Traditional Center	Employment Center Low Rise
00101410070000	1506 SPROULE AV	95811	Traditional Center	Employment Center Low Rise
00101410130000	440 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101410140000	430 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101410150000	0 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101410160000	410 N 16TH ST	95811	Traditional Center	Employment Center Low Rise

00101410170000	400 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101410210000	1501 MCCORMACK ST	95811	Traditional Center	Employment Center Low Rise
00101410220000	1448 MCCORMACK ST	95811	Traditional Center	Employment Center Low Rise
00101410230000	1450 SPROULE AV	95811	Traditional Center	Employment Center Low Rise
00101410240000	470 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101410250000	1517 MCCORMACK ST	95811	Traditional Center	Employment Center Low Rise
00101420010000	0 MCCORMACK AV	95811	Traditional Center	Employment Center Low Rise
00101420020000	0 MCCORMACK ST	95811	Traditional Center	Employment Center Low Rise
00101420030000	0 MCCORMACK ST	95811	Traditional Center	Employment Center Low Rise
00101420040000	305 AHERN ST	95811	Traditional Center	Employment Center Low Rise
00101420050000	1500 MCCORMACK ST	95811	Traditional Center	Employment Center Low Rise
00101420080000	0 MCCORMACK ST	95811	Traditional Center	Employment Center Low Rise
00101420090000	0 MCCORMACK ST	95811	Traditional Center	Employment Center Low Rise
00101420100000	324 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101420110000	324 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101420120000	324 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101420130000	318 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101420140000	1527 N C ST	95811	Traditional Center	Employment Center Low Rise
00101420180000	1401 N C ST	95811	Traditional Center	Employment Center Low Rise
00101420190000	1501 N C ST	95811	Traditional Center	Employment Center Low Rise
00101420200000	1515 N C ST	95811	Traditional Center	Employment Center Low Rise
00101420210000	1510 MCCORMACK ST	95811	Traditional Center	Employment Center Low Rise
00101420220000	1516 MCCORMACK ST	95811	Traditional Center	Employment Center Low Rise
00101430040000	1603 BASLER ST	95811	Traditional Center	Urban Center Low
00101430050000	1605 BASLER ST	95811	Traditional Center	Urban Center Low
00101430060000	1607 BASLER ST	95811	Traditional Center	Urban Center Low
00101430070000	1611 BASLER ST	95811	Traditional Center	Urban Center Low
00101430130000	1625 BASLER ST	95811	Traditional Center	Urban Center Low
00101430140000	1627 BASLER ST	95811	Traditional Center	Urban Center Low

00101430150000	1629 BASLER ST	95811	Traditional Center	Urban Center Low
00101440030000	1604 BASLER ST	95811	Traditional Neighborhood Medium	Employment Center Low Rise
00101440040000	1604 BASLER ST	95811	Traditional Neighborhood Medium	Employment Center Low Rise
00101440050000	1608 BASLER ST	95811	Traditional Neighborhood Medium	Employment Center Low Rise
00101440320000	411 N 16TH ST	95811	Traditional Neighborhood Medium	Employment Center Low Rise
00101440330000	1607 DREHER ST	95811	Traditional Neighborhood Medium	Employment Center Low Rise
00101450120000	1632 DREHER ST	95811	Traditional Center	Employment Center Low Rise
00101450130000	1632 DREHER ST	95811	Traditional Center	Employment Center Low Rise
00101450220000	325 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101450230000	311 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101450240000	311 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
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00101510020000	0 N C ST	95811	Traditional Center	Employment Center Low Rise
00101510050000	200 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101520010000	1610 N C ST	95811	Traditional Center	Employment Center Low Rise
00101520020000	0 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101520030000	0 N C ST	95811	Traditional Center	Employment Center Low Rise
00101520040000	1610 N C ST	95811	Traditional Center	Employment Center Low Rise
00101520050000	1610 N C ST	95811	Traditional Center	Employment Center Low Rise
00101520060000	1616 N C ST	95811	Traditional Center	Employment Center Low Rise
00101520070000	1616 N C ST	95811	Traditional Center	Employment Center Low Rise
00101520110000	1626 N C ST	95811	Traditional Center	Employment Center Low Rise
00101520120000	1626 N C ST	95811	Traditional Center	Employment Center Low Rise
00101520130000	0 N C ST	95811	Traditional Center	Employment Center Low Rise
00101520140000	1630 N C ST	95811	Traditional Center	Employment Center Low Rise

00101520150000	1701 THORNTON AV	95811	Traditional Center	Employment Center Low Rise
00101520170000	1615 THORNTON AV	95811	Traditional Center	Employment Center Low Rise
00101520180000	221 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101520190000	235 N 16TH ST	95811	Traditional Center	Employment Center Low Rise
00101520210000	1624 N C ST	95811	Traditional Center	Employment Center Low Rise
00101520220000	1625 THORNTON AV	95811	Traditional Center	Employment Center Low Rise
00101810170000	450 BERCUT DR	95811	Urban Center Low	Urban Center High
00101810190000	300 BERCUT DR	95811	Urban Center Low	Urban Center High
00101810240000	400 BERCUT DR	95811	Urban Center Low	Urban Center High
00101810250000	350 BERCUT DR	95811	Urban Center Low	Urban Center High
00101810260000	300 BERCUT DR	95811	Urban Center Low	Urban Center High
00102000120000	424 N 5TH ST	95811	Urban Center Low	Urban Center High
00102000130000	0 RICHARDS BL	95811	Urban Center Low	Urban Center High
00102000340000	0 RICHARDS BL	95811	Urban Center Low	Urban Center High
00200200090000	0 N B ST	95811	Traditional Center	Employment Center Low Rise
00200200100000	1405 N B ST	95811	Traditional Center	Employment Center Low Rise
00200200120000	0 N B ST	95811	Traditional Center	Employment Center Low Rise
00200200150000	1317 N B ST	95811	Traditional Center	Employment Center Low Rise
00200200160000	1400 N C ST	95811	Traditional Center	Employment Center Low Rise

Attachment 4

RESOLUTION NO. 2011-

Adopted by the Sacramento City Council

RESCINDING THE RICHARDS BOULEVARD AREA PLAN (RBAP) AND 1994 FACILITY ELEMENT (RIVER DISTRICT SPECIFIC PLAN M09-003)

BACKGROUND

A. On December 13, 1994, the City Council adopted the Railyards Specific Plan, Richards Boulevard Area Plan, and the Facility Element for the Railyards and Richards Boulevard Planning Areas. (Resolution 94-736)

B. On December 11, 2007 the City Council directed staff to proceed in updating the Facility Element and the Richards Boulevard Area Plan. (Resolution 2007-915)

C. On April 9, 2009 and August 12, 2010, the City Planning Commission held public meetings on the River District Specific Plan.

D. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to approve rescinding the RBAP.

E. On February 15, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence concerning the River District Specific Plan project.

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

Section 1. Based on the verbal and documentary evidence received at the hearing held on February 15, 2011, the City Council hereby rescinds the Richards Boulevard Area Plan (RBAP) and 1994 Facility Element.

Attachment 5

RESOLUTION NO. 2011-

Adopted by the Sacramento City Council

AMENDING THE GENERAL PLAN CIRCULATION ELEMENT (RIVER DISTRICT SPECIFIC PLAN M09-003)

BACKGROUND

A. On December 13, 1994, the City Council adopted the Railyards Specific Plan, Richards Boulevard Area Plan, and the Facility Element for the Railyards and Richards Boulevard Planning Areas. (Resolution 94-736)

B. On December 11, 2007 the City Council directed staff to proceed in updating the Facility Element and the Richards Boulevard Area Plan. (Resolution 2007-915)

C. As stated in the General Plan in policy M4.4.1, the City maintains a roadway network diagram that categorizes streets according to function and type. Figure M-2B shall be modified to show the updated street classifications for the River District. Figure M-3B shall be modified to show the number of lanes for the River District.

D. On April 9, 2009 and August 12, 2010, the City Planning Commission held public meetings on the River District Specific Plan.

E. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to amend the Circulation Element of the General Plan.

F. On February 15, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence concerning the River District Specific Plan project.

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

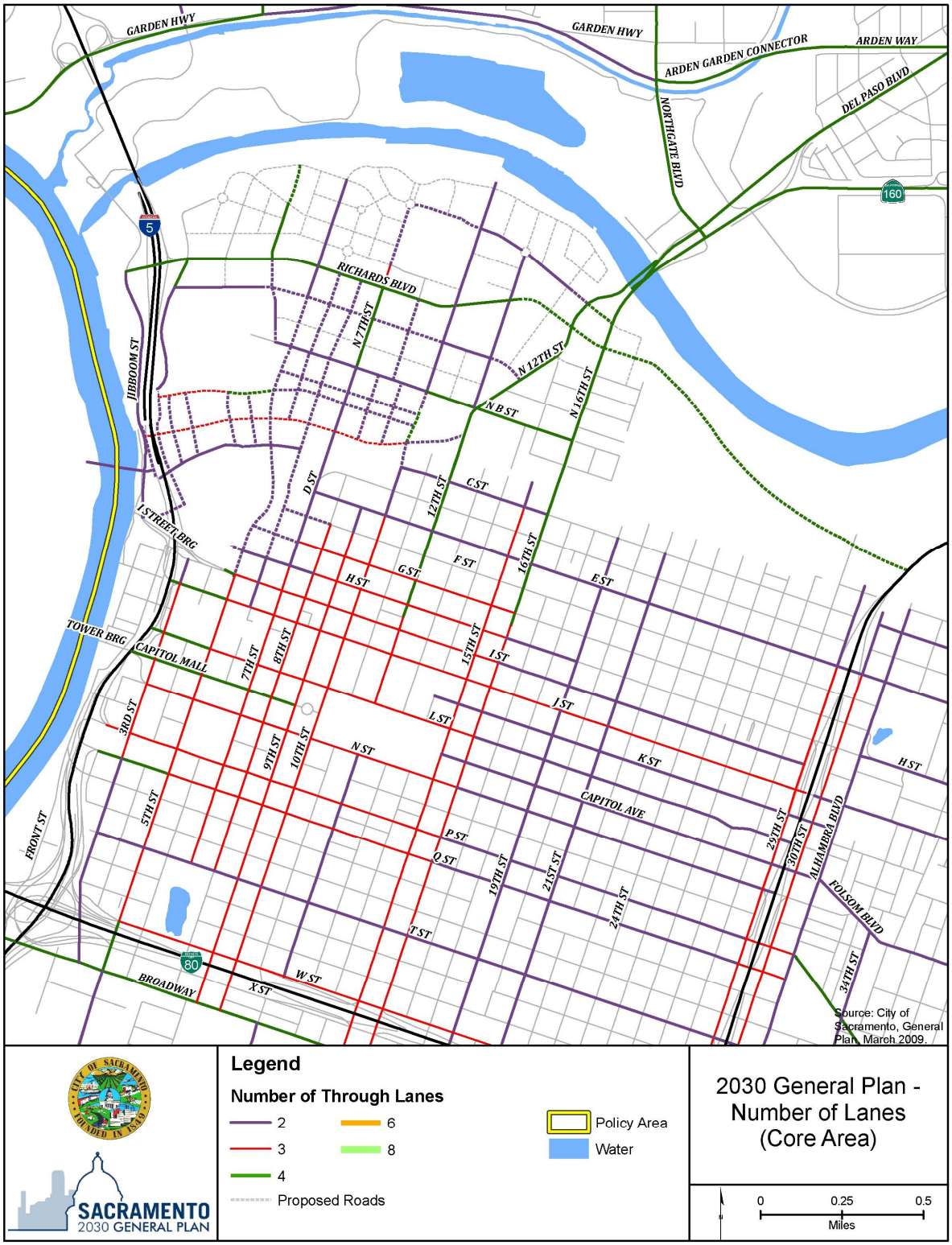
Section 1. Based on verbal and documentary evidence received at the hearing, the City Council approves the 2030 General Plan Circulation Amendment as set forth in Exhibit A.

Section 2. Exhibit A is a part of this Resolution (2 pages).

Table of Contents:
Exhibit A –Circulation Map (Replaces Pages 2-191 and 2-195 in the General Plan)

Exhibit A: Circulation Map (Page 1 of 2)

Exhibit A: Circulation Map (Page 2 of 2)



Attachment 6

RESOLUTION NO. 2011-

Adopted by the Sacramento City Council

ADOPTING THE RIVER DISTRICT SPECIFIC PLAN, DESIGN GUIDELINES, AND INFRASTRUCTURE AND PUBLIC FACILITIES FINANCING PLAN (M09-003)

BACKGROUND

A. On December 13, 1994, the City Council adopted the Railyards Specific Plan, Richards Boulevard Area Plan, and the Facility Element for the Railyards and Richards Boulevard Planning Areas. (Resolution 94-736)

B. On December 11, 2007 the City Council directed staff to proceed in updating the Facility Element and the Richards Boulevard Area Plan. (Resolution 2007-915)

C. On April 9, 2009 and August 12, 2010, the City Planning Commission held public meetings on the River District Specific Plan.

D. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to adopt the River District Specific Plan and Infrastructure and Public Facilities Financing Plan.

E. On February 15, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence concerning the River District Specific Plan, Design Guidelines, and Infrastructure and Public Facilities Financing Plan.

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

Section 1. Based on the verbal and documentary evidence received at the hearing held on February 15, 2011, the City Council hereby adopts the River District Specific Plan, comprised of the Specific Plan, the Design Guidelines, and the Infrastructure and Public Facilities Financing Plan, attached as Exhibits A, B, and C.

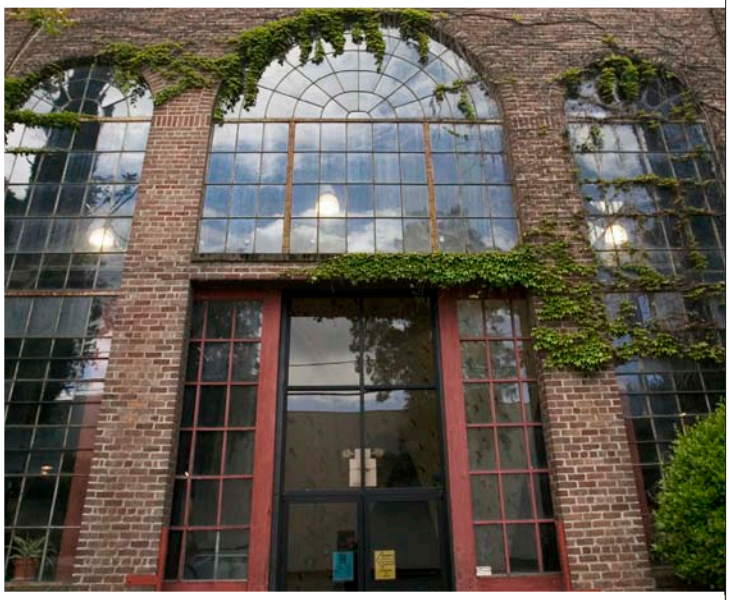
Section 2. Exhibit A (Specific Plan), Exhibit B (Design Guidelines), and Exhibit C (Infrastructure and Public Facilities Financing Plan) are part of this Resolution.

Table of Contents:

Exhibit A – River District Specific Plan
Exhibit B - River District Design Guidelines
Exhibit C – River District Infrastructure and Public Facilities Financing Plan

RIVER DISTRICT SPECIFIC PLAN

Adopted by City Council on _____



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COMMUNITY DEVELOPMENT DEPARTMENT
ECONOMIC DEVELOPMENT DEPARTMENT

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ACKNOWLEDGEMENTS

The River District Specific Plan was a city-led, cross-functional planning effort. The City of Sacramento would like to acknowledge the contribution of the following staff and contributors:

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American River Parkway

Lottery Headquarters, under construction 2010

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EXECUTIVE SUMMARY

The River District Specific Plan establishes planning and design standards for the redevelopment of approximately 773 acres of land located at the confluence of the American and Sacramento Rivers, north of the downtown core of the City of Sacramento. The area is generally defined on the north by the American River, on the west by the Sacramento River, on the south by the recently adopted Sacramento Railyards Specific Plan area and on the east by parcels contiguous to North 16th Street. The land is mostly developed and is divided into approximately 400 separate parcels held by over 200 property owners.

CHAPTER ONE: INTRODUCTION

Chapter One establishes the purpose of the Plan, its physical context, and its relationship to other regulations and planning documents, including the City's 2030 General Plan. The Specific Plan will serve to guide future decisions regarding land use, intensity of development, circulation, public spaces, urban design and the necessary infrastructure improvements to support future development. The Plan will provide a mechanism for ensuring that future development and infrastructure will be feasible, coordinated and efficient.

The River District envisioned in the Specific Plan will be a vibrant, mixed-use community connected to the surrounding neighborhoods by a network of local streets, light rail transit, and bicycle and pedestrian pathways. It will be bordered by a ribbon of parks at the rivers' edge and will have a wide range of employment, entertainment and housing options for families and individuals. It will be home to existing light industrial uses and new development transitioning to a mix of residential and retail/commercial infill.

CHAPTER TWO: VISION

This chapter provides the guiding principles for development within the River District area. The principles are based on input from community stakeholders, City staff, technical consultants, the City Council and Commissioners requirements of State law and City policies and regulations. The principles provide the broadest and most overarching set of guidance for the development of the River District area. The goals and policies implementing each of the guiding principles are listed in Appendix 1 and are discussed more fully in the related chapters of the Specific Plan. The chapters are Land Use, Historic Resources, Circulation, Parks and Open Space, Community Facilities and Public Services, Utility Infrastructure and Implementation. Urban design is discussed in the River District Design Guidelines, Chapter 2: Framework, which is a companion to this document.

The goals and policies represent statements of intent that will guide the development of the River District. They establish a framework upon which measures for implementation of the Specific Plan are developed. The goals and policies of the River District Specific Plan supersede those contained in the Richards Boulevard Area Plan and are intended to work in conjunction with the policies of other adopted City documents.

CHAPTER THREE: LAND USE

This chapter describes the land use designations and allowable development intensities in the River District Specific Plan area. The land use designations and development program correspond to and implement the development concepts for the River District and each of its sub-areas described in this chapter. The development standards that are specific to the River District area are located in the River District Special Planning District (SPD), Section 17.120 of the Sacramento City Code.

The River District consists of a six Areas, the boundaries of which are based upon existing building patterns within each area. The River District Specific Plan seeks to preserve and enhance each Area to capitalize on its unique character, while improving the attractiveness and livability of the River District.

CHAPTER FOUR: HISTORIC RESOURCES

The area's ties to the Sacramento and American Rivers, the development of levees, the growth of the railroads and the development of Sacramento as an agricultural and canning center and transportation hub reflect its transformation over the years. The Specific Plan's goals and policies related to historic resources primarily address the preservation, rehabilitation and opportunities for the adaptive reuse of historic properties within the River District.

The Plan proposes to establish the North 16th Street Historic District with the intent to transform it into a vibrant mixed-use arts, retail, residential and commercial Area. The historic and contributing resources of the River District are also described.

CHAPTER FIVE: CIRCULATION

This chapter describes the circulation improvements needed to support the implementation of the River District Specific Plan. The improvements are necessary to provide a framework for the growth which is projected within the District and enhance the connectivity of the entire city center. A key principle of the Specific Plan is the long term transformation of the current industrial truck and automobile circulation network to one that places a high priority on the pedestrian. The new street network is envisioned to balance the needs of an increasingly diverse land use base, while maintaining the viability of the street network for businesses that use large vehicles in their operations.

CHAPTER SIX: PARKS AND OPEN SPACE

The greatest natural assets of the River District are the two rivers that form its northern and western boundaries – the American and the Sacramento Rivers. Hidden from view by elevated flood protection levees, the unique opportunity presented by the River District's location at the confluence of these major California rivers has not yet been fully realized. The River District Specific Plan sets the stage for a future district that is able to capitalize upon the regional benefits of these resources.

CHAPTER SEVEN: COMMUNITY FACILITIES AND PUBLIC SERVICES

This chapter of the River District Specific Plan describes the community facilities and public services that will need to be provided in the District as new development occurs.

As newer, more intensive uses are developed in the River District there will be increased demands for expanded schools, police and fire services. Beyond the community facilities that will be developed to meet the specific demands of planned development in the area, the Specific Plan also provides for new facilities which will be of benefit to the existing community and the larger region.

CHAPTER EIGHT: UTILITY INFRASTRUCTURE

The Utility Infrastructure chapter of the River District Specific Plan establishes plans, goals, and policies for the orderly upgrading, replacement, and/or expansion of public utility infrastructure, such as water, sanitary sewer, and storm drainage systems. The existing and future plans for electric, natural gas and telecommunication systems within the River District are also briefly discussed in this chapter. The proposed plans for each of these public infrastructure elements will provide individual property owners and developers, as well as the City, with a framework of improvements necessary to support future development in the Specific Plan area.

CHAPTER NINE: IMPLEMENTATION

The River District Specific Plan is a long range policy and planning document that is intended to guide development in the River District over the next 20 to 25 years (through 2030-2035). The Specific Plan replaces the Richards Boulevard Area Plan, which was repealed as part of the River District Specific Plan adoption. This chapter describes the steps needed to implement the River District Specific Plan and the proposed financing measures for public improvements.

Chapter Nine summarizes the development review process for the River District Specific Plan area and outlines additional policies necessary to implement the Specific Plan. Infrastructure financing is addressed in detail in the Financing Plan, which is a component of the Specific Plan.

CHAPTER

I

INTRODUCTION

The River District Specific Plan establishes planning and development standards for the redevelopment of approximately 773 acres, with 550 net developable acres, of land located at the confluence of the American and Sacramento Rivers, north of the downtown core of the City of Sacramento (Figure 1.0). The area is generally defined on the north by the American River, on the west by the Sacramento River, on the south by the recently adopted Sacramento Railyards Specific Plan area and on the east by parcels contiguous to North 16th Street (Figure 1.1). The land is mostly developed and divided into approximately 400 separate parcels held by over 200 property owners.

Aerial View of the River District.

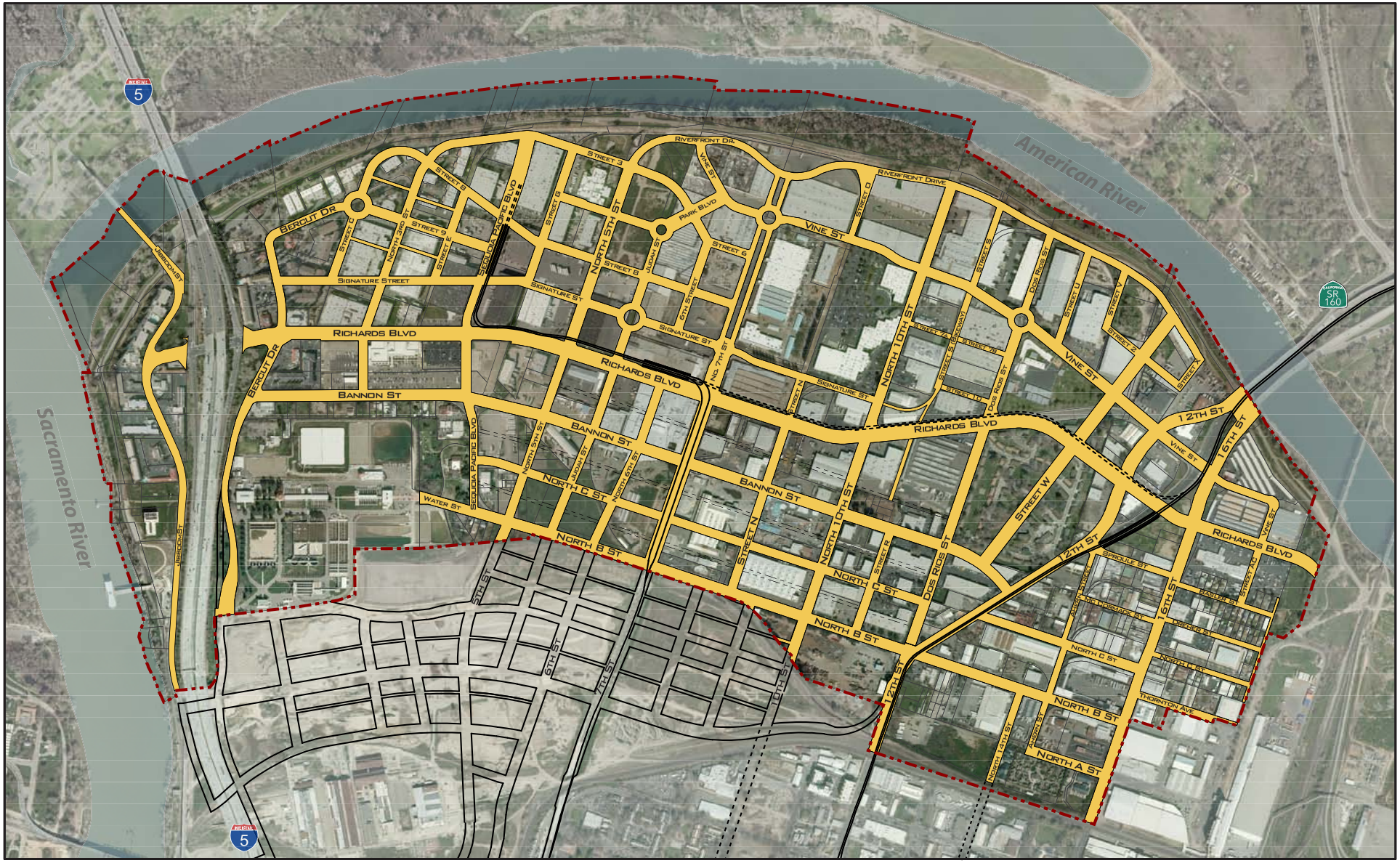

Figure 1.0 River District Specific Plan Area

- RDSP Boundary
- LRT Line / Station Platform
- Future LRT Line - 35 ft ROW Dedication see Street Sections & Design Guidelines
- Public Rights-of-Way (ROW)
- Railyards Street Network

FIGURE 1.1 River District Specific Plan Area's Location within Sacramento.

The River District is part of a redevelopment area, formerly known as the Richards Boulevard Redevelopment Project Area, which was established in 1990. It is also part of the North Sacramento Enterprise Zone, a state program providing hiring incentives and tax credits. The River District Specific Plan area is located in the Central City and development in this area is also guided by the City's 2030 General Plan.

For decades the River District, formerly referred to as the Richards Boulevard area, has been known for its light industrial, warehousing and distribution businesses. Access into the District has been constrained by the rivers, the levee system, the old Southern Pacific Railyards and railroad tracks. The relative isolation of the River District, along with the limited number of streets from the central core into the District, has hindered private investment and redevelopment and that isolation has contributed to the presence of a large homeless population. The opening of North 7th Street in 2004, connecting Downtown with the River District, has helped to reduce this isolation and changed the dynamic of the District by opening up opportunities for development.

The River District Specific Plan (the Plan or the Specific Plan) supersedes the Richards Boulevard Area Plan, adopted in 1994. The River District Specific Plan and accompanying River District Design Guidelines will serve to guide future decisions regarding land use, intensity of development, circulation, public spaces, historic resources, urban design and the necessary infrastructure improvements to support future development. Through its Finance Plan, the Specific Plan provides a mechanism for ensuring that future development and infrastructure will be feasible, coordinated and efficient.

The River District envisioned in the Specific Plan will be a vibrant, mixed-use community connected to the surrounding neighborhoods by a network of local streets, light rail transit, and bicycle and pedestrian pathways. It will be bordered by a ribbon of parks at the rivers' edge and have a wide range of employment, entertainment and housing options for families and individuals. It will be home to existing light industrial uses and new development transitioning to a mix of residential and retail/commercial infill.

1.1 HISTORY OF THE RIVER DISTRICT

With the discovery of gold at Sutter's Mill in 1848, the Sacramento area became inundated with gold seekers, followed closely by land speculators. In 1849, a "paper city" called Boston-by-the-River was laid out in the western portion of the River District now occupied by the water filtration plant. Boston-by-the-River was described as being "situated upon a broad and well-watered plain covered with many groves of magnificent oaks, and the largest class of steamers and all vessels navigating the Sacramento River can lie and discharge directly at its banks." The new city was platted in squares consisting of eight buildable lots, 80 feet by 120 feet. It included a large public square, schoolhouses, churches and public buildings. Despite the promising plan prepared for Boston by-the-River, the community was never developed.

FIGURE 1.2 1854 Map Showing the Original Route of the American River.

Due to its proximity to the American and Sacramento Rivers, the River District was subject to flooding and drainage problems through the early 1900s. Over time, the American River was realigned to its current configuration, which is significantly north of its natural course (Figure 1.2).

As levees were constructed in the early 1900s, the area became a focus for warehousing and distribution uses. Within close proximity to major rail and a state highway, agricultural products of the fertile Sacramento Valley were distributed throughout the nation from the River District. In 1912, Pacific Gas and Electric opened an auxiliary steam power station on Jibboom Street in response to increasing demand for electricity in the growing city of Sacramento. In the early 1920s, the City constructed the water filtration plant, located in the western portion of the District near the Sacramento River. Later, a major trucking firm and a large produce distribution center were established in the area. At the same time, a small residential subdivision was established along the North 16th Street corridor.

During the Depression years, settlements or camps, referred to as "hoovervilles," became established in the area. It is during this period in the area's history that Dorothea Lange took her famous photo, "Daughter of Migrant Tennessee Coal Miner Living in American River Camp" at the American River Hooverville (Figure 1.3)

During World War II, a prisoner of war (POW) camp was established in the River District that held German POWs and was known as 'Tent City.' Also during the war era, the federal government constructed the Dos Rios housing complex and school for low income families. In 1952, a printing plant to serve the State government was developed at North 7th Street and Richards Boulevard. It was not until the early 1960s that the last part of the River District was annexed to the City of Sacramento

1.2 THE RIVER DISTRICT TODAY

While the River District in 2010 is predominately a warehouse and office district with a large government office presence, it also contains about 386 residential units with close to 600 residents. The District is home to the Dreher-Basler Neighborhood and the Twin Rivers Housing Project, formerly called the Dos Rios Housing Project. The District contains about 420,000 square feet of retail/wholesale businesses and over 1,000 rooms in ten motels located around Interstate 5.

FIGURE 1.3

"Daughter of migrant Tennessee coal miner. Living in American River camp Near Sacramento, California."

By Dorothea Lange

Government buildings are mostly located adjacent to Richards Boulevard. The State of California Printing Plant, the State Telecommunications Division and California Lottery are located in the District. Additionally, in 2009 the California Highway Patrol consolidated its headquarters, bringing 900 employees to North 7th Street, north of Richards Boulevard.

The County of Sacramento and the City of Sacramento have several facilities in the River District. The County's Comprehensive Alcoholism Treatment Center and Sheriff Department's Work Release Facility are located in the District. Additionally, the City of Sacramento's Police and Community Development Departments and the City/County Center for Sacramento History offices are located in the River District. The District is also home to a number of social services providers. They include Loaves & Fishes, Salvation Army, Quinn Cottages and Union Gospel Mission. In addition, Volunteers of America operates programs in facilities owned by the Sacramento County Department of Human Assistance.

The existing businesses in the River District range from retail to warehousing. Downtown Ford is located on North 16th Street and is one of the largest sales tax revenue generators in the city. In 2008, General Produce celebrated its 75th anniversary in business (Figure 1.4) and Schetter Electric its 50th anniversary. Sacramento Theatrical Lighting located on Richards Boulevard

FIGURE 1.4 In 2008 General Produce Celebrated Its 75th Anniversary.

FIGURE 1.5 Regional Transit Green Line to Sacramento International Airport.

celebrated its 60th anniversary in business. Blue Diamond Growers, located just outside the Specific Plan boundaries, celebrated its centennial in 2010.

After North 7th Street was extended to connect the River District to Downtown in 2004, redevelopment opportunities expanded. In August 2007, entitlements for the 65 acre Township 9 project, located on the west side of North 7th Street, were approved for approximately 2,350 housing units, 150,000 square feet of retail and 800,000 square feet of office. This project was awarded $30 million in State of California Proposition 1C grant funds and broke ground in 2009.

The River District will benefit from a Regional Transit (RT) Green Line Light Rail Station located on the northwest corner of Richards Boulevard and North 7th Street at Township 9. A second Green Line Light Rail Station is planned for Sequoia Pacific Boulevard. The first segment of the Green Line, which broke ground in 2009, will connect the River District with Downtown and

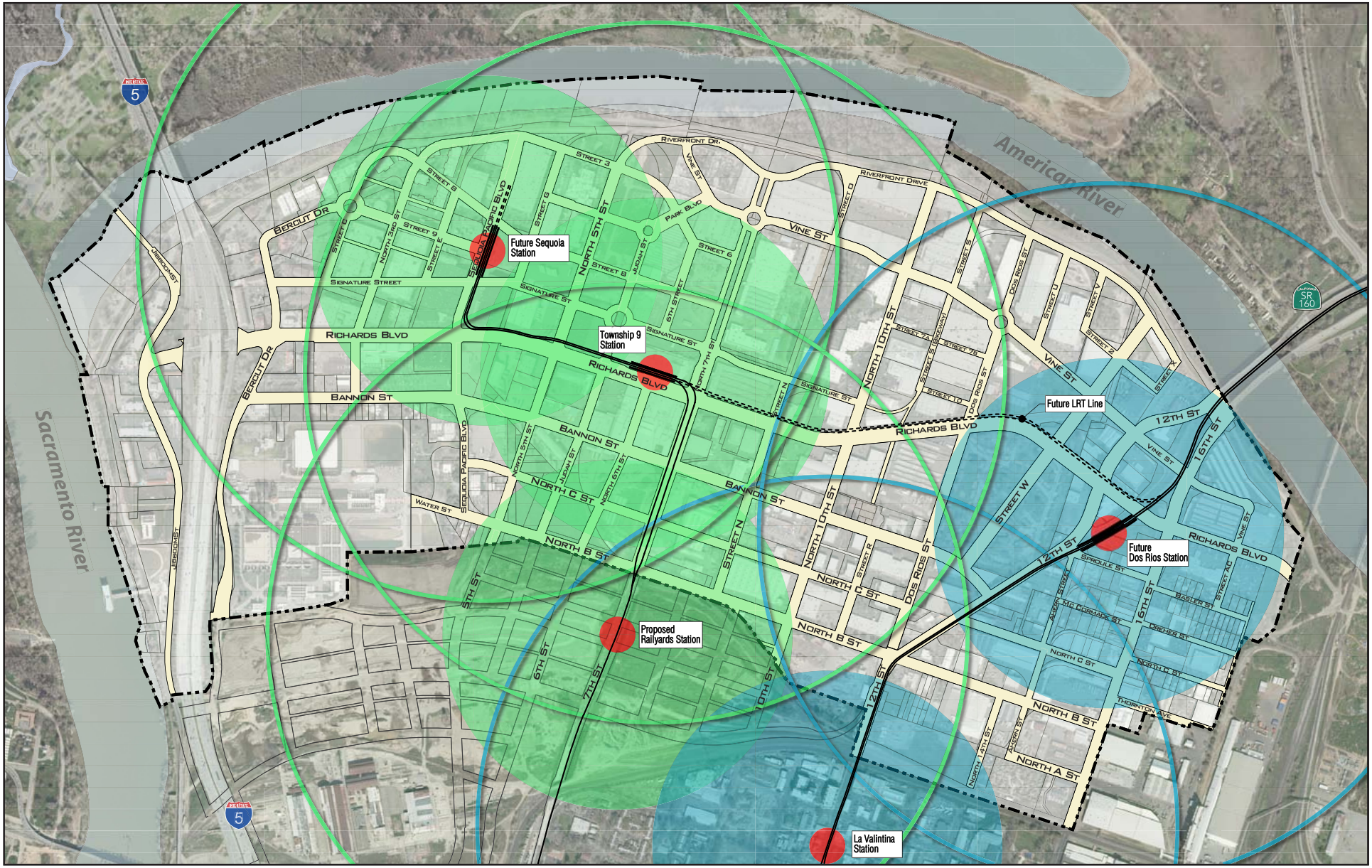

Figure 1.6 Light Rail Stations Serving the River District

River District Specific Plan Boundary

LRT Line / Station Platform

Future LRT Line - 35 ft ROW Dedication
see Street Sections & Design Guidelines

Transit Stations with 5 and 10 minute walking radius

Blue Line - Watt Avenue to Cosumnes River

Green Line - Intermodal Station to future Airport terminus

the Sacramento Intermodal Transit Facility. Eventually it will also connect with Natomas and the International Airport (Figure 1.5). Although the RT light rail Blue Line already passes through the River District on North 12th Street, there is currently no station for that line in the River District. Once development warrants a Blue Line Station, it will increase connectivity to the River District from North Sacramento and beyond (Figure 1.6).

1.3. WHAT IS A SPECIFIC PLAN?

Under California Law (Government Code Section 65450 et seq.) cities and counties may adopt specific plans to develop policies, programs and regulations to implement a jurisdiction's adopted General Plan. A specific plan serves as a bridge between the General Plan, community plan and the zoning code for large development projects.

This Specific Plan has been prepared in accordance with the requirements of Government Code to take advantage of the California Environmental Quality Act (CEQA) exemption benefits set out in Section 65457 and the provision in Sections 15162 and 15163 regarding limits as to when additional environmental review is required for projects consistent with the Specific Plan. The Specific Plan complies with the provisions of Government Code Section 65451 by including text and diagrams that generally describe the following:

- The distribution, location and extent of all uses of land, including open space;
- The proposed distribution, location, and extent and intensity of major components of public and private infrastructure, such as transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the plan area and/or needed to support the land uses;
- Standards and criteria which specify how the development of the River District area will proceed;
- Statements of consistency between the Specific Plan and the goals and policies contained in the General Plan; and;
- A program of implementation measures such as regulations, programs, public works projects and financing measures necessary to complete the essential facilities to allow for the development of the Specific Plan area.

The previous Richards Boulevard Area Plan (RBAP) was adopted in 1994 and has served as the governing community plan for the River District since that time. The RBAP envisioned a district crossed by arterial couplets connecting Interstate 5 and Highway 160 with an intermodal station to be located at North B Street and North 7th Street. In 2007, the City of Sacramento formally approved a plan to construct the new intermodal station in a different location as part of the historic Southern Pacific Railroad Sacramento Depot, now Sacramento Valley Station, south of the River District area; altering the location of one of the core infrastructure projects identified in the RBAP.

The River District Specific Plan replaces the RBAP and provides an opportunity to transform the nature of the District, improve connections with Downtown and the Railyards, and create a pedestrian friendly district with many local, two-way streets. The goal of the River District Specific Plan is to provide the planning support for development that will transform the district into an economically-vibrant, transit-oriented, urban neighborhood supporting a mix of uses.

1.4. SPECIFIC PLAN PROCESS

The River District Specific Plan planning process was initiated in January 2008 by the Community Development and Economic Development Departments of the City of Sacramento. This staff-led effort was conducted in cooperation with The River District Property and Business Improvement District (PBID). City staff invited volunteers from The River District PBID to serve in an advisory capacity throughout the planning process. Five members of the River District board of directors and its executive director volunteered to serve as stakeholder representatives. This group met with City staff to discuss the preparation of the Specific Plan on a regular basis throughout the planning process.

The River District Specific Plan public outreach was launched in February 2008 with two community workshops. These visioning events focused on Land Use, Urban Design, Parks & Recreation and Circulation (Figure 1.7). The sessions were attended by residents, business owners, neighborhood associations, advocacy groups, social service providers and public agencies. Input was solicited on goals for the Specific Plan, including concepts for parks, social services and land uses.

FIGURE 1.7 Community Workshop, February 2008.

These community workshops were followed in early March 2008 by a two-day seminar conducted by walkability expert, Dan Burden. Burden walked the District with City staff providing suggestions, advice and insights on how to make the River District more pedestrian friendly and improve traffic circulation (Figure 1.8). A third public workshop was conducted in late March where major development concepts and land use, circulation, urban design and parks were presented and comments were taken from attendees.

After land use and circulation network proposals were completed, two property owner workshops were held in March 2009 to provide the opportunity for individual property owners to review progress on the Plan and to ask questions of City staff on a one-on-one basis. Additional public input was sought at workshops concerning the area's historic properties survey and findings, a scoping session for the Environmental Impact Report, a progress report and review and comment session with the Planning Commission and the City Council and a meeting with the Regional Parks Advisory Group, among others.

Additionally, a number of one-on-one meetings took place with public agencies including the Sacramento Area Flood Control Agency (SAFCA), Twin Rivers Unified School District, Pacific Gas and Electric (PG&E), Regional Transit, Sacramento Municipal Utility District (SMUD), and Sacramento County Regional Parks. Two zoning workshops were held in April 2010 for property owners and tenants. Additionally, hearings were held in 2010 to take comments from the general public and members of the City's Planning, Design, Preservation and Parks and Recreation Commissions. A list of community workshops held throughout the planning process is included in Appendix 2.

Drawn from comments of the community and City staff, a set of Guiding Principles were developed which are included in Chapter 2, Vision. The Guiding Principles are further defined in goals and policies for the Specific Plan area.

1.5. CONSISTENCY WITH THE GENERAL PLAN AND OTHER PLAN EFFORTS

The City of Sacramento's 2030 General Plan, approved in March 2009, provides development policies for the entire city. The River District Specific Plan is consistent with the General Plan and builds upon it, providing area-specific development policies that are unique to the River District. These policies will provide guidance to the City, developers and property owners, and other public agencies investing in the future of the River District.

A number of other plans have been developed in recent years which set the context within which the River District Specific Plan was developed. Below is a summary of the most pertinent plans.

Sacramento Area Council of Governments (SACOG) Blueprint

The Blueprint Project is a planning effort initiated by the Sacramento Area Council of Governments and adopted in 2004 to address growth patterns and transportation investment priorities that would result in significant increases in congestion in the future. Built on the

FIGURE 1.8 Walkability Expert Dan Burden Measuring Potential Bike Lanes.

principles of smart growth, it encourages a greater range of housing products, reinvestment in already developed areas, protection of natural resource areas from urbanization and more transportation choices.

River District Redevelopment Plan
Adopted in 1990 and originally named the Richards Boulevard Redevelopment Plan, the River District Redevelopment Plan has been amended seven times. The Plan provides a redevelopment program to eliminate blight, leverage private investment and create affordable housing.

Sacramento Riverfront Master Plan
The Cities of Sacramento and West Sacramento, together with the Counties of Sacramento and Yolo, created and accepted the Sacramento Riverfront Master Plan in 2003. The goal of the Plan is to create high-quality, riverfront public spaces surrounded by vibrant, urban neighborhoods, where cultural and recreational opportunities can be easily accessed and which provide a rich social experience for those who live, work and recreate within it.

The Ten Year Plan to End Chronic Homelessness
In 2006, the City and County of Sacramento adopted the Ten Year Plan to End Chronic Homelessness, a plan to provide permanent housing and supportive services to chronically homeless people. Sacramento's Plan incorporates a Housing First model as the central strategy and draws on successful local service-enriched housing programs such as the River City Community Homeless Program and the Homeless Intervention Program, as well as best practice models from New York, Philadelphia, San Francisco, Portland and other cities that have successfully implemented Housing First strategies for reducing chronic homelessness.

Railyards Specific Plan
The Railyards Specific Plan was adopted in 2007 and serves as the policy document to guide development within the Railyards Specific Plan area. It works together with three other documents that provide specific guidance on matters relating to urban design, development regulations, historic preservation and entitlements: the Railyards Design Guidelines, the Railyards Special Planning District Ordinance (SPD) and the Central Shops Historic District Ordinance.

American River Parkway Plan
The American River Parkway Plan was adopted in 2008 after an extensive community and city/county government outreach process. The Plan serves as a guide to land use decisions affecting the Parkway, specifically addressing its preservation, use, development and administration. The Parkway Plan is a policy and action document. It is written to ensure preservation of the naturalistic environment while providing limited developments to facilitate human enjoyment of the Parkway.

1.6. HOW TO USE THE RIVER DISTRICT SPECIFIC PLAN

The River District Specific Plan is the high level policy document guiding development in the River District. It addresses issues of zoning, infrastructure, circulation, parks and open spaces, historic preservation and urban design. The Specific Plan includes a finance plan for the development of public infrastructure. The Finance Plan sets development impact fees and is the basis for the nexus study to examine the costs of public infrastructure and fairly distribute those costs between Downtown, the River District and the Railyards areas. A program-level Environmental Impact Report and an historic properties survey were also prepared for the Specific Plan.

The Specific Plan works in conjunction with four other documents to provide development regulations and policies: 1) the 2030 General Plan, the City of Sacramento's overarching planning document; 2) the River District Special Planning District (SPD) Ordinance which implements the Specific Plan principles, goals and policies through zoning; 3) the River District Design Guidelines which provide guidance in written and diagrammatic form for private and public projects regarding aesthetic form and functional quality of development in the River District; and 4) the Ordinance adding Historic Landmarks and establishing the North 16th Street Historic District in the Sacramento Register of Historic and Cultural Resources, per Chapter 17.134 of the City Code. Developers undertaking projects in the River District must consult each of these documents prior to undertaking development and construction projects.

The Specific Plan may be updated periodically to ensure that the goals and policies in the Plan keep pace with development in the area.

CHAPTER

2

VISION

This chapter provides the guiding principles for development within the River District area. The principles are based on input from community stakeholders, City staff, technical consultants, the City Council and Commissions, requirements of State law and City policies and regulations. The principles provide the broadest and most overarching guidance for the development of the River District area. The goals and policies implementing each of the principles are contained in Appendix 1 and within the related chapters of the Specific Plan. These chapters are Land Use, Historic Resources, Circulation, Parks and Open Space, Public Services and Community Facilities, Utility Infrastructure and Implementation. Additional goals and policies are found in the River District Design Guidelines.

FIGURE 2.0 Sacramento River Water Intake Facility.

The goals and policies represent statements of intent that will guide the development of the River District. They establish a framework upon which measures for implementation of the Specific Plan were developed. The goals and policies were developed to work in conjunction with the policies of existing City documents including:

2030 General Plan

Central City Community Plan

Central City Urban Design Guidelines

Central City Parking Master Plan

Bicycle Master Plan

Pedestrian Master Plan

Pedestrian Friendly Street Standards

Traffic Calming Guidelines

Sustainability Master Plan

Parks and Recreation Master Plan

2.1. RIVER DISTRICT PRINCIPLES, GOALS AND POLICIES

The Principles, Goals and Policies presented in this Specific Plan were developed to meet the following criteria:

- Principle: A description of the desired result, generally stated, that the City wishes to achieve through the implementation of the Specific Plan.
- Goal: A specific outcome that serves as a step toward fulfilling the guiding principles.
- Policy: A specific statement that guides decision-making in working to achieve a goal. This Specific Plan establishes policies that will be used by City staff, the Planning, Design and Preservation Commissions, other hearing bodies, and the City Council in their review of development proposals within the River District Specific Plan area.

2.2. GUIDING PRINCIPLES

I. The River District's unique character and design will provide a sense of place.

The River District is a gateway to the Central City and the Sacramento and American Rivers. It will be known for its easy access to the Rivers, its economically vibrant mix of new developments and the adaptive reuse of industrial buildings. Operating commercial and light industrial businesses will provide an urban backdrop as many of those uses transition over time. A predominance of older brick buildings will help define an historic district along North 16th Street and will attract new life through a mixture of commercial, residential and retail uses.

II. The River District will be comprised of distinct neighborhoods with unique personalities.

The River District will boast new infill neighborhoods that offer a range of housing choices attractive to families and individuals. Its mix of compatible uses and spaces will coexist creating an active and vibrant district. These uses could include a combination of residential, commercial, light industrial, office, institutional, park or other land uses.

FIGURE 2.1

Downtown Ford has been Located in the River District since 1975.

Source: Kent Lacin Media Services

III. The River District's desirable location will support its diverse and robust economy.
Taking advantage of its location in the Central City and its access to the rivers and major transportation links, the River District will be a jobs and housing center. The River District will provide opportunities for employees and residents within the River District to live, work and play within the same community. Sites and buildings will be ready for redevelopment with infrastructure, master planning and zoning in place.

IV. The River District will maximize connectivity – north/south and east/west
A new street grid will connect the River District to surrounding neighborhoods by breaking through the current connectivity barriers. New and extended streets will connect the River District to the surrounding areas. New and improved river crossings will function smoothly and safely for all transportation modes. The natural and man-made barriers of the rivers, levees and the railroad tracks will be strategically traversed and become features of the District rather than obstacles to development.

V. The River District will support all transportation modes.
The River District will support all transportation modes. The River District will provide options for all modes of transportation – rail, light rail, bus, pedestrians, bicycles and vehicles. It will be a transit-oriented community with well planned and human-scaled roadways, sidewalks and intersections. Consideration will be given to innovative traffic control devices that prioritize walkability. The public transportation links will be first-rate, with two light rail lines crossing the District, three light rail stations and easy connections to the Sacramento Intermodal Transportation Facility.

VI. The River District will be a Model for Sustainable Development.
Sustainable building and rehabilitation practices will be the standard for River District development. Development will be designed to save energy, conserve resources and reduce pollution. The adaptive reuse of existing buildings, especially historic, will be encouraged to capture their embodied energy. Projects within the River District will be encouraged to meet LEED (Leadership in Energy and Environmental Design) or similar standards, as well as Sacramento Smart Growth Principles and natural resource conservation.

VII. The River District Specific Plan will support strategies to improve safety and social conditions.
New development and redevelopment will employ CPTED (Crime Prevention Through Environmental Design) standards and other techniques to create a strong "sense of place" and to provide a safe environment for visitors, residents and employees.

VIII. The scenic environment and livability of the River District will be enhanced through the development of public parks, open space, trails and outstanding community facilities and amenities.
With its unique location at the confluence of the Sacramento and American Rivers, the River District will provide a variety of opportunities for leisure and recreational activities. The riverfront will feature a ribbon of parks with activity centers at regular intervals that are accessible to the public and connected by a bicycle and pedestrian trail. Gathering places will be created within the private and the public realms. A variety of parks, plazas, open spaces, bicycle trails and other amenities will make the River District a desirable place to live, work and visit.

CHAPTER

3

LAND USE

This chapter describes the land use designations and the allowable development densities in the River District Specific Plan area. The land use designations and development standards correspond to and implement the development concepts for the River District and its sub-areas (Areas), described in this chapter. The zoning designations are shown in Figure 3.1 and the development regulations containing development standards specific to the River District area can be found in the River District Special Planning District, Section 17.120 of the Sacramento City Code. Urban and Architectural guidelines are to be found in the River District Design Guidelines.

FIGURE 3.0 Lottery Headquarters under Construction, 2010.

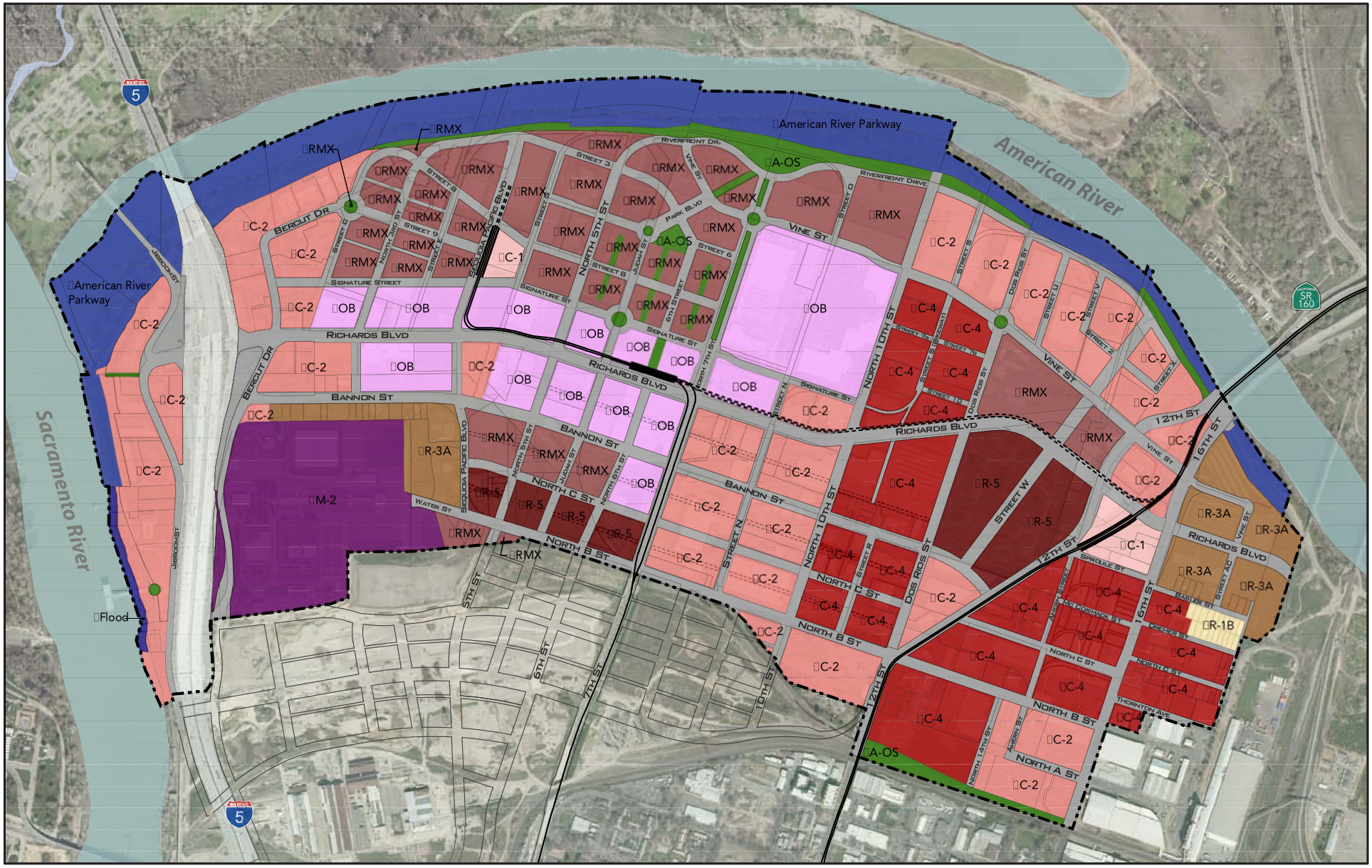

Figure 3.1 Zoning Map

- River District Specific Plan Boundary
- Existing Parcels
- LRT Line / Station Platform
- Future LRT Line - 35 ft ROW Dedication see Street Sections & Design Guidelines

RESIDENTIAL Zones

R-1B	Single or Two Family
R-3A	Multi-Family
R-5	Multi-Family
RMX	Residential Mixed Use

COMMERCIAL and OFFICE Zones

C-1	Limited Commercial
C-2	General Commercial
C-4	Heavy Commercial
OB	Office Building

INDUSTRIAL Zones

M-2	Heavy Industrial

OTHER Zones

A-OS	Agriculture - Open Space
American River Parkway	
Flood	

3.1. DEVELOPMENT INFLUENCES IN THE RIVER DISTRICT

The River District Specific Plan area has long been characterized by a mix of low-intensity warehousing, distribution, light industrial and general commercial uses. There are a number of important factors that are expected to drive development in the area over the coming years. These include:

- Light Rail Transit - In pursuit of its goal to extend light rail transit service from Sacramento's downtown to the International Airport, Regional Transit is constructing the first segment of the extension of the Green Line. This new segment will create approximately one mile of light rail track on North 7th Street, running from H Street northward to Richards Boulevard. The first of two light rail stations in the District will be located at Richards Boulevard and North 7th Street, adjacent to the Township 9 development. Stations planned at Sequoia Pacific Boulevard and North 12th Street will also influence future land use decisions (Figure 3.1).

- Development Projects - A number of important sites within the River District area have been approved for specific development projects. These include planned unit developments at Township 9, North 7th Street and Richards Boulevard; Discovery Centre, 300 Richards Boulevard; Continental Plaza, 601 North 7th Street; and an expansion at the existing California Lottery site at 600 North 10th Street. Construction on the Lottery development began in 2010 and the first housing units in Township 9 are expected to commence construction by 2012.

- Railyards - In late 2007, Sacramento City Council approved a new Specific Plan, Design Guidelines, Special Planning District, Central Shops Historic District Ordinance and Facilities Finance Plan for the future development of 10,000 to 12,100 residential units, 2.3 million square feet of office, 1.3 million square feet of retail, 1,100 hotel rooms, 491,000 square feet of mixed use "flex" space, 485,390 square feet of historic/cultural uses and 46 acres of open space. Construction of infrastructure supporting the Railyards development commenced in 2010. Figure 3.2 is a map of the Railyards Specific Plan area.

- Land Use Trends - A number of large office tenants have located to the River District area in recent years, including the City of Sacramento and the California Highway Patrol. Given the area's convenient proximity to the Central Core as well as to Interstates 5 and 80, office demand can be expected to increase in the future. Transit oriented developments are also gaining recognition. In the future, the River District will be served by both the Blue Line and the Green Line.

3.2. LAND USE PROGRAM

A number of assumptions pertaining to the distribution of land uses and proposed densities have been made about future development in the River District Specific Plan area. The assumptions are not meant to be prescriptive, but rather act as a tool to envision an overall level of development within the Specific Plan area. At build out, the plan assumes a total of approximately 8,144 residential units, 3,956,000 square feet of office, 854,000 square feet of commercial/retail, 1,463,000 square feet of industrial, 55.5 acres of parks and open space and 3,044 hotel rooms. Table 3.3 shows the level of development that existed in 2010 compared to the Specific Plan area's proposed buildout in the year 2035.

3.3. DEVELOPMENT STANDARDS

Development standards that are specific to the River District can be found in the River District Special Planning District (SPD) Ordinance, Section 17.120 of the Sacramento City Code. Unless otherwise stated in the SPD, all citywide land use and zoning code requirements that apply to a particular zoning designation citywide are also in effect within this Specific Plan area.

Development regulations including land use and zoning, density and height standards, building setbacks and parking regulations will be implemented under the SPD. These regulations will apply to all Areas of the Specific

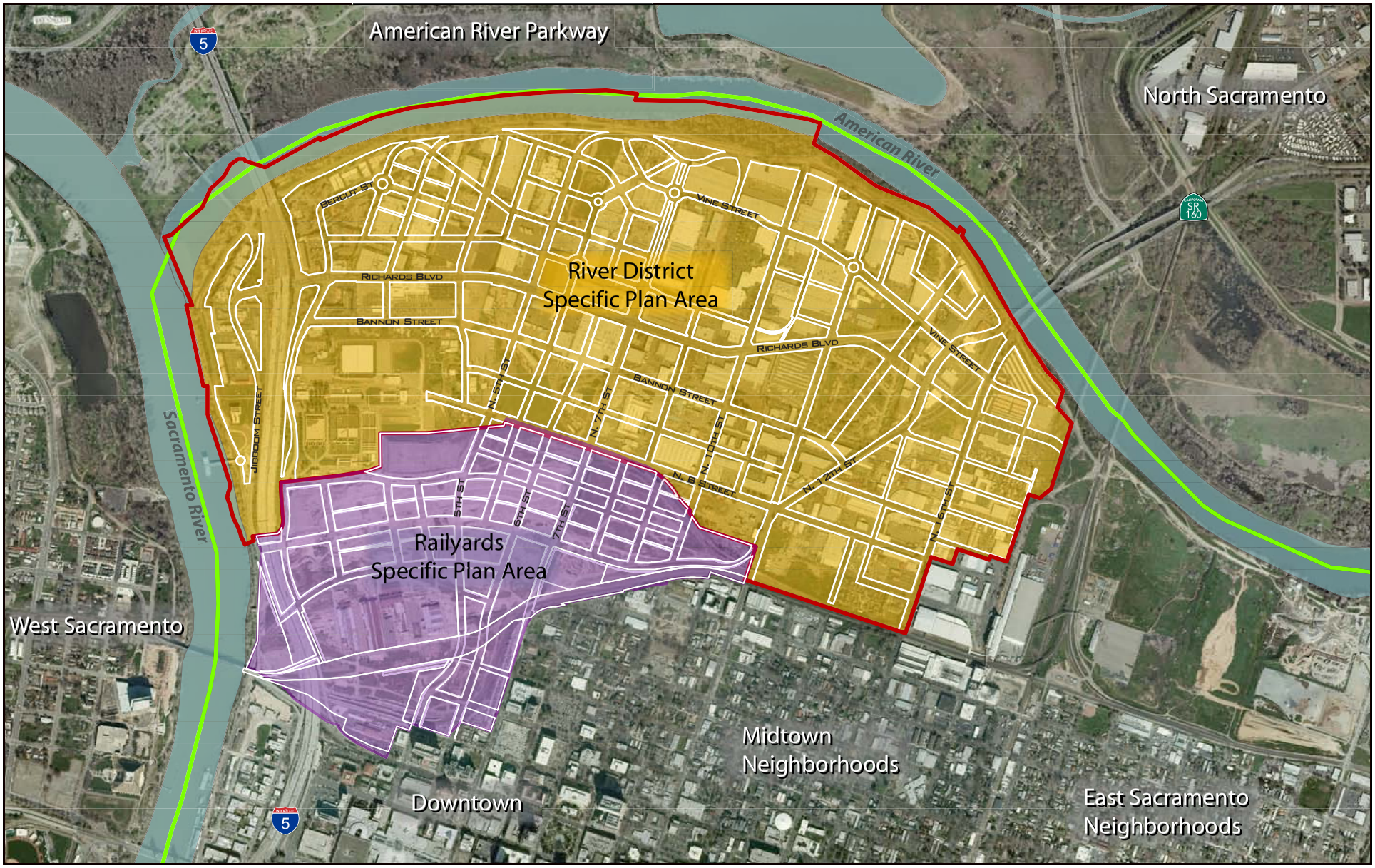

Figure 3.2 River District Specific Plan and Railyards Specific Plan Areas

- River District Specific Plan Area
- Railyards Specific Plan Area
- Central City Community Plan Boundary

Table 3.3 River District Specific Plan Land Use Program

Land Use	Existing (2010)	Proposed (2035)
Residential Units	386	8,144
Civic/Institutional (square feet)	103,029	103,029
Retail/Wholesale (square feet)	384,000	854,000
Office (square feet)	1,312,000	3,956,000
Light Industrial (square feet)	5,070,000	1,463,000
Hotel (rooms)	1,006	3,044
Parks and Open Space (acres)	16	55.5

Plan unless otherwise stated in an approved set of Planned Unit Development (PUD) guidelines, such as the Township 9 PUD or Continental Plaza PUD guidelines. A map showing the height limits in the River District Specific Plan area is shown in Figure 3.4. The heights conform to and support the Areas described later in this chapter.

3.4. MIXED USE DEVELOPMENT

When fully developed, the River District is envisioned to be a mixed use community that is home to higher density residential and job-generating uses. The 2,350 residential units approved in the Township 9 planned unit development on the western side of North 7th Street is balanced by the 900 jobs generated across the street at the headquarters for the California Highway Patrol. North 7th Street will be constructed to include a pedestrian walkway that will provide a connection to the river that will be an amenity serving both populations. It will provide an enjoyable walk for employees at lunch as well as a stroll for residents in the evenings.

The policies within the Specific Plan support a reinvigoration of the area by facilitating a mix of residential, office and commercial uses; expanding cultural amenities; preserving and encouraging the adaptive reuse of historic resources; and supporting existing, compatible businesses. Goal LU1 (Land Use), below, and its associated policies, creates an emphasis on increasing the range of commercial and retail services within the area that are available to fill the daily needs of workers and residents.

Goal LU1
Encourage a compatible mix of uses that provide goods and services to meet the daily needs of residents and employees.

Policy LU 1a
Encourage neighborhood-serving retail and commercial uses within residential neighborhoods.

Policy LU 1b
Encourage business-serving retail and commercial uses within walking distance of businesses and transit stops.

Policy LU 1c
Encourage a diversity of uses within each block.

3.5. STREETSCAPE STANDARDS

The development standards contained in the SPD are tailored to facilitate development implementing the

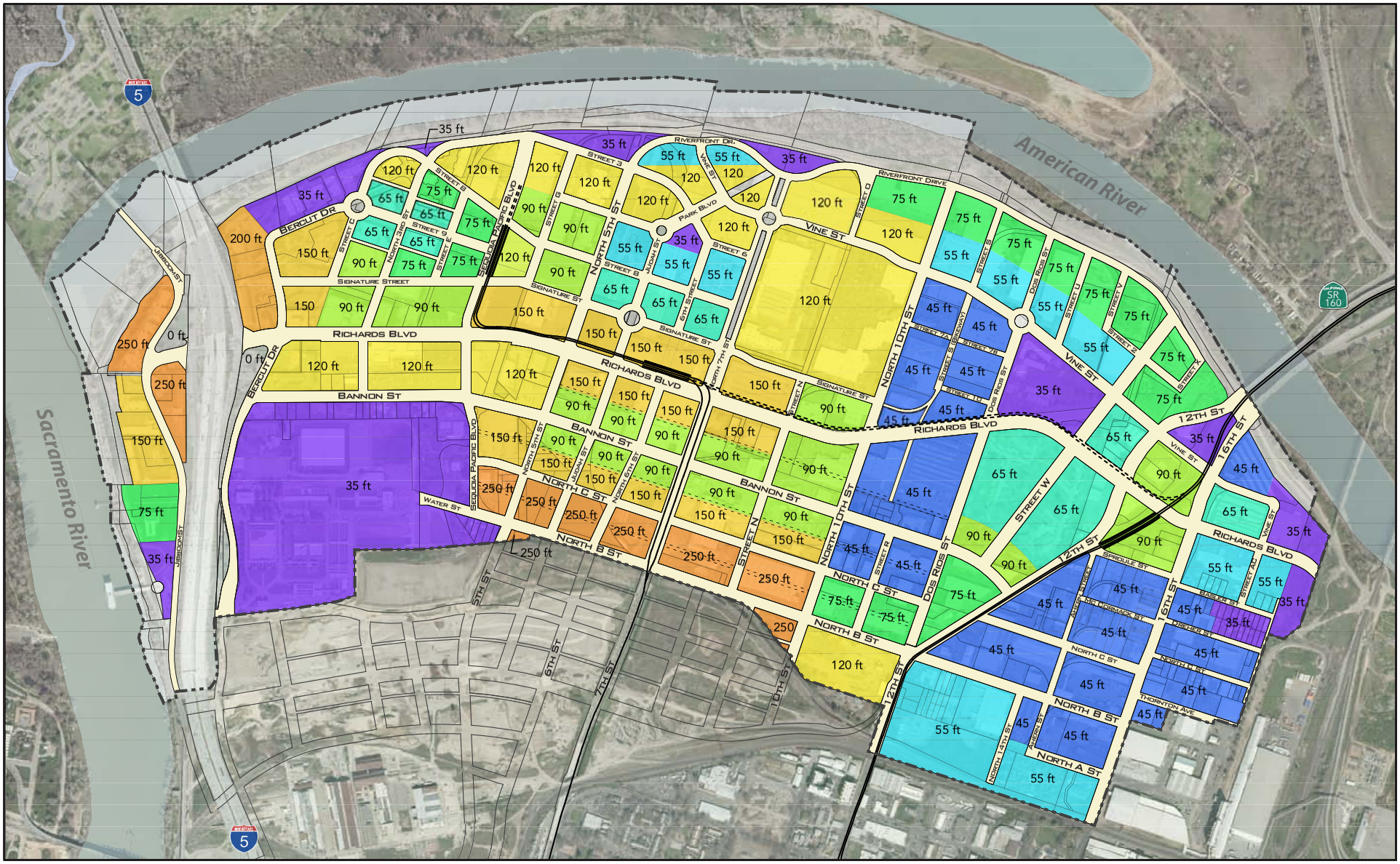

Figure 3.4 Allowable Height Map

River District Specific Plan Boundary

LRT Line / Station Platform

Existing Parcels

Future LRT Line - 35 ft ROW Dedication
see Street Sections & Design Guidelines

HEIGHT Zones *measured relative to existing grade

0 ft	55 ft	120 ft
35 ft	65 ft	150 ft
45 ft	75 ft	200 ft
	90 ft	250 ft

River District Specific Plan. Given the number of new housing units, employment opportunities and visitors anticipated in the area, it is important that new development facilitate an attractive, safe and inviting streetscape that encourages walking and bicycle riding. The River District Specific Plan Goal LU2 supports this inviting environment.

Goal LU2
Create a River District that is safe and inviting.

Policy LU2a
Develop streets and intersections at a scale that are suitable, safe and attractive for pedestrians and bicyclists.

Policy LU2b
Ensure a rich urban tree canopy to provide shade and natural cooling for pedestrians.

Policy LU2c
Require secure bicycle parking and bicycle commuter facilities in all new office and multifamily residential developments and transit facilities.

Policy LU2d
Upgrade streetscapes throughout the River District to be attractive and functional and to safely integrate vehicular traffic, bicycles, pedestrians and on-street parking.

Policy LU2e
Implement "Crime Prevention Through Environmental Design" (CPTED) standards to design and implement streetscapes and sites that promote safety and livability.

Policy LU2f
Require new development, especially large and campus-style development, to dedicate multimodal connections that maintain the street grid pattern.

Policy LU2g
Provide a network of attractive and easily-visible way-finding signs.

Providing an enhanced environment to encourage residents, employees and visitors to the River District to walk and ride their bicycles for local trips is done in a number of ways, including:

- Allowing reduced building setbacks to encourage building placement and active uses to be closer to the sidewalk;
- Developing properties in accordance with the River District Design Guidelines to facilitate a varied and attractive streetscape, with easily identifiable public entrances, quality materials and a reduced emphasis on parking lots located adjacent to the street;
- Providing ample bicycle parking and locating it in a safe, observable location;
- Requiring larger developments that may seek to eliminate proposed public street connections to, in exchange, provide and maintain public access through the development for pedestrians and cyclists. The public connection shall be done in a manner and location that mirrors the approximate location of the eliminated street.

3.6. LAND USE DESIGNATIONS

The Specific Plan relies on the zoning designations found citywide in the Sacramento City Code. A general description of the type of uses in each of the land use designations may be found in City Code Section 17.20. The River District Specific Plan uses the following designations as shown in the zoning map (Figure 3.1):

- **Limited Commercial (C-1):** This is a limited commercial zone which allows certain office, retail stores and commercial service establishments which are compatible with residential developments.
- **General Commercial (C-2):** This is a general commercial zone which provides for the sale of commodities or performance of services.
- **Heavy Commercial (C-4):** This is a commercial zone designed primarily for warehousing and distribution types of activity.
- **Heavy Industrial (M-2):** This zone permits the manufacture or treatment of goods from raw materials. The only property within the River District that is zoned M-2 is the City's Water Treatment Facility.
- **Office (OB):** This is a zone designed to permit development of business office centers and institutional or professional buildings.
- **Single or Two-Family (R-1B):** R-1B is a residential zone generally located inside the central city which allows single-family units by right and two-family units subject to special permit approval.

• **Multifamily (R-3A, R-4, R-4A, or R-5):** R-3A is a multi-family residential zone intended for more traditional types of apartments. R-4 is a multi-family residential zone located generally adjacent to R-5 zoning. R-4A is a multi-family zone located generally in urban neighborhoods or near major transit stops. R-5 is a multi-family residential zone bordering the central business district; this is not entirely a residential zone and may include institutional, office and commercial uses subject to special permit review.

• **Residential Mixed Use (RMX):** This is a mixed use zone. The zone permits multifamily residential, office and limited commercial uses in a mixture established for the area through the special planning district.

• **Agricultural Open Space (A-OS):** This is an exclusive agricultural zone designed for the long term preservation of agricultural and open space land.

3.7. AREAS OF THE RIVER DISTRICT

The River District Specific Plan area has been divided into six distinct Areas that both reflect the historic patterns of development in the area and anticipate the nature of future development. A map depicting their location is provided in Figure 3.6. The following policies pertain to development in the six Areas of the River District.

Goal LU3
Encourage Areas to grow as distinct neighborhoods with unique characteristics and atmosphere.

Policy LU3a
Create a vibrant and active District center at North 7th Street and Richards Boulevard.

Policy LU3b
Establish North 7th Street as an attractive visual and physical link between the American River and the Central Core.

Policy LU3c
Encourage retail at major intersections, pedestrian streets and transit stations to activate the streets, as shown in Figure 3.7.

Policy LU3d
Design and develop North 16th and North 12th Streets to reflect their important roles as major corridors within the Central City.

Policy LU3e
Support a mix of residential and commercial uses within the North 12th and North 16th Street Area in order to create a lively and eclectic district.

Policy LU3f
Allow for a reduction in parking requirements to facilitate the adaptive reuse of existing buildings, especially in the Historic District.

Policy LU3g
Support the incorporation of unique features such as rail spur alignments into the design of new projects and buildings.

Policy LU3h
Establish gateway features at Interstate 5/Richards Boulevard, the north edge of the Railyards, and the

FIGURE 3.5

R Street is Evolving into a Vibrant Center of Pedestrian Activity.

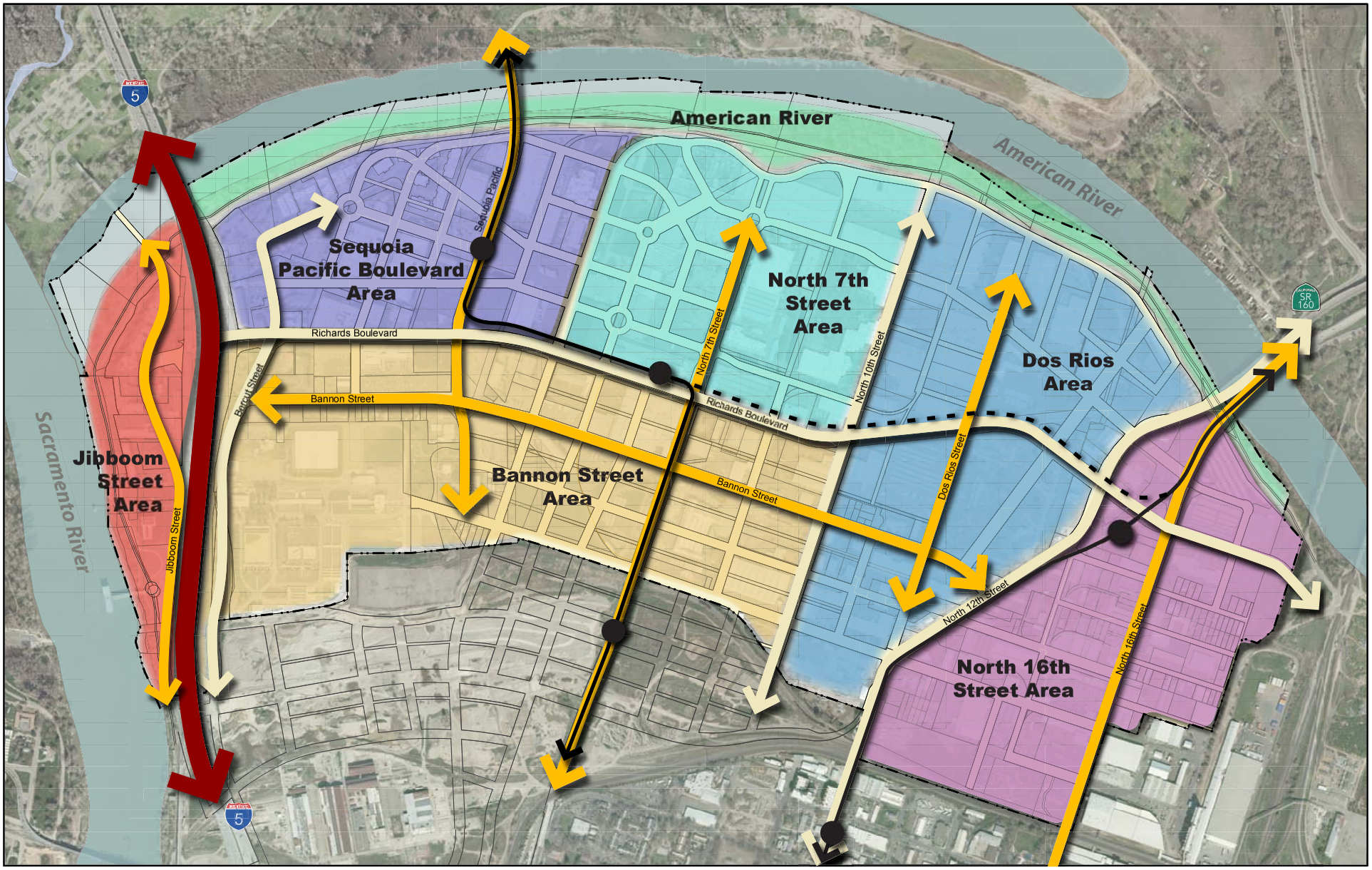

Figure 3.6 River District Areas

- River District Specific Plan Area
- LRT Lines and Station Stops
- Future LRT Connector
- Area Identifying Streets
- Main Circulation Route
- Interstate 5

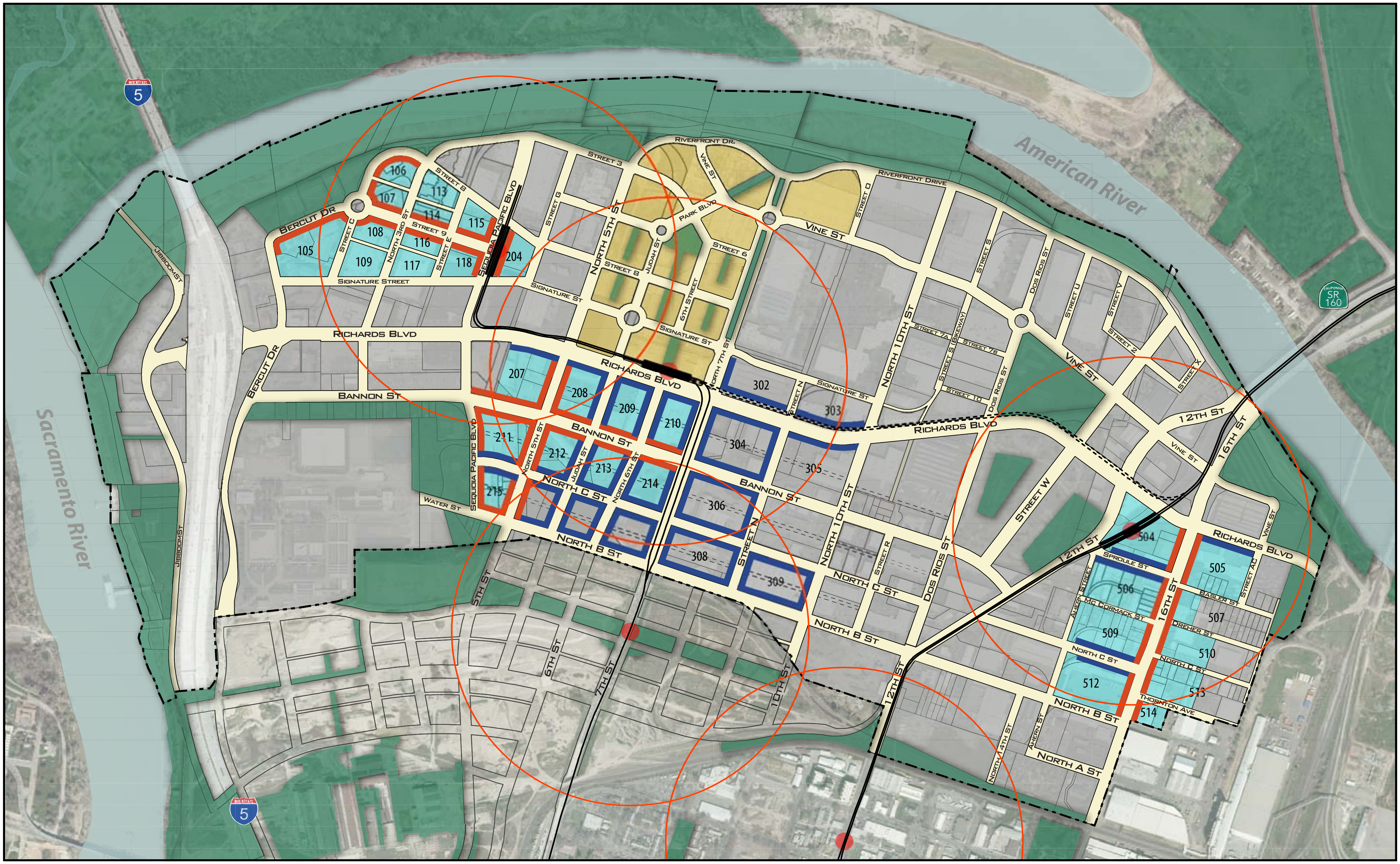

Figure 3.7 Retail Focus Areas

- River District Specific Plan Boundary
- LRT Line / Station Platform
- Future LRT Line - 35 ft ROW Dedication see Street Sections & Design Guidelines
- 5 minute Walking Radius from Transit Station
- Block ID — Retail Focus Areas
- Park Amenities
- Township 9 PUD

Street Frontage Designed to Accomodate Retail Uses per River District Design Guidelines Chapter 4

- 75% Frontage Target per Parcel
- 50% Frontage Target per Parcel

American River/Highway 160 to distinguish these entry points to the River District and the Central City.

The River District is divided into six different Areas: Jibboom Street, Sequoia Pacific Boulevard, North 7th Street, Dos Rios and North 16th Street Areas. They are described below.

Jibboom Street Area: The Jibboom Street Area is located between Interstate-5 and the Sacramento River. It extends along Jibboom Street from the Railyards development to the American River. The Area is currently developed with a number of motels, highway-oriented commercial businesses and the historic former PG&E Power Station B (Figure 3.8). Robert T. Matsui Waterfront Park is located at the southern edge of this area. The Area has a direct connection to Old Sacramento via an off-street, multi-use trail along the Sacramento River.

The Specific Plan vision for this Area is to create a destination for tourists and other visitors, with a concentration of hotels, restaurants, entertainment venues and a vibrant parkway. The Area is expected to retain its service commercial uses, catering to the traveling public. Buildings along the Sacramento riverfront are expected to take advantage of the view of the river through increased height and convenient riverfront access.

Sequoia Pacific Boulevard Area: The Sequoia Pacific Boulevard Area is located east of Interstate 5, west of North 5th Street and north of Richards Boulevard to the American River. The Area is currently characterized primarily by the development of single-story, small tenant offices and warehouse uses. There is a mix of local and highway serving commercial uses, including restaurants and a service station.

The Specific Plan vision for the Sequoia Pacific Boulevard Area is one that takes advantage of the area's proximity to a future Green Line light rail transit station located on Sequoia Pacific Boulevard. The station is expected to be a gateway into the River District and Central City from the Sacramento International Airport. The station and its surroundings will be a defining feature of this Area, including a pedestrian plaza surrounded by a transit supportive mix of office and residential uses. The Area is also expected to include local and visitor-serving retail and commercial uses. Please note that Sequoia Pacific Boulevard will be changing its name to North 4th Street.

North 7th Street Area: The North 7th Street Area includes the 65-acre Township 9 PUD project site, the Continental Plaza PUD and the California Lottery complex. This Area is located between North 5th Street and North 10th Street, and between Richards Boulevard and the American River. The Township 9 PUD was adopted by City Council in August 2007. It includes a dense mix of 2,350 residential units, 840,000 square feet of office and 146,000 square feet of retail uses.

Along Richards Boulevard at North 7th Street is the Township 9 light rail transit station. It is the first stop

FIGURE 3.8

Historic PG&E Power Station B, on Jibboom Street.

on Regional Transit's Green Line and will complete the first phase of the ultimate extension of light rail transit through Natomas to the Sacramento International Airport.

The Continental Plaza PUD was established in 1996. It is entitled for approximately 1.1 million square feet of office uses, of which 300,000 square feet are already built and occupied by the headquarters of the California Highway Patrol (Figure 3.9). The California Lottery headquarters, another State office located in the River District, constructed a new headquarters building and expanded the office campus on its 12.7 acre parcel.

At build out, the North 7th Street Area is expected to be employment intensive, with a mix of supportive commercial and high-density residential uses. As part of the Township 9 improvements, a planned parkway in the median of North 7th Street, sloping gradually up towards the top of the levee, will create a passive recreation corridor to lead residents and employees to a community park adjacent to the American River. The Specific Plan supports better connections between the Area and the American River Parkway, taking advantage of natural views and recreational opportunities.

FIGURE 3.9 California Highway Patrol, Headquarters on North 7th Street.

Dos Rios Area: The Dos Rios Area is generally bounded by North 10th Street on the west, the American River on the north, North B Street on the south and North 12th Street on the east. It has an eclectic mix of uses and building types. The Twin Rivers Unified School District has a school located just north of Richards Boulevard, which is eligible for historic designation (Figure 3.10). The Area also contains the Twin Rivers Housing Project (formerly Dos Rios Housing), which was constructed in the 1940s and contains over 200 residential units.

The Area is envisioned to transition from light industrial uses to a mix of residential and retail/commercial infill. The Area provides excellent opportunities for adaptive reuse, converting existing warehouses into offices or other commercial uses. There are abandoned railroad spurs in the area which the Specific Plan envisions to be converted into a bikeway connection to the American River Parkway.

North 16th Street Area: The North 16th Street Area is generally bounded by North 12th Street on the west, the American River on the north, and the Union Pacific Railroad right-of-way to the east and south. The North 16th Street Area is primarily characterized by warehouse, social service and commercial service uses. The area also includes the Dreher-Basler residential neighborhood, mini-storage facilities and Downtown Ford.

The North 16th Street Area also contains the River District's proposed new historic district. It is characterized by over 20 buildings, mostly of brick masonry construction built primarily from 1920 to 1940 (Figure 3.11). These buildings are occupied by a mix of businesses, social services and warehouses. The historic district is adjacent to Blue Diamond Growers and the Globe Mills housing development at 12th and C Streets. The North 16th Street historic district is expected to retain and expand its mix of light industrial and commercial uses, with opportunities for adaptive reuse, mixed-use,

Source: Kent Lacin Media Services

FIGURE 3.10 Former Dos Rios Elementary School, Now Smythe Academy.

live-work and new residential components "above the store."

Bannon Street Area: The Bannon Street Area is generally bounded by Richards Boulevard to the north, Interstate 5 to the west, North 10th Street to the east, and the Railyards to the south. It is dominated by three large parcels: the City's Water Treatment Plant to the west, the State of California Printing Plant at North 7th Street and Richards Boulevard and the old City Incinerator Site at North 7th Street and North B Street. The Area is home to primarily warehousing businesses. This area has experienced the most redevelopment

FIGURE 3.11 Brick Buildings, such as Crest Carpets, on North 16th Street.

in the recent past. There is a new Schetter Electric building on Bannon Street, a warehouse on North 10th Street and Richards Boulevard, the City-owned office building at 300 Richards Boulevard and the interim location for the Greyhound Terminal at 420 Richards Boulevard.

The Specific Plan envisions mostly office uses with retail storefronts on Richards Boulevard, with commercial and housing on interior streets. Moving in a southerly direction, the uses would transition from office to residential mixed uses. Along the southern border of this Area is the Railyards development which plans a primarily residential area in this location.

In the Bannon Street Area, the Specific Plan envisions a 10 acre park wrapping the northern and eastern edge of the City Water Treatment Plant facility. This open space will connect to Vista Park, which is planned in the Railyards development just to the south.

3.8. SOCIAL SERVICES

In the River District area, there are a number of social services facilities that provide aid to the poor and the homeless. These services include emergency and transitional housing, medical services, counseling and mental health services, food distribution and meal service facilities. The addition of any new social services within the plan area is subject to review and approval consistent with the requirements of the City's Zoning Ordinance.

Uses such as temporary residential shelters and non-residential care facilities require a Planning Commission Special Permit in most zones. In considering an application for a special permit, the following guidelines are to be observed:

A. A special permit shall be granted upon sound principles of land use;

B. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance;

C. A special permit must comply with the objectives of the general or specific plan for the area in which it is to be located.

Good Neighbor policies are frequently required of social services providers by the City of Sacramento. They are addressed in the following goal and policy:

Goal LU4
Require social service providers to adopt and implement a "Good Neighbor" Policy when establishing a new use or modifying their current facility.

Policy LU4a
Address hours of operation, landscaping and architectural treatments, property maintenance, security,
loitering, and communication with the surrounding property owners and businesses within the Good Neighbor Policies.

3.9. HOUSING

The City of Sacramento has long recognized the need to increase the amount and mix of housing types within the Central City, provide housing options for people

working in the city center and provide an alternative to land-intensive, single-family suburban development. As suburban land becomes more scarce and costly, and as commute times increase due to traffic congestion, Central City housing will become a viable and attractive option for many people.

The River District has several advantages for providing future housing. Parcels in the District are relatively large and many of the existing uses are transitional in nature. The area is also in close proximity to Downtown with convenient access to the open space and recreational amenities offered by the American and Sacramento Rivers. Additionally, the extension of light rail service to the area will provide transit access to all parts of the city, the new intermodal station and the airport. The following Goals H1 and H2 (Housing) and policies encourage new development that will revitalize existing residential areas, add new housing types such as the adaptive reuse of the old Globe Mills, shown in Figure 3.12, and create new neighborhoods.

FIGURE 3.12 Historic Globe Mills has been Converted to a Housing Development.

Goal H1
Ensure individual neighborhoods within the River District develop unique identities.

Policy H1a
Reinforce the Twin Rivers, Township 9 and Dreher-Basler residential neighborhoods by adding nearby housing and amenities.

Policy H1b
Locate housing adjacent to or near natural or planned amenities, cultural and recreational resources.

Goal H2
Provide a range of housing choices attractive to families and individuals at all income levels.

Policy H2a
Provide accessible and adaptable housing for the physically disabled, seniors and other groups with special needs.

Policy H2b
Ensure that affordable housing is built in a manner that maintains a high quality of design and construction.

Policy H2c
Ensure that affordable housing units are dispersed throughout the River District and well-integrated within market-rate housing developments.

Policy H2d
Encourage a diversity of multi-family housing types and a mix of rental housing and ownership housing.

Policy H2e
Encourage live-work options, especially as an adaptive-reuse of historic structures and in areas with a mixed-use environment.

Even with the enormous opportunities presented in the River District, there are significant constraints in the near term to the development of housing. Some of the obstacles, both real and perceived, that new River District projects will have to overcome include:

- The current image of the area as an industrial and commercial district with a significant number of social services agencies serving the homeless population;
- The high cost of land in the District compared to outlying areas;
- Inadequate infrastructure to support the current uses, since many of these systems will require upgrades and expansion in order to be able to support residential development;
- Lack of services, such as grocery stores and amenities such as neighborhood parks, that would be required by a residential population;
- Relative isolation from other neighborhoods;
- The perception that environmental cleanup may be required due to the industrial nature of many of the current and former businesses to make sites suitable and safe for residential use; and
- Many existing land uses generate economic returns that are equal to or greater than potential values that can be generated by residential development.

While these obstacles may exist today, the policies and guidance of this Plan and its related documents will aid in transforming the District to a new direction. The Specific Plan and accompanying River District Special Planning District (SPD) acknowledge the contribution and viability of existing industrial and commercial uses while paving the way for new residential development. The River District area, together with the Railyards area to the south, provides the City of Sacramento with the most significant long-term opportunity for residential development within the Central City.

3.10. SUSTAINABILITY

The River District Specific Plan supports efforts to achieve the City's sustainability goals. Sustainability is a broad term that generally means that a person or society lives within the means of what the Earth can provide over a long term. When a process is sustainable, it can be carried out multiple times without negative effects on the environment or high costs. These efforts can include conservation, alternative energy, pollution reduction and climate protection. The Specific Plan includes sustainability goals in several chapters that promote water and resource conservation, building to LEED standards and the adaptive reuse of existing buildings. The River District will be home to projects meeting these sustainability goals.

3.11. NONCONFORMING LAND USES

The intent of the River District Specific Plan and River District Special Planning District (SPD) is to allow existing light industrial and processing uses to continue operating within the area in their current locations. Recent development activity in the area indicates a trend toward replacement of these uses with office and mixed use. This trend is expected to continue as new infrastructure and services are developed in the area.

The number of existing heavy industrial uses in the area is limited and the establishment of new heavy industrial uses will continue to be prohibited. The River District Specific Plan and River District SPD recognize that there is no need to prematurely induce the relocation of these existing uses; however, new incompatible uses inconsistent with the Specific Plan will be restricted from establishment in this area.

The following goal and policy supports the smooth transition of the District.

GOAL LU 5
Allow development in the River District to take place over time, respecting its eclectic nature.

Policy LU 5a
Provide appropriate support to property and business owners as they transition over time from legal, nonconforming uses to those which meet new SPD zoning code requirements.

The nonconforming use regulations set forth in Chapter 17.88 of the City Zoning Ordinance apply to nonconforming uses and to the use of nonconforming buildings, structures and lots except as noted within the River District SPD, Section 17.120 of the Sacramento City Code.

FIGURE 3.13 Tapestri Square is an Urban Infill Townhome Development at 21st and T Streets.

CHAPTER

4

HISTORIC RESOURCES

The Specific Plan's goals and policies related to historic resources primarily address the preservation, rehabilitation and opportunities for the adaptive reuse of historic properties within the River District. The Plan proposes to establish the North 16th Street Historic District with the intent to transform it into a vibrant mixed-use arts, retail, residential and commercial Area. Just as the historic former Pacific Gas and Electric (PG&E) Building along the Sacramento River is proposed to be repurposed as a science center, the individual landmark buildings within the River District are also anticipated to be adapted to exciting new uses. The Specific Plan also addresses plans for development along the levees within the River District, some of which are potentially-eligible as historic resources.

FIGURE 4.0 Cartouche from the Historic PG&E Power Station.

The history of the River District, summarized in the Introduction Chapter of this Specific Plan, showcases the area's important role in the history of Sacramento. The areas ties to the Sacramento and American Rivers, the development of levees, the growth of the railroads and the development of Sacramento as an agricultural and canning center and transportation hub, highlight the area's transformation over the years.

4.1. HISTORIC RESOURCES

The River District Specific Plan recognizes the economic and cultural value of the historic resources in the area. The Plan's goal is to preserve and incorporate these assets into future developments in a manner that will enhance the urban fabric and neighborhood viability of the River District. The historic structures in the River District range from the Beaux Arts-style former PG&E substation along the Sacramento River, to the brick warehouses and commercial buildings in the North 16th Street Area. Figure 4.1 depicts the location of the River District's historic resources. By formally designating the historic resources, the City is able to help ensure they will remain valuable assets, contribute to the area's growth and development, and help to enhance the River District's special sense of place for years to come. The following HR (Historic Resources) goal and policies address reuse of historic properties:

GOAL HR1
Preserve and protect the River District's historic resources and properties.

Policy HR1a
Ensure that historic properties help to enhance and provide a valuable special sense of place in the River District.

Policy HR1b
Assist property owners in benefitting from listing historic structures and districts in the Sacramento Register of Historic and Cultural Resources.

Policy HR1c
Assist property owners in the preservation, maintenance and rehabilitation of the historic assets.

Policy HR1d
Allow the streetscape standard in the Historic District to deviate from the City's requirement for trees in order to maintain the historic features and characteristics of the district.

4.2. LISTING OF HISTORIC RESOURCES

Information about the River District's historic structures is primarily derived from a 2009 survey of historic architectural resources commissioned for the Specific Plan, which is an update of an earlier 1999/2000 architectural survey conducted by the Redevelopment Agency. The historic survey evaluated structures at least 50 years old or older within the River District for their potential eligibility for listing in the California Register of Historical Resources and the Sacramento Register of Historic & Cultural Resources.

If determined eligible for listing in these Registers, a property would be considered an historic resource for purposes of compliance with CEQA. The historic properties survey update only included structures that were then 50 years old or older. Structures that will attain 50 years of age after 2009 were not surveyed and no determination was made as to their potential eligibility as historic resources in the future. Additional properties may be added to the Register in the future. Also, eligible levees and archaeological resources within the River District would also be considered historic or cultural resources for the purposes of CEQA.

Table 4.2 below summarizes the survey's eligibility recommendations for individual Landmarks. It is followed by brief descriptions of many of the recommended historic Landmark buildings in the River District. Additional information and a complete listing of recommended Landmarks may be found in the 2009 River District Architectural and Historical Property Survey Update.

1 Water Street – Sacramento Water Treatment Plant:
At the time of its construction in 1921, this facility was considered the most modern of its kind in the United States. The complex is comprised of three main structures: the Head Building, the Pump House and Coagulant Building. These buildings are examples of the Beaux Arts architectural style.

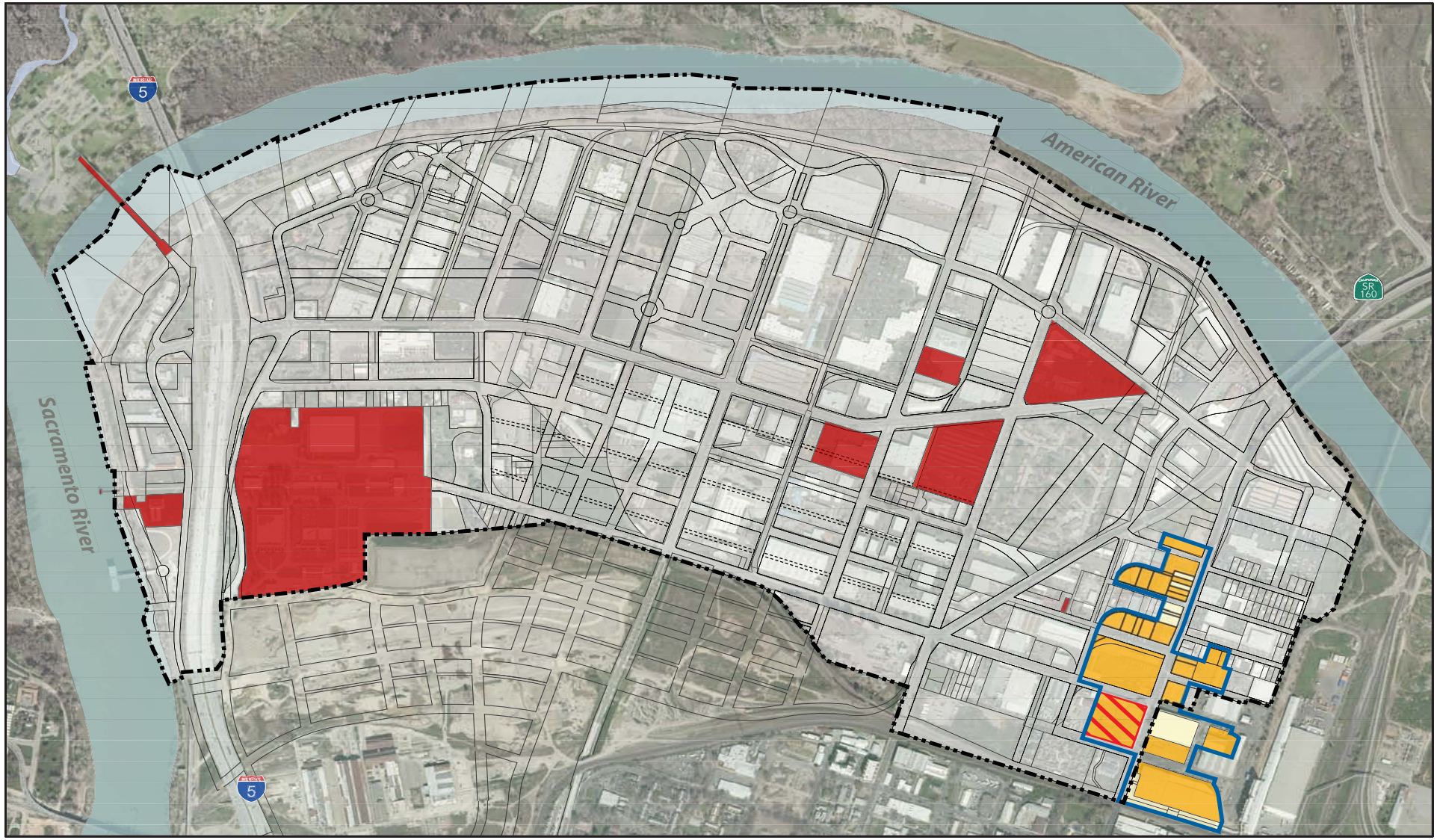

Figure 4.1 River District Specific Plan Historic Resource Map

- River District Specific Plan Area
- Specific Plan Rights-of-Way
- Existing Parcels
- Recommended Designated Landmark Parcels
- North 16th Street Historic Distict Boundary
- North 16th Street Recommended Landmarks

Figure 4.2 Recommended River District Individual Landmarks

Parcel Number	Address	Occupant / Historic Occupant
001-0210-038	1 Water Street	Water Treatment Plant
001-0190-004	450 Jibboom Street	PG& E Power Station B
N/A	Jibboom St. & American River	Jibboom Street Bridge
001-0090-005	1100 Richards Blvd.	U-Haul & Storage/Zellerbach Warehouse
001-0031-008	950 Richards Blvd.	Sacramento Theatrical Supply/ Coffing Reddington Warehouse
001-0081-006	521 N. 10th Street	Admail West/Volker Flooring Warehouse
001-0082-001	700 Dos Rios Boulevard	Smythe Academy/Dos Rios School
002-0051-002	116 N. 16th Street	Pipe Works Fitness/ Sacramento Pipe Works
001-0130-007	1341 N. C Street	Firehouse

450 Jibboom Street – PG&E Power Station B: Constructed in 1912 and designed by Willis Polk, this auxiliary steam power plant reflects Beaux Arts influences (depicted in Chapter 3, Figure 3.5). This building was listed on the National Register of Historic Places 2010.

Jibboom Street and American River – Jibboom Street Bridge: The Jibboom Street Bridge, constructed in 1931, played an important role in the development of Sacramento. Until the I-5 Bridge was built in 1968, this bridge was an important north-south car link. It is a combined cantilever and swing bridge with a mainspan of 351 feet and two secondary Parker truss spans of 139 feet each.

1100 Richards Boulevard – Zellerbach Warehouse: The Crown Zellerbach Corporation developed the general plans and specifications for this building, which was constructed in 1948. It is an early example of utilitarian-adapted International style. At the time of its construction, it was considered a progressive example of future construction design for this type of building.

950 Richards Boulevard – Sacramento Theatrical Lighting: The former Coffin-Reddington Warehouse was completed in 1951. The building was designed by the architectural firm of A.C. Martin & Associates, another well known mid-century architectural firm located in Los Angeles. The building's modern office section sits in front of a large warehouse, built with impressive trusswork and open spaces.

521 North 10th Street – Volker Flooring: This building was constructed in 1949 for a wholesale floor covering distributor. The building is an early example of concrete tilt-up construction and has Art Deco and Streamline Moderne stylistic influences (Figure 4.3).

700 Dos Rios Boulevard – Dos Rios School: The one-story stucco-surfaced structure was designed in 1942 by George Sellon, a leading Sacramento architect and

FIGURE 4.3 Former Volker Flooring, Now Admail West, 521 North 10th Street.

the first State architect. The original school reflects a Moderne design utilized sensitively in a public school context.

116 North 16th Street – Pipe Works: Constructed in 1923, this building is a particularly fine representative of small industrial architecture. The almost Beaux Arts character of the original building, seen in Figure 4.4, with its many tall and arched windows adds elegance to an otherwise utilitarian structure.

1341 North C Street – Fire Station #14: The two-story brick building, constructed in 1948 by well-known Sacramento architect Clarence C. Cuff, is a simple and utilitarian example of its Moderne style and utilitarian type.

North 16th Street Historic District: The recommended North 16th Street Historic District contains over 20 properties, identified in Figure 4.5 and listed in Table 4.6, eligible as contributing resources in the historic district. Many of the buildings are brick and were constructed in the 1920s, with several constructed in the 1930s and 1940s. These buildings, generally with simple utilitarian forms, some with walls reflecting the curves of the railroad spurs that connected to the uses in the buildings, are indicative of the "between the wars" period in the River District's and Sacramento's industrial and warehouse history.

Source: Kent Lacin Media Services

FIGURE 4.4 Pipeworks Fitness, at 116 North 16th Street.

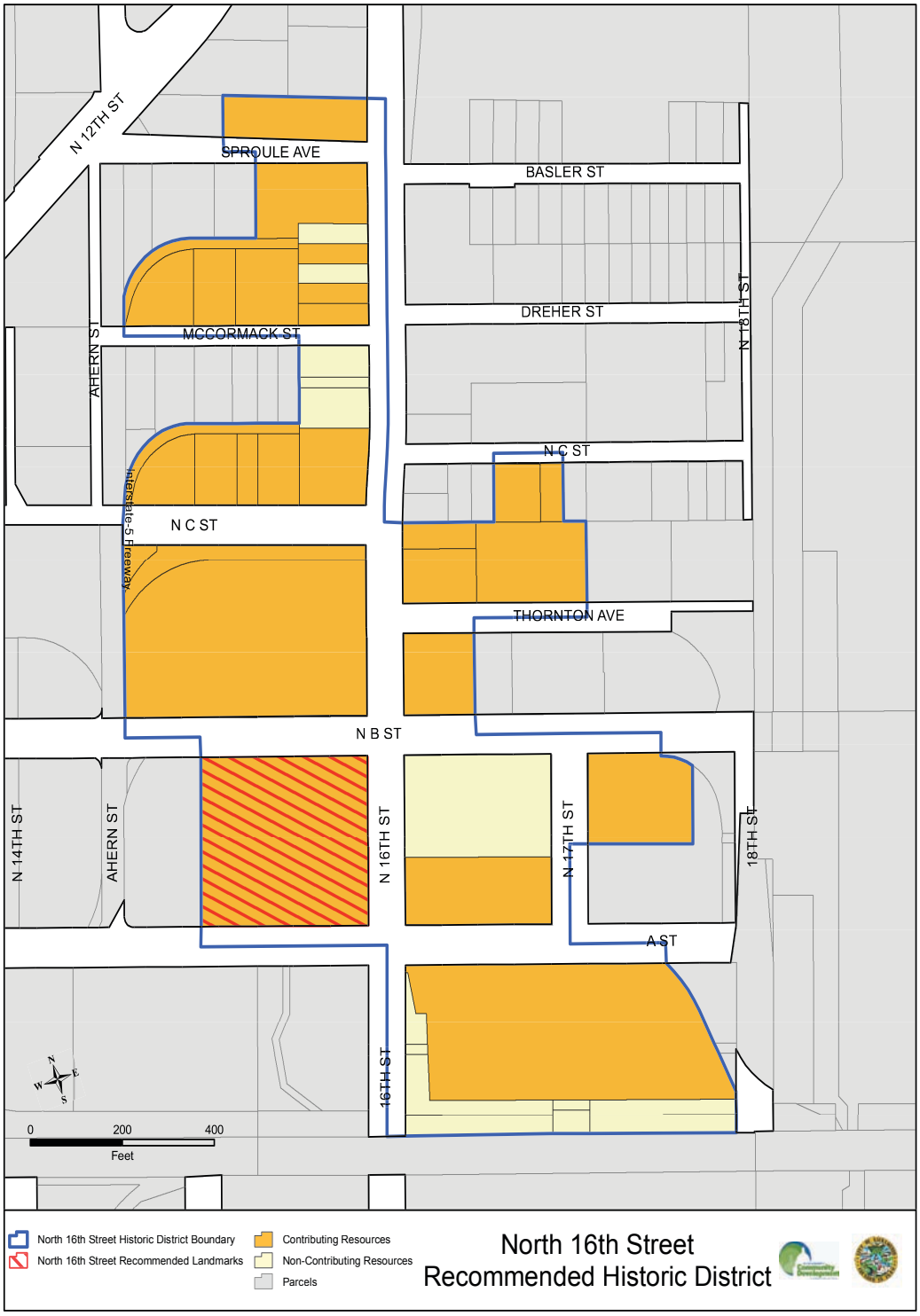

FIGURE 4.5 North 16th Street Historic District.

Figure 4.6 North 16th Street Historic District Contributing Resources

Parcel Number	Address	Occupant / Historic Occupant
002-0054-001	83 N. 17th Street	Capital Machine & Welding Works
002-0055-002	1601 N. A Street	California Almond Growers Exchange
002-0053-004	131 N 16th Street	California Almond Growers Exchange
002-0051-002	116 N. 16th Street	Pipe Works Fitness/Sacramento Pipe Works
002-0051-005	200 N. 16th Street	Produce Terminal
001-0151-001	Adjacent to 200 N. 15th Street	Rail Right of Way
001-0153-001	211-217 N. 16th Street	Ruland's Office Furniture
001-0152-018	221 N. 16th Street	Wood Bros. Carpet/W.A. Ward Seed Co.
001-0152-017	1615 Thorton Ave.	Wood Warehouse/Ward Warehouse
001-0152-019	235 N. 16th Street	Vacant
001-0142-013	318 N. 16th Street	Flying "A" Service Station
001-0152-004	1610-1616 N. C Street	Cardinal Scale/ Top Hat Potato Chip Factory
001-0142-018	1401-1451 N. C Street	Cardinal Scale/ Top Hat Potato Chip Factory
001-0142-019	1501 N. C Street	Vacant/California Packing Corp.
001-0142-020	1515 N. C Street	Office/California Packing Corp.
001-0142-014	1527 N. C Street	Pacific Flooring/Beverage Distribution
001-0141-022	1448-1503 McCormack Street	Tom's Refrigeration/Hancock Oil Co.
001-0141-025	1517 McCormack Street	Power Break Service

Figure 4.6 North 16th Street Historic District Contributing Resources (continued)

Parcel Number	Address	Occupant / Historic Occupant
001-0141-017	400 N. 16th Street	Railbridge Cellars Winery
001-0141-016	410 N. 16th Street	Vacant/Truck Sales building
001-0141-013	440 N. 16th Street	Prolo Press/Sunland Oil Co.
001-0141-024	470 N. 16th Street	Crest Carpet/Mack Truck Int'l
001-0103-009	500 N. 16th Street	Capital Sheet Metal/Western Machinery Co.
001-0151-002	Adjacent to 200 N. 15th Street	Rail Right of Way
001-0152-006, -005, -004	1610-1616 N. C Street	Vacant/Cardinal Scale/ Top Hat Potato Chip Factory
001-0141-021	1448-1503 McCormack Street	Tom's Refrigeration/Hancock Oil Co.
001-0141-002	Adjacent to 1448-1503 McCormack Street	Rail Right-of-Way
001-0142-002	Adjacent to 1401-1527 North C Street	Rail Right-of-Way

In surveying and designating historic districts, properties are evaluated as to whether they "contribute" as significant historic resources in the creation of a specific historic district, or whether they do not contribute as historic resources for that district. Historic district boundaries are identified so that they incorporate the District's Contributing Resources, the District's character-defining features and its era of significance. As such, some Non-Contributing properties often get included within the District's boundaries.

For those Non-Contributing properties located within the North 16th Street Historic District's boundaries, identified in Table 4.7, proposed exterior work or any new construction is reviewed relative to its compatibility with, and to ensure maintenance of, the Historic District's features and characteristics. Also, it should be noted that Non-Contributing properties could be historic relative to some other era of significance. For instance, if the Historic District was established for 19th century residential structures and there was a 1940s structure where a

Figure 4.7 North 16th Street Historic District Non-Contributing Resources

Parcel Number	Address	Occupant / Historic Occupant
002-0053-003	121 N. 16th Street	California Almond Growers Exchange
001-0142-010	324 N. 16th Street	Truck Park

Figure 4.7 North 16th Street Historic District Non-Contributing Resources and Vacant Parcels (continued)

Parcel Number	Address	Occupant / Historic Occupant
001-0142-011	324 N. 16th Street	Truck Park
001-0142-012	324 N. 16th Street	Truck Park
001-0141-014	430 N. 16th Street	Vacant Lot
001-0141-015	420 N. 16th Street	Vacant Land
002-0055-001	1600 N 16th Street	Southern Pacific Transportation Company
002-0055-009	0 16th Street	Southern Pacific Transportation Company
002-0055-008	0 16th Street	Southern Pacific Transportation Company
002-0055-011	0 17th Street	Southern Pacific Transportation Company
002-0055-005	0 18th Street	Southern Pacific Transportation Company
002-0055-006	0 18th Street	Southern Pacific Transportation Company
002-0055-010	0 18th Street	Southern Pacific Transportation Company
002-0055-007	0 18th Street	Southern Pacific Transportation Company

significant event occurred that qualified it individually as historic, it would be a non-contributing property for the Historic District, but it could also be an individual Landmark on its own.

Besides buildings, Contributing Resources within the Historic District include the railroad spurs and their rights-of-way that either adjoin the buildings or are within the Historic District. Additionally, the street rights-of-way within the North 16th Street Historic District, such as that shown at 1501 North C Street in Figure 4.8, have character-defining features such as loading docks without curbs and sidewalks to allow for

FIGURE 4.8 Elevated Docks are Common in the Historic District.

ease of truck loading access, similar to those seen on the R Street Corridor. It is also noted that the boundaries of the recommended Historic District extend beyond the boundaries of the Specific Plan area.

4.3 LANDMARK AND HISTORIC DISTRICT DESIGNATIONS

The River District Specific Plan's adoption will occur concurrently with the adoption of the ordinance designating the properties identified above as recommended Landmarks. It will also include all properties located within the recommended Historic District boundaries and the Contributing Resources within the Historic District boundaries. Designation occurs by ordinances, adopted by the City Council, adding Landmarks, Historic Districts and Contributing Resources in the Sacramento Register of Historic & Cultural Resources pursuant to Title 17, Chapter 17.134 of the City Code.

When a proposed development project involves a designated historic property, it is reviewed through the Preservation process, rather than the Design Review process. The review occurs prior to construction being undertaken, or prior to applications for permits involving site work, and involves the exterior of a structure or historically publically-accessible interiors. The designation helps to ensure that construction on these properties will maintain the original historic fabric and character-defining features, while allowing for adaptive new uses of the property as the area develops and grows. The designation qualifies the structure as eligible to use the California Historical Building Code, which can provide a certain amount of flexibility and cost savings.

Structures That Will Not Be Designated

One of the key Specific Plan elements calls for a new pedestrian-friendly street grid alignment throughout the River District. This new alignment will include portions of the State Printing Plant building, recommended as potentially eligible for listing in the California and Sacramento Registers. The Specific Plan therefore does not include the designation of this property.

The development of Township 9, the 65 acre mixed-use project at North 7th Street and Richards Boulevard approved in 2008, also included potentially eligible structures. Except for one structure, the buildings have since been demolished to develop the project per the approved entitlements and environmental documents. Similarly, the Continental Plaza building located at 425 North 7th Street will not be designated. A PUD was approved for this location prior to the building becoming 50 years old and the PUD assumes the demolition of the building.

4.4. NORTH 16TH STREET HISTORIC DISTRICT PLAN

The Specific Plan proposes the revitalization of the North 16th Street Historic District into a lively arts, entertainment and commercial/residential mixed-use area that will attract visitors and shoppers throughout the day and evening. The revitalization of the Historic District will be built upon the adaptive re-use of the historic buildings, such as that for the current Pipe Works use, to meet the needs of viable, contemporary commercial, arts and entertainment venues. Residential mixed-use projects and possible live-work units are also envisioned, including the possibility of additions above some of the historic structures.

The special character of the Historic District will be part of its draw, capitalizing upon the industrial streetscape, similar to that found within the R Street Historic District south of Downtown. Similar to R Street's Special Planning District, the River District SPD envisions that the adaptive reuse of these historic structures will be encouraged, and as such, treated with flexibility regarding potential additions, without compromising the significant features and characteristics that give the district its value and distinctiveness. Applications for new development will be reviewed by the Preservation Director or Preservation Commission in accordance with Zoning Ordinance requirements.

CHAPTER

5

CIRCULATION

This chapter describes the circulation improvements needed to support the River District Specific Plan. The improvements are necessary to provide a framework for the growth which is projected within the District and enhance its connectivity with the entire Central City. A key principle of the Specific Plan is the transformation of the current circulation network that largely supports industrial-based businesses to one that places a higher priority on the pedestrian and walkability. The new street network is envisioned to balance the needs of an increasingly diverse land use base while at the same time maintaining the viability of the street network for businesses that use large vehicles in their operations.

FIGURE 5.0 Regional Transit has a Major Presence in the River District.

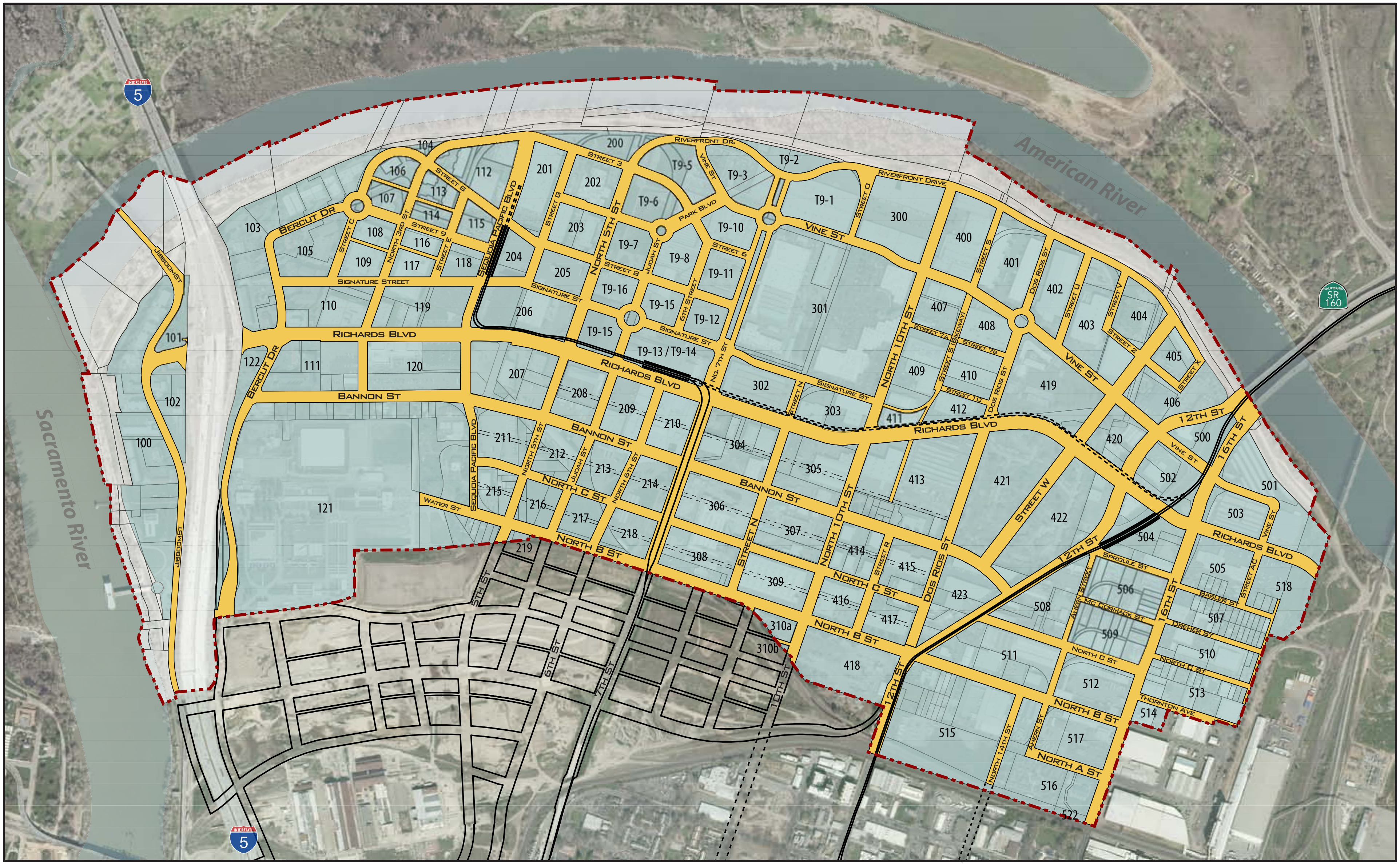

Figure 5.1 River District Specific Plan Block and Street Diagram

- RDSP Boundary
- LRT Line / Station Platform
- Future LRT Line - 35 ft ROW Dedication see Street Sections & Design Guidelines
- 413 Blocks-numbered
- Public Rights-of-Way (ROW)
- Railyards Street Network

The new pattern of streets, shown in Figure 5.1, is aligned to connect the circulation network of the River District with surrounding neighborhoods. It extends the grid, relieves current and potential future congestion points, provides a pedestrian- and bicycle-friendly environment and accommodates ongoing projects.

5.1. DEVELOPMENT OF ACCESS IN THE RIVER DISTRICT

Early Vision

Long before the River District was annexed by the City of Sacramento, maps from the late 19th and early 20th centuries illustrate the intention to extend the Sutter Grid into the Specific Plan area. An early plan dating to 1873 shows a downtown grid extending through the Railyards to the edge of the then newly constructed American River levee (Figure 5.2). However, with the construction of the Southern Pacific Railyard complex and the secondary levee for the railroad, the city's original vision for extending the grid north to the American River was never realized. Through the middle of the 20th century, the River District was left undeveloped with the exception of small farming and agricultural uses.

In 1915, Auburn Boulevard (now 12th Street) bridged over the American River and was the first vehicular route in the area to provide access north of the Downtown grid. Auburn Boulevard became part of the early State Highway system in 1926. In 1928, it was signed as US 40/US 99 East. This allowed for eastern access into the area along what is known today as Richards Boulevard.

Access into the District on the Sacramento River side improved with the completion of the "I" Street Bridge in 1911 and subsequent relocation of the Sacramento Railroad Station to 4th and I Streets. The raised viaduct leading to the I Street Bridge at 3rd Street also provided northern access to Jibboom Street paralleling the Sacramento River. In 1931, the Jibboom Street Bridge was constructed across the American River just east of its confluence with the Sacramento River. It reached north to the Garden Highway along the northern bank of the American River.

With the establishment of state highway access at either end of Richards Boulevard, the canning industry prospered in the area in the 1930s and the 1940s. In 1968, the construction of Interstate 5 along the east banks of the Sacramento River provided

FIGURE 5.2 Plan for Sacramento, 1873.

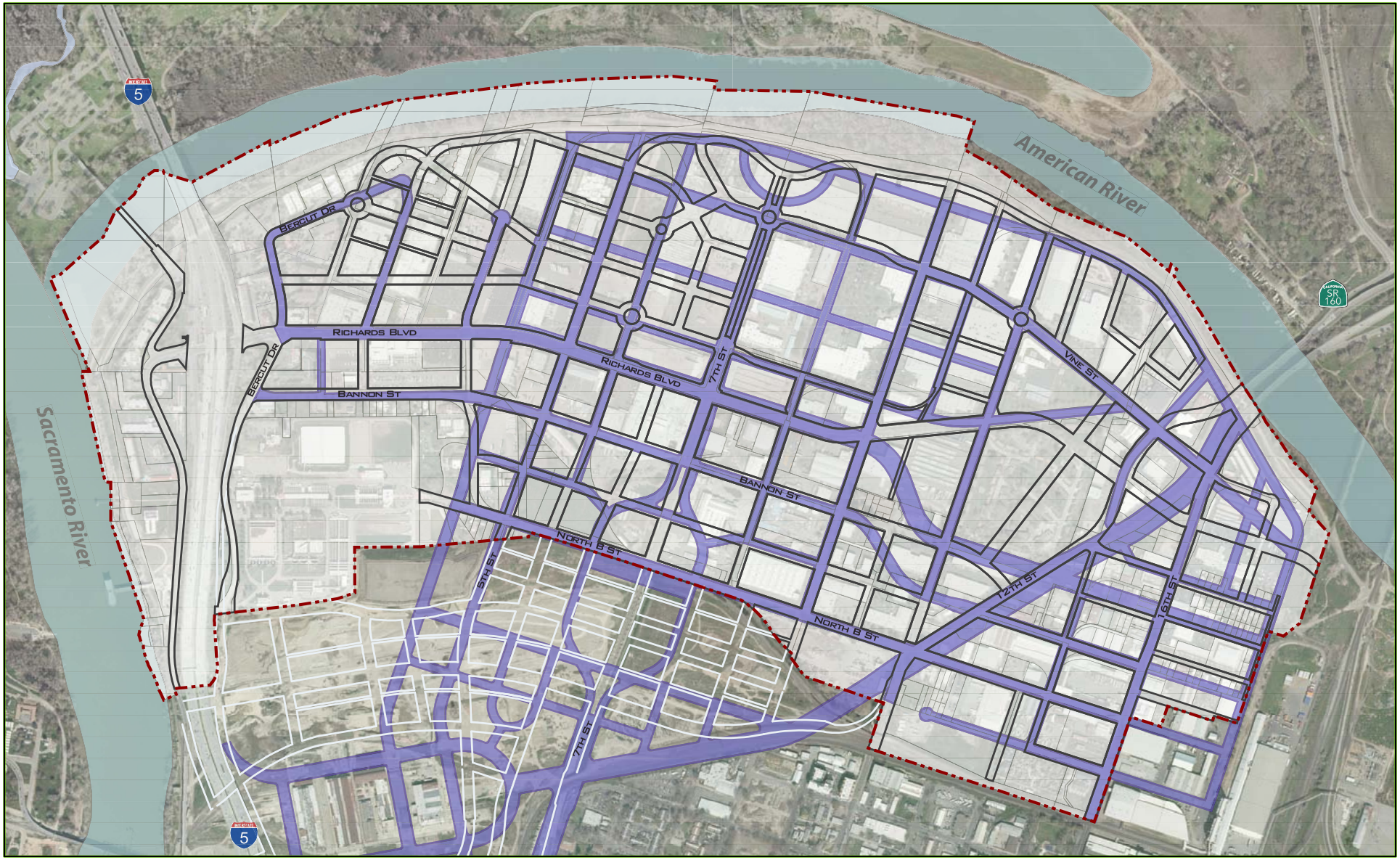

Figure 5.3 Evolution of Circulation Plan - 1994 RBAP to 2010 River Distict Specific Plan

- River District Specific Plan Boundary
- Existing Parcels
- Railyards Circulation Plan 2007
- Richards Blvd Area Plan (RBAP) Circulation 1994
- River District Specific Plan Circulation 2010

additional incentive for warehouse uses to locate in the underdeveloped area. Overall development, however, continued to be hampered by limited access.

In 2004, 7th Street was extended north from Downtown through the Railyards to the River District. This linkage has directly contributed to the location of a number of new tenants in the District, including the City of Sacramento at 300 Richards Boulevard and the California Highway Patrol's headquarters campus on North 7th Street.

5.2. FORMER RICHARDS BOULEVARD AREA PLAN CIRCULATION NETWORK

The circulation network laid out in the Richards Boulevard Area Plan (RBAP), adopted in 1994, was predicated on the establishment of a new Intermodal Station and transit center at the intersection of North 7th Street and North B Street (Figure 5.3). This ambitious plan set forth a network of streets through the District which responded to the symmetry of the centralized station complex around North 7th Street that then continued north as a grand park terminus at the river levee.

The Township 9 PUD, adopted in August 2007, and the Railyards PUD, adopted in December 2007, deviated significantly from the RBAP by including a new location for the Intermodal facility within the Railyards and a finer grain street network with more north/south connections. The street patterns of the River District Specific Plan build on the precedents set by these two projects.

5.3. ESTABLISHING A NEW GRID FOR THE RIVER DISTRICT [1]

The River District Specific Plan represents an integrated approach to land use and circulation planning. Over the last several decades, land uses in the District have mostly included large warehouse users, many of which were attracted to the area by its close proximity and access to the highway network or the downtown businesses they supply. The number of streets has been minimal since they service large parcels with limited access points. Streets are wide to accommodate trucks and sidewalks are absent in some locations.

The intent of the Specific Plan is to enhance street alignments, design and streetscape features that will improve walkability and support transit services. The land use patterns established in the River District Specific Plan require a circulation framework that accommodates a variety of urban intensive uses. At the same time, the Specific Plan still accommodates the existing warehouse uses, even as the expectation is that new residential and neighborhood serving commercial and office uses will be introduced.

The River District Specific Plan circulation network balances the needs of these future and existing uses through a modified grid system, which provides for larger parcels for light industrial uses and campus-type development, while defining areas for more dense land use patterns with a finer grid pattern. For example, where there is a priority for traffic flow, the Plan allows for expanded intersections with turn pockets. Otherwise, intersection widths are at minimum lengths to improve pedestrian ease in street crossing. Street sections for the River District Specific Plan are attached in Appendix 3.

The following goal C1 (Circulation) and policies address the transition of the District to a more pedestrian-friendly street network:

GOAL C 1
Maximize vehicle and pedestrian/bicycle connections within and between the River District and surrounding neighborhoods.

Policy C 1a
Construct vehicular, bicycle and pedestrian connections through the secondary levee along North B Street, such as those at North 5th Street, North 6th Street, Judah Street, North 10th Street, and North 14th Street.

[1] Some street names in the River District Specific Plan were placeholders at time of publication and are anticipated to change. Please see Figure 5.1 for the location of named streets at the time of adoption of this Specific Plan."

Policy C 1b
Improve the design of major streets including North 16th Street, North 12th Street, North 7th Street, Jibboom Street and Richards Boulevard to enhance walkability while moving traffic as smoothly as possible through the District.

Policy C 1c
Create local-serving east-west streets by constructing Riverfront Drive along the American River Parkway and extending Vine Street, Signature Street, Bannon Street and North C Street from North 5th Street to North 10th Street.

Policy C 1d
Create local-serving north-south streets through the extension of North 5th Street, North 6th Street, Judah Street and North 10th Street from the Railyards to Vine Street.

Policy C 1e
Consider a larger civic or campus-type development on a case-by-case basis provided that: 1) the project maintains pedestrian and bicycle connections in accordance with the grid pattern; and 2) the development would not be detrimental to the implementation of the goals and policies of the River District Specific Plan.

5.4. DESCRIPTION OF CIRCULATION NETWORK

The River District Specific Plan's streets and circulation network plans are described below.

Richards Boulevard
Richards Boulevard has long been the east-west link between two north-south highway systems that border the Central Core. As a primary access and truck route feeding Interstate 5 and Highway 160 leading to Interstate 80, Richards Boulevard has existed as a throughway within the District with high peak volumes at the endpoints and moderately high speeds.

Traffic projections for Richards Boulevard show increasing volumes of daily traffic with future development. However, movement of vehicles will be improved with the Specific Plan's grid network. The new grid will allow for traffic to disperse by providing alternate routes, thus moderating the impacts to Richards Boulevard.

The River District Specific Plan takes advantage of the opportunity for portions of Richards Boulevard to become a more "complete street." Complete streets are roadways designed and operated to enable safe, attractive and comfortable access for all modes of travel. The roadways typically include features such as sidewalks, bicycle lanes, planter strips with street trees, raised crosswalks, center medians with trees, bus pullouts and on-street parking. The Specific Plan encourages retail frontage on the south side of Richards Boulevard between Sequoia Pacific Boulevard and Dos Rios Street. To support walk-in commercial and service uses, the blocks fronting the south side of the Boulevard will be designed to accommodate parallel on-street parking.

North 7th Street
As the central north-south spine for the River District, North 7th Street is the primary gateway into the River District. It links the District to the core area through the Railyards. The Specific Plan streetscape improvements to North 7th Street, north of North B Street, define a boulevard street section through its entire length as it joins the improvements set forth in Township 9's Planned Unit Development (Appendix 3). Township 9, located immediately north of Richards Boulevard, will develop North 7th Street with a median park featuring a meandering walk ending at a park along the American River (Figure 5.4).

FIGURE 5.4 North 7th Street, North of Richards Boulevard.

Source: Jacobs Consulting

West of North 7th Street

Signature Street and Bannon Street are expected to create much needed redundancy in the local street network to relieve local east-west traffic along Richards Boulevard. South of Richards Boulevard, the Specific Plan network maintains the Bannon Street alignment and parallels Richards Boulevard from Bercut Street to North 10th Street. Additionally, the Sequoia Pacific Boulevard connection past the Interim Greyhound Terminal between Richards Boulevard and Bannon Street provides another north/south connection in the District. The proposed land uses in this area will be highly mixed with ground level retail along two-way, local streets with on-street parking.

Source: Jacobs Consulting

FIGURE 5.5 Township 9, a Mixed-Use Development, is a Planned Unit Development Approved in 2007.

A large portion of the area north of Richards Boulevard and west of North 7th Street has been platted by Township 9, as shown in Figure 5.5. The Township 9 project extends Signature Street westward, parallel to Richards Boulevard. The northwest corner of Richards Boulevard and North 7th Street will be the location of the first stop on the Green Line, the light rail line proposed to connect Downtown with the Sacramento International Airport. A second light rail station is proposed in the Specific Plan on Sequoia Pacific Boulevard and the proposed street pattern radiates from that station to serve riders accessing the riverfront and the future neighborhood center just west of the station. Street traffic will be local in nature, crossing a pedestrian street on axis with the transit station and potentially connecting to future uses along the riverbank (Figure 5.6).

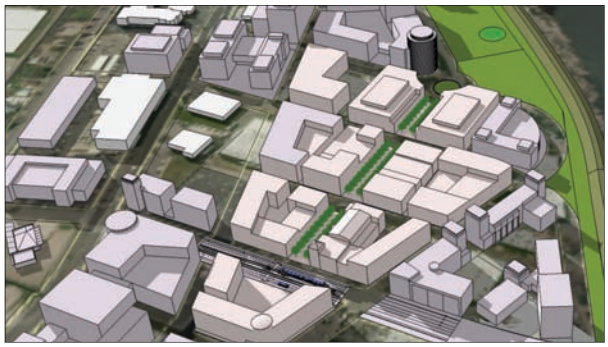

FIGURE 5.6 Sequoia Pacific Boulevard Area will focus on Future Green Line Light Rail Station.

East of North 7th Street

The area east of North 7th Street and north of Richards Boulevard contains large block configurations that accommodate existing uses by the State of California: the California Highway Patrol headquarters and the California Lottery complex. The area directly to the south of Richards Boulevard contains more varied block sizes with some large parcels held for existing uses or approved projects that are moving forward in development.

FIGURE 5.7 Concept for Street W (Promenade), Part of the Future Redesign of Twin River Housing Project.

the area east of North 7th Street and north of Richards Boulevard contains large block configurations that accommodate existing uses by the State of California: the California Highway Patrol headquarters and the California Lottery complex. The area directly to the south of Richards Boulevard contains more varied block sizes with some large parcels held for existing uses or approved projects that are moving forward in development.

It is likely that many of the existing large warehouse uses will remain for the foreseeable future; consequently, the new streets will likely be phased in as development progresses. Similarly, when the Twin Rivers Housing

Project (formerly Dos Rios Housing Project) is redeveloped, a new Promenade Boulevard will extend to the river with a pedestrian prioritized street section (Figure 5.7). The Smythe Academy, part of Twin Rivers USD, is also located in this area on Dos Rios Street, north of Richards Boulevard, necessitating safe, walkable streets for children in the neighborhood.

North 10th Street

Currently, 10th Street is a north-south connection though the Central City beginning at Broadway to Alkali Flat neighborhood. It provides direct one-way access to the State Capitol and the Central Core from the Capital City Freeway. North of I Street, 10th Street has been converted to two-way operation. The traffic volume is low as it proceeds past City Hall north through Alkali Flat and terminates at the site of the former Crystal Creamery and the embankment of the Union Pacific Railroad levee.

Beginning again at North B Street, 10th Street becomes North 10th Street and continues north to the base of the American River levee and a trailhead to the Two Rivers Bike Trail. The Specific Plan land use designations along North 10th Street are slated for an eclectic mix of light industrial, warehouse conversions and mixed use office with residential and small commercial. The California Lottery campus is located on North 10th Street between Richards Boulevard and the American River.

Linking the Alkali Flats and River District segments of 10th Street and maintaining local two-way operation will have great benefit to the River District, Downtown and the Railyards. It will connect the Central City from Broadway to the American River. The Railyards Specific Plan proposes connecting these two segments of 10th Street and North 10th Street, as does the River District Specific Plan.

FIGURE 5.8 North 14th Street Tunnel, Closed in 1994.

New North 14th Street Underpass

The existing North 14th Street pedestrian tunnel, seen in Figure 5.8, was constructed in 1980 and was closed in 1994 because it had become an attractive nuisance for crime and undesirable activities. Neighbors viewed the tunnel as a "conduit for crime." The Specific Plan re-envisions the former tunnel as a new underpass for pedestrians, bicycles and vehicles. This would occur once the North 16th Street Area has developed sufficiently and the Mansion Flats neighborhood concerns regarding the safety of the new underpass can be addressed. The reestablishment of a connection between the River District and the Mansion Flats neighborhood will improve access to this area and the American River Parkway and Two Rivers Bike Trail, as well as provide relief from potential future traffic congestion, and allow easier access to jobs and services.

Interstate 5 and Highway 160

Two regional projects, not funded or studied as part of the Specific Plan but nevertheless impacting the District, are slated to provide traffic-flow improvements to Richards Boulevard during the life of the Specific Plan: the Interstate 5/Richards Boulevard Interchange Improvement Project and the Highway 160 American River bridge replacement project.

Caltrans and the City are working together to make improvements to the Interstate 5 interchange in a two-phase project. The first phase (referred to as Interim Phase Improvements) will increase ramp lane capacities within the existing Caltrans rights-of-way and provide a direct connection to the Railyards from the interchange via Bercut and Jibboom Streets. The second phase of improvements (called the Ultimate Interchange) is being planned for construction in the future to accommodate new development in the Railyards and the River District. The goal of the Ultimate Interchange Project is to provide improvement to the Interstate at Richards Boulevard that will increase capacity and improve traffic flow. Depending on future interchange alternatives, Richards Boulevard and Bannon Street may need additional vehicle travel lanes requiring additional right of way.

The second regional improvement project for Richards Boulevard will be located at its convergence with North 12th Street and North 16th Street, and light-rail crossing resulting in a number of traffic problems. The City of Sacramento has studied potential replacement and realignment options for this intersection and the American River Bridge in anticipation of the potential relinquishment of Highway 160 by the State of California. The realignment of street infrastructure identified in the Specific Plan for this area is based upon the preferred alternative recommended in the "Route 160 American River Bridge Replacement Planning Study" conducted for the City in April 2008 as part of the North Central Business District Access Study.

The realignment provides the opportunity to eliminate a major congestion point and pedestrian and bicycle safety hazard in the River District. The preferred alternative identifies Richards Boulevard as a future link to the Sutter's Landing area, eliminates the convergence of three high traffic volume streets, provides improved traffic flow in all directions and improves safe crossing for pedestrians and bicyclists. Replacement of the bridge, as envisioned in the River District Specific Plan circulation network, will also allow for the continuation of the Two Rivers Trail to the east with a grade separated crossing. The trail currently terminates at the west side of the Highway 160 Bridge.

The following policies speak to these desired improvements:

GOAL C2
Support freeway improvements that will reinforce the Specific Plan circulation network.

Policy C2a
Support ramp and lane improvements to State Route 160 intersection with Richards Boulevard that will ensure safe crossing for all modes in the River District.

Policy C2b
Support improvements to the Interstate 5/Richards Boulevard Interchange that minimize its physical and visual impacts.

Policy C2c
Support Interstate 5 and Richards Boulevard Interchange improvements that do not restrict two-way street flow.

Policy C2d
Encourage the uninterrupted continuation of the Two Rivers Trail along the American River to be incorporated into the Highway 160 overcrossing improvements.

North B Street and 12th Street
The intersection of North B Street with North 12th Street and Dos Rios Street creates another difficult traffic confluence point in the River District. Eliminating the through connection of Dos Rios at North B and North 12th Streets relieves the walkability problem at this confluence point.

Riverfront Drive
Improving and highlighting access to the Sacramento and American Rivers is a key objective of the River District Specific Plan. At its completion, the River District circulation plan will provide improved access to the American River. The primary north-south streets of North 5th Street, North 7th Street and North 10th Street will provide direct access to Riverfront Drive from the south.

Riverfront Drive will be a slow speed route along the south toe of the American River levee between North 12th Street and North 5th Street, continuing westward into the Sequoia Pacific Boulevard Area. The street breaks into a series of segments which circulate back into the adjacent street grid at intervals averaging every three blocks. There may be elevation changes along the future Riverfront Drive depending on whether future developments choose to berm up to the levee. The construction of the road and the required transitions will be evaluated on a case by case basis. The street is conceived as a local access street that can be closed for festivals and events. Street parking will be allowed throughout the length of the drive for easy access to the river.

Bus service should be anticipated along the drive as population densities increase.

American River Crossing
Various public planning documents have identified a bridge crossing the American River near Sequoia Pacific Boulevard that connects with Truxel Road at Garden Highway, including the Sacramento Area Council of Governments SACOG has Metropolitan Transportation Plan adopted in 2007. SACOG has modeled a four lane bridge for vehicular traffic with mixed flow lanes for light rail trains northbound and southbound.
Regional Transit is moving forward with planning efforts for a light rail bridge as part of the light rail extension to the Sacramento International Airport. The American River

Parkway Plan, a policy document which guides land use decisions affecting the Parkway, calls for the American River bridge that accommodates only light rail, bicycles and pedestrians. The Parkway Plan will need to be amended in order to allow the bridge to carry vehicles.

Although the crossing would be a regional project and is outside of the scope of the Specific Plan planning effort, the traffic analysis for the River District Specific Plan used the SACOG assumptions adopted in the Metropolitan Transportation Plan. The Specific Plan's street layout for Sequoia Pacific Boulevard allows for an approach ramp to a future bridge that would span Riverfront Drive and the Two Rivers Trail on the levee crest. Again, that bridge project is not included in the Specific Plan or in the Finance Plan.

Two other potential bridge projects mentioned in planning documents are the bicycle/pedestrian crossing from Street W (Promenade) within the future Two Rivers Community Plan to Northgate Boulevard addressed in the American River Parkway Plan and the Richards Boulevard crossing of the Sacramento River into West Sacramento in the Sacramento Riverfront Master Plan. These or other bridges crossings warrant evaluation for feasibility in future studies.

The following policies emphasis the importance of new and improved river crossings:

GOAL C3
Support adding new and improving existing river crossings for all modes of travel.

Policy C3a
Support a multi-modal American River bridge that includes local vehicular traffic, light rail transit, pedestrians and bicycles to connect the River District and Natomas.

Policy C3b
Support improvements to the Highway 160 overcrossing at the American River for safe and efficient multi-modal travel, including bicycles and pedestrians

Policy C3b
Support the evaluation of additional river crossings.

Block Size
The design of a viable and inviting pedestrian street requires the aspects of use, scale and visual treatment to work together. The Land Use section and Design Guidelines direct the ultimate types of uses and the architectural and urban design treatments that will facilitate an active environment for neighborhood shopping and pedestrian commuting; however, block size and the nature of the street crossing is paramount to creating a walkable street network.

The scale and proportion of blocks throughout the majority of the District will provide mobility choice for the pedestrian. The finer block grid will allow vehicular traffic to disperse over the network and narrower streets will reduce long pedestrian wait times at signals and shorten street crossings.

Traffic Calming and Roundabouts
Traffic calming devices are used to "calm" traffic to enhance neighborhood livability and safety. Traffic calming measures can control the amount of traffic or reduce the speeds of traffic, depending on the method used. Volumes of traffic can be controlled by diverting or blocking certain movements, such as providing barriers to cut-through traffic. Speed control methods, such as narrowing the roadway or creating street corner bulb-outs, slow traffic down. Appropriate traffic calming measures will be incorporated into the River District circulation system.

Roundabouts and traffic circles have also been incorporated into the street network of the River District Specific Plan. The majority of the roundabouts are located in the previously approved Township 9 project. Roundabouts offer several advantages to traditional signalized intersections including: 1) reduced speeds leading to greater safety for vehicles and pedestrians; 2) low maintenance since there are no costs for traffic signal monitoring; 3) reduced delays and increased capacity because vehicles yield instead of coming to a complete stop; and 4) better aesthetics because the central island provides landscaping opportunities (Figure 5.9).

GOAL C4
Implement innovative approaches to solving traffic control problems.

Policy C4a
Implement innovative approaches to solving traffic control problems.

Policy C4b
Use traffic calming devices such as traffic circles and roundabouts where appropriate.

FIGURE 5.9 Traffic Circles Reduce Speeds and Provide Landscaping Opportunities.

5.5. ALTERNATE MODES IN THE RIVER DISTRICT

An important component of the River District Specific Plan is accommodating and promoting alternate modes of transportation. The Specific Plan builds upon the existing types of alternate modes to make it a true transit-oriented community.

Light Rail

As described earlier, the first transit stop for the Green Line north of the Central Core is located at Township 9 and is scheduled to open in 2011. Planning for the next segment, which will cross the American River and connect to the Sacramento International Airport, is underway and construction is planned to begin in 2017.

The existing Blue Line, which links Watt Avenue at Interstate 80 to the Central Core (and then south to Meadowview), does not currently stop in the River District. However, a station study conducted by Regional Transit in 2006 identified the potential need for a station in this area to serve future residents and employees. The recommended location on North 16th Street, between the 500 and 700 blocks, coincides with the preferred alternative in the 2006 study.
Regional Transit has also identified a future light rail linkage between the existing Blue Line (Watt Ave to Meadowview) and Green Line (Downtown to Airport) along the north side of Richards Boulevard. In anticipation of the future link, Regional Transit recorded a 35-foot easement on the Continental Plaza development on Richards Boulevard east of North 7th Street. The easement would accommodate the future 30 foot wide right-of-way for an extension of the light rail line between Township 9 and North 12th Street along Richards Boulevard. This link will provide increased convenience for light rail transit riders, linking the Airport, Natomas and North Sacramento areas without circulating through Downtown

The policies listed below support the establishment of expanded light rail transit service to the area.

GOAL C5
Maximize public transit connections within the River District.

Policy C5a
Support the extension of the light rail Green Line connection from the River District to the Sacramento International Airport.

Policy C5b
Support a future light rail connection between the Green Line and the Blue Line along Richards Boulevard (North 7th Street to North 12th Street).

Buses

Regional Transit operates bus service primarily along Richards Boulevard, North 7th Street and North B Street. The interim Greyhound terminal will provide service to the region and beyond. As the area is redeveloped, it is envisioned the level of transit service will increase to accommodate anticipated travel demand and an easy connection to the Sacramento Intermodal Transportation Facility, Downtown and the Sacramento International Airport. In developing the transit system, priority should be given to ensuring safe, convenient and accessible transfer stations for light rail and bus passengers. Furthermore, the accommodation of bicycle commuters transferring between these transit modes should receive substantial design consideration at these locations.

Pedestrian Network

Pedestrian mobility and access is a high priority of the Specific Plan circulation plan. While the majority of the proposed block sizes are comparable to the historic Sacramento grid (360' x 320' blocks), some blocks are larger and will require sensitive site design to ensure pedestrian connectivity remains at walkable distances. An improved pedestrian and bicycle network is supported by the following goal and policies:

Careful planning will be necessary to ensure pedestrian safety while providing for the efficient and safe movement of large vehicles in areas where diverse land uses co-exist. There are many areas in the District that will maintain warehouse uses which will need to accommodate large vehicles and trucks that need expanded turning radii and other vehicular clearances. As development patterns transition, potential conflicts and safety concerns may increase and will need to be addressed.

Goal C6
Provide pedestrian and bicycle paths, lanes and routes suitable for recreational and commuting purposes.

Policy C6a
Ensure bicycle and pedestrian trails and routes provide seamless connections within and beyond the River District.

Policy C6b
Redesign the North 12th Street and North 16th Street underpasses between Alkali Flats and the River District to accommodate safe bicycle and pedestrian crossings.

Policy C6c
Link the Two Rivers Trail to Sutter's Landing Regional Park through a safe crossing at North 12th/North 16th Streets.

Policy C6d
Improve and increase access to and along the rivers for bicycles and pedestrians.

Bicycle Network
There are three classes of bikeway as described by Caltrans and the 2010 Sacramento City/County Bikeway Master Plan. They are:

Class I Bikeway - A completely separate facility designated for the use of bicycles. The facility is separated from any street or highway by a physical space, berm, fence, or other barrier.

Class II Bikeway - A lane within a street or roadway designed for the one-way use of bicycles. It is an on-street facility with signs, striped lane markings and pavement legends.

Class III Bikeway – Any on street right-of-way recommended for bicycle travel which provides for shared use with motor vehicles or pedestrian traffic.

The River District Specific Plan's bicycle network is designed to maximize the mobility of the bicyclist through the District and enhance the already robust network of bike facilities surrounding the area. The River District exhibits the beginning of a very strong bikeway system with Class I, II and III lanes (Figure 5.10). It is currently served by the Sacramento River Parkway which extends along the Sacramento Riverfront from Old Sacramento to Discovery Park.

The Two Rivers Trail starts at Tiscornia Park at the confluence of the American and Sacramento Rivers and continues to North 12th Street. Once the Highway 160 American River Bridge is replaced, it will allow the extension of the Two Rivers Trail to Sutter's Landing Regional Park and beyond. Until that occurs, the trail will use surface streets to cross North 12th and North 16th Streets at Richards Boulevard and link with a north-south trail that runs along the Blue Diamond property. The trail crosses the river on the old Northern Electric Railroad Bridge to connect with trails in the Sacramento Northern Parkway and American River Parkway.

The River District Specific Plan includes additional Class I trails to strengthen the existing lanes. The re-use of an old rail spur east of North 10th Street will serve as the focus of an active bikeway which the plan envisions as a vibrant pedestrian-bikeway within the core of reclaimed warehouse buildings (see Street Sections in Appendix 3 and Design Guidelines). The hub is located only 200 yards from the Two Rivers Trail and will link to the Central City via a new 10th Street underpass.

Primary vehicular routes in the District will include Class II bikeways, which are dedicated lanes within the street, to facilitate clear bicycle commute routes across the District. Currently, there is only a skeletal network of on-street bike lanes in the District. Principal east-west routes exist on Richards Boulevard through to Jibboom Street and North B Street from 12th to 16th Streets and a short connector through the Blue Diamond properties to the Sacramento Northern Parkway.

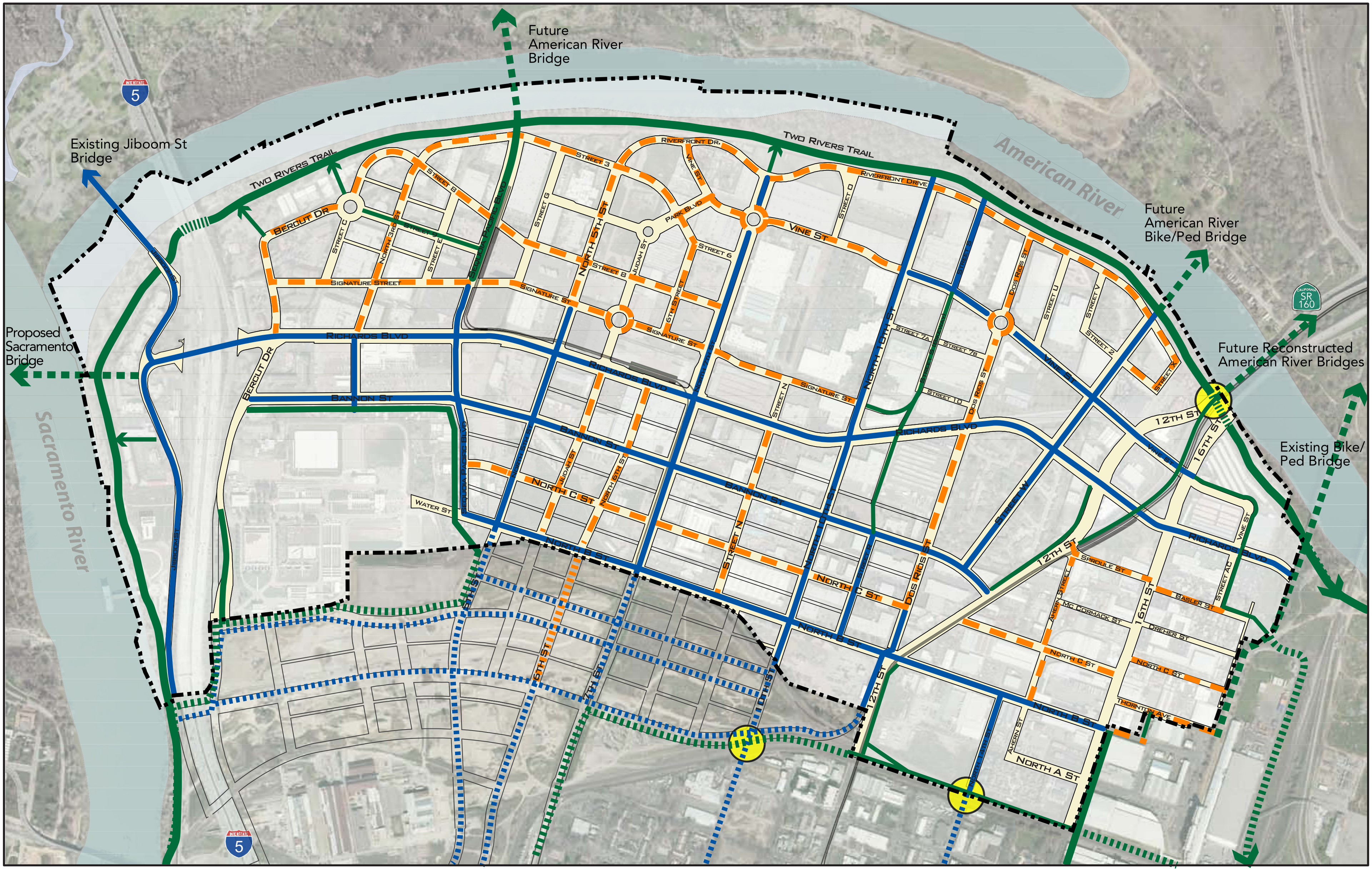

Figure 5.10 Bicycle Circulation Map

River District Specific Plan Boundary

Proposed Grade Separated Bike/Ped Throughways

Specific Plan Bike Network
- Class I Bike Trail
- Class II Bike Lanes
- Class III Mixed Flow

Connecting Bike Network
- Class I Bike Trail
- Class II Bike Lanes
- Class III Mixed Flow

CHAPTER

6

PARKS AND OPEN SPACE

The greatest natural assets of the River District are the two rivers that form its northern and western boundaries – the American and the Sacramento Rivers. Hidden from view by elevated flood protection levees, the unique opportunity presented by the River District's location at the confluence of these major California rivers has not yet been fully realized. The River District Specific Plan sets the stage for a future district that recognizes and maximizes the regional benefits of these resources.

FIGURE 6.0 Robert T. Matsui Waterfront Park Facing the Historic PG&E Power Station.

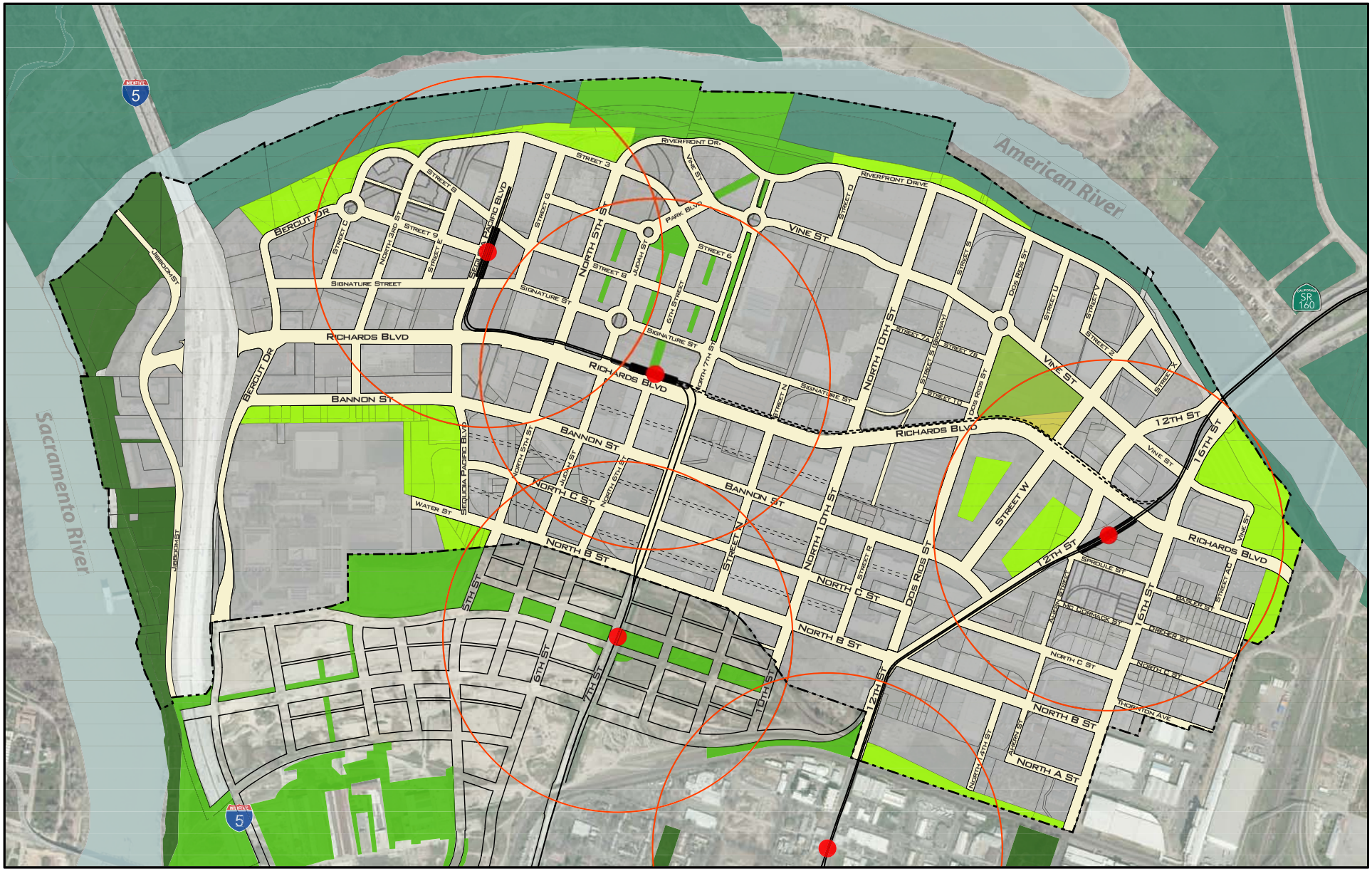

Figure 6.1 River District and Vicinity Parks Map

- River District Specific Plan Boundary
- LRT Line / Station Platform
- Future LRT Line - 35 ft ROW Dedication see Street Sections & Design Guidelines
- 5 minute Walking Radius from Transit Station
- Existing Parcels
- Specific Plan Proposed Park
- Approved Future City Park
- Existing City Park
- American River Parkway
- Existing School Grounds
- Proposed School Grounds

The River District will be comprised of neighborhoods with active parks, bikeways and green spaces (Figure 6.1). The River District Specific Plan balances the need for regional amenities, urban public spaces, and neighborhood and community parks.

6.1. PARKS AND PLAZAS

City parks in Sacramento are classified as neighborhood, community or regional. Neighborhood parks, at up to ten acres in size, are the smallest sized park and serve residents and employees located within a half mile radius. Neighborhood parks are usually designed toward small children and their families and typically include such features as tot lots or adventure play areas, unlighted sport fields or sport courts, group picnic areas, landscaping and walkways.

Community parks are larger parks, usually in the ten to sixty acre range, and draw from a two to three mile radius. These parks have the same amenities as neighborhood parks, as well as facilities that serve a broader audience with amenities such as lighted sports fields, large picnic areas with shade structures, community gardens, restrooms, on-site parking, nature areas, skate parks, water elements, dog parks or community centers.

Regional parks vary in size but are generally larger than community parks. Their distinguishing characteristic is the presence of amenities that serve a larger (citywide and beyond) population, such as a golf course or zoo. Parkways, like the American River Parkway, are also considered regional recreational amenities

The provision of adequate park space within the River District is addressed in the following POS (Parks and Open Space) goals and policies:

GOAL POS1
Provide a community park of ten acres or larger to serve the River District.

Policy POS1a
Provide a community park consistent with the City's Parks and Recreation Master Plan 2005-2010, and as updated.

Policy POS1b
Provide active play areas in the community park that will serve residents within a two to three mile radius.

GOAL POS2
Provide neighborhood parks within one-half mile of all residences in the River District.

Policy POS2a
Locate neighborhood parks within residential areas and on secondary streets.

GOAL POS3
Provide parks, open spaces and public gathering areas easily accessible to the employees working in the District.

Policy POS3a
Provide walking areas, picnic benches and other amenities attractive to employees.

The two existing parks in the River District are the Robert T. Matsui Waterfront Park, located at the Water Intake Facility on Jibboom Street, and Tiscornia Park, located at the confluence of the American and Sacramento Rivers. The eight acre Robert T. Matsui Waterfront Park was completed in 2007. It features an interactive water fountain, a grassy area overlooking the Sacramento River and a network of pedestrian walkways, benches and shade trees (Figure 6.2). The Water Intake Facility has been incorporated into the park and provides visitors a unique overlook on the Sacramento River.

FIGURE 6.2 Robert T. Matsui Waterfront Park.

FIGURE 6.3 Tiscornia Park is Enjoyed by Families and Boaters.

FIGURE 6.4 Sacramento River Parkway is a Class 1 Bicycle and Pedestrian Trail.

Tiscornia Park, pictured in Figure 6.3, is almost 10 acres in size, has a sandy beach, picnic area and boat access to the American River. Both Tiscornia and Robert T. Matsui Waterfront Parks are connected via the Sacramento River Parkway, a Class 1 bicycle and pedestrian trail running along the Sacramento River, seen in Figure 6.4. In addition, while not included within the boundaries of the River District Specific Plan area, the planned Sutter's Landing Regional Park is located about a mile and a half upstream along the American River. Plans are in place to connect Sutter's Landing Regional Park to the River District via an extension of the Two Rivers Trail.

The City of Sacramento's parkland dedication requirements are outlined in the 2030 General Plan, the Parks and Recreation Master Plan 2005-2010 and City Code, Chapter 16.64. The City's service level goal for neighborhood and community parks is five acres of park for every 1,000 residents. In redevelopment or infill areas of the City it may be difficult to reach this goal as development projects tend to be located on smaller tracts of land than developments in suburban locations, thereby having less of an opportunity to dedicate land. As a result, parks may be smaller or may be developed in a more intense fashion fitting to the surroundings. In this kind of urban setting, recreation facilities may also include indoor gyms, urban plazas or rooftop gardens.

In infill or redevelopment areas, the City may require the dedication of parkland to meet the neighborhood requirement only, or 2.5 acres for every 1,000 residents, with the remainder of the parkland dedication requirement to be met through the payment of in-lieu fees. The in-lieu fees may be pooled and used for acquisition of a community park site to serve the area or to make improvements to existing parks serving the area. The projected development of the River District will require a minimum of 35 acres of neighborhood parks. Table 6.5 details the existing and needed park acreage in the River District.

Table 6.5: Park Acreage Needed to Serve the River District (at build-out)

	Neighborhood Acres	Community Acres	Total Neighborhood and Community Acres	Regional Acres
	(1)	(2)		(3)
City's Service Level Goal (per 1,000 population)	2.5 acres	2.5 acres	5 acres	8 acres
Park Acres Needed to meet Goal	36.03	36.03	72.06	118
Actual and/or Planned Park Acres	3.92	16.8	20.72	14.4
Planned Parks with Specific Plan Build-out	16.58	9.99	26.57	0
Additional Park Acres Needed	15.53	9.24	24.77	0

	Closing the Gap
(1)	Additional neighborhood parkland will be dedicated within the Specific Plan area or in-lieu fees will be collected to acquire additional 15.53 acres of parkland or make additional neighborhood-serving improvements to existing parks
(2)	Community park gap of 9.2 acres will be closed through acquisition or development of community parks within 2-3 mile service area
(3)	Regional park acres are determined on citywide basis; there is no dedicated funding source for acquisition. Shown here for general information only.

As redevelopment begins to occur in the River District, demand will increase for both neighborhood and community parks. Residential densities rivaling the central business district will likely result in smaller and more compact neighborhood parks and public spaces that have a more urban character than their suburban counterparts.

The City's Small Public Places program recognizes that for infill areas not well served by existing parks, a traditional community or neighborhood park may not be possible due to land constraints and the lack of large undeveloped parcels. In these situations a small park, such as a plaza, tot lot or sculpture garden, can help meet the neighborhood need for a public gathering

FIGURE 6.6 Fremont Community Garden at 14th and Q Streets.

place. The area to the east of North 12th Street in the River District is largely developed and, other than the Two Rivers Trail, lacks a park or public space. This area would benefit from the type of park envisioned in the Small Public Places program, such as that pictured in Figure 6.6.

Community parks may be partially met through the acquisition and development of a larger park within the River District boundaries. Additionally, the need may be met through the development of community serving facilities at Robert T. Matsui Waterfront Park or Sutter's Landing Park, located within the service area for the River District.

Table 6.7 describes the types of facilities anticipated for a neighborhood the size of the River District.

Table 6.7: Recreation Facilities Needed to Serve River District Population at Buildout

Recreation Amenity	Service Level Goal	Number of Facilities Needed
Fields		
Softball: Youth (43%), Adult (57%)	1 per 7,500	2
Baseball: Adult (57%), Little League (43%)	1 per 7,500	2
Soccer: Bantam (53%), Full Size (46%)	1 per 7,500	2
Courts		
Volleyball	1 per 10,000	1
Basketball: Youth, High School	1 per 5,000	3
Tennis	1 per 10,000	1
Picnic Area (Large Group)	1 per 30,000	0
Playgrounds: Tot Lots (41%), Adventure Play Areas (59%)	1 per 2,500	6

The River District has the opportunity to develop public facilities which will serve more than one function. The development of joint use facilities is supported by the 2030 General Plan and can include joint facilities such as libraries located adjacent to schools, or parks and detention basins co-located together. Joint use facilities are efficient ways to use public land and resources in a cost effective manner and are supported by the River District Specific Plan.

GOAL POS4
Seek opportunities to maximize public spaces through partnerships for joint use facilities.

Policy POS4a
Encourage joint use of public facilities such as detention basins, parks, schools and open space.

6.2. RIVER PARKWAYS AND TRAILS

The uniqueness of the River District is defined by its proximity to the American and Sacramento Rivers. Yet currently a visitor to the River District could be situated almost anywhere within the District and be unaware of the closeness of these two major rivers. These natural resources will guide the framework for the new District – with increased access, parkland and development facing the rivers.

The natural configuration of the American River was historically different than it is today. Originally the American River emptied into the Sacramento River farther south through Sutter Slough, near the current Historic Railroad Depot. In 1868 a new channel was dug to the north, creating the present confluence point of the American and Sacramento Rivers. Levees were constructed for flood protection in the early 1900s, creating a visual and physical barrier to the rivers.

The American and Sacramento Rivers are viewed as very different types of rivers. The American winds down from the Sierra Nevada Mountains with river forks, rapids, lakes and reservoirs that provide recreation, power, irrigation and drinking water to the region. The banks of the American River largely retain their riparian vegetation and are considered to be sensitive habitat requiring setbacks and protection from development. The 2008 American River Parkway Plan is the local guiding policy document for activities along this portion of the river. The American River is classified as both a State and Federal Wild and Scenic River, a river classification system that was created in 1968 to preserve certain rivers with outstanding natural, cultural and recreational values in a free-flowing condition for the enjoyment of present and future generations. The section of the American River that borders the River District is classified as a Recreational River within the classification and recognizes its urban edge.

In contrast, the Sacramento River slowly flows south along the Sacramento Valley floor and has traditionally been a source of water for farming and a transportation and commerce corridor connecting the valley to the San Francisco Bay Area. Urban development is considered appropriate along the river's edge and the 2003 Sacramento Riverfront Master Plan, developed jointly by the Cities of West Sacramento and Sacramento, strongly advocates for high-quality riverfront public spaces with surrounding vibrant urban neighborhoods.

The following goals and policies encourage the River District's connection to the riverfront:

GOAL POS5
Activate the River District's connection to the rivers.

Policy POS5a
Encourage riverfront development to have active uses along the American and Sacramento Rivers.

Policy POS5b
Require riverfront development to include access to the rivers for bicycles and pedestrians, where appropriate.

Policy POS5c
Encourage riverfront development to incorporate open spaces along the river for public enjoyment.

The American River Parkway is a regionally acclaimed open space greenbelt that extends from the American River's confluence with the Sacramento River, upstream to Folsom Dam. Within the River District, the American River Parkway includes the Two Rivers Trail, located on the southern levee of the American River and all land north of the levee along the shore of the river. The Sacramento County Regional Parks Department has primary management responsibilities over the Parkway.

The American River Parkway Plan considered the redevelopment and increasing urbanization of the River District. The Plan identifies the area within the River District as surrounded by an urban neighborhood where increased access and connectivity are to be promoted, which is consistent with the River District Specific Plan

GOAL POS6
Respect riparian habitat, critical environmental areas, and views of the River.

Policy POS6a
Protect sensitive natural habitat areas along the riverfront.

Policy POS6b
Ensure sufficient space exists between buildings to provide view corridors to the rivers.

The River District's location on the shores of the Sacramento and American Rivers brings opportunities for regional connections to the City's bikeway system. Regional trails within the Parkway extend the length of the American River Parkway, a distance of 23 miles. Planned city multi-use trails, following the south shore of the American River and the east shore of the Sacramento River, will ultimately extend the regional bikeway system north, south and east to the far reaches of the city limits. The River District's location at the hub of these planned regional links will offer future River District residents endless options for recreational outings along with bicycle commuting opportunities (Figure 6.8).

As described in the Circulation Chapter, a Class I bicycle and pedestrian trail already winds along portions of the American and Sacramento River levees in the River District. The Two Rivers Trail extends from Tiscornia Park to the Highway 160 Bridge. Completed in 2006, it is the first phase of a planned project that will extend the trail to the planned Sutter's Landing Regional Park and ultimately to the H Street Bridge that crosses the American River near California State University,

FIGURE 6.8 Boating on the Sacramento River.

Sacramento. Currently, the Class I trail ends at the Highway 160 Bridge and connects to the Sacramento River Parkway trail via on-street facilities. The Two Rivers Trail also connects to the Sacramento River Parkway trail, which follows the Sacramento River downstream through Old Sacramento to Miller Park and beyond. Plans to extend this trail to the southern boundary of the City will someday become a reality.

These bicycle and pedestrian trails will serve as conduits to move recreation-minded people from one park or open space to another. The River District Specific Plan envisions active and passive public spaces along the trails at regular intervals, approximately a 10 to 15 minute walk apart. These recreational opportunities may range from the staffed Powerhouse Science Center with dining and parking, proposed in the historic PG&E Power Station, shown in Figure 6.9, to quiet sitting areas from which to contemplate the surrounding river views. Residents and workers alike will be able to enjoy the parkway and access to the rivers.

GOAL POS7
Create active and passive points of interest along the American and Sacramento Rivers.

Policy POS7a
Feature activity nodes at intervals of approximately one quarter mile that include recreational parks, nature areas and cultural destinations.

Policy POS7b
Ensure that activity nodes are accessible to bicycles and pedestrians.

The Township 9 mixed-use development provides a model for integrating development with the American River riparian corridor. The plan calls for raising the land side of the levee to create a gentle slope to the levee top, allowing for improved river connection and visibility as demonstrated in Figure 6.10. In this case, the 50-foot transition zone is measured from the former location of the toe of the levee, prior to the increase in elevation. This model, whenever feasible, will be encouraged to improve the River District's connection to the river.

FIGURE 6.9 Powerhouse Science Center, proposed at the Historic PG&E Power Station.
Source: Dreyfuss & Blackford Architects

Source: Dreyfuss & Blackford Architects

GOAL POS8
Improve visibility and access to the rivers.

Policy POS8a
Encourage property owners, where appropriate, to raise the landside of the levee as demonstrated in the Township 9 Design Guidelines, in order to raise development to the height of the levee.

6.3. DEVELOPMENT ADJACENT TO LEVEES

Careful consideration must be given to new development within proximity to the two rivers. The 2030 General Plan directs that new development not occur within 50-feet of the landside toe of the levee. This applies to both the Sacramento and the American Rivers. The River District Special Planning District (SPD), in the City of Sacramento Zoning Ordinance, and the River District Design Guidelines further define what this setback area, or "transition zone," may look like and the uses that may be included within it. For example, it is anticipated that a gravel roadway will be located on the landside of the levee for maintenance purposes. Other acceptable uses may include landscaping, fencing, directional or educational signage, or limited paved roadways. The type of trees and other plantings, including the method of planting, allowed in this area will be determined as sites develop, in consultation with the staff and requirements of the local flood control agency. Allowable heights adjacent to the levees are also contained within the River District SPD in the City Zoning Ordinance.

The following policies address treatment of the transition zone and its relation to the built environment:

GOAL POS9
Create an open space transition zone between the river and private development.

Policy POS9a
Set back buildings 50 feet or more from the toe of the land side of the levee ("transition zone"), as directed by the 2030 General Plan.

Policy POS9b
Incorporate uses within the transition zone that are complementary to the Parkway. These uses may include landscaping, fencing, directional or educational signage, seating, uncovered picnic areas, and a limited amount of paved roadway area. Buildings are not allowed within the transition zone.

Policy POS9c
Incorporate riparian species into landscaping in the transition zone that complements the adjoining river front vegetation.

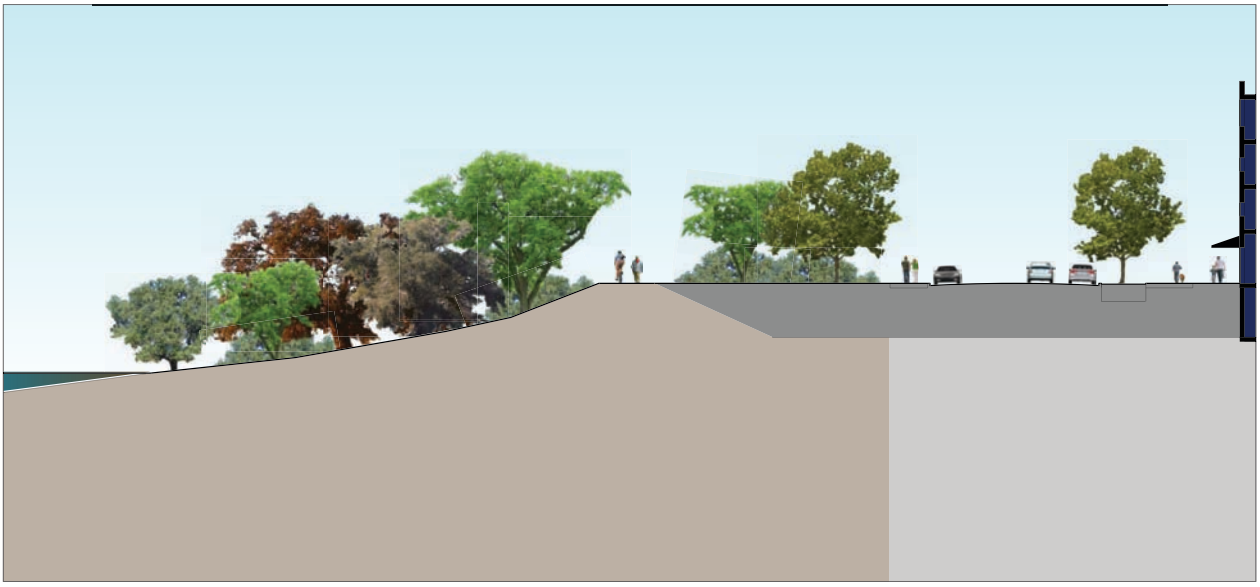

FIGURE 6.10 Township 9 will berm up to the levee top.

6.4 PARKS AND PUBLIC SAFETY

Safe parks are created through thoughtful design and an active community. The Specific Plan encourages the implementation of "Crime Prevention Through Environmental Design" (CPTED) principles to ensure ample visibility into park spaces from the street and adjacent residential development, appropriate lighting, and strategically placed structures and landscaping. CPTED concepts are described in more detail in Chapter 7.

Goal POS10 advocates for using CPTED principles in the design and improvement of parks, trails and open spaces.

GOAL POS10
Create safe parks and riverfront environments.

Policy POS10a
Maintain clear lines of sight and visibility into parks and open spaces.

Policy POS10b
Support implementation of CPTED standards along the American and Sacramento Rivers, as appropriate.

Policy POS10c
Provide lighting for paths and walkways that provides safety without glare and intrusion into the natural landscape.

Policy POS10d
Support efforts to improve the safety of the bike trail between the Railyards project and the Jibboom Street Bridge by developing it as a formal trail.

Policy POS10e
Encourage residential view corridors, such as balconies and picture windows, overlooking open space areas to provide additional surveillance.

CHAPTER

7

PUBLIC SERVICES AND COMMUNITY FACILITIES

Great neighborhoods are often judged by the quality of their public services and community facilities. Today, the largely industrial River District contains minimal community-serving public amenities. Those that are located within the area include the Smythe Academy (formerly the Dos Rios Elementary school) and Fire Station #14. This stands in contrast to the future River District envisioned in the Specific Plan.

Source: Kent Lacin Media Services

FIGURE 7.0 Fire Station #14 on North C Street.

As newer, more intensive uses are developed in the River District, there will be increased demand for expanded school, police and fire services. Beyond the community facilities that will be developed to meet the specific demands of planned development in the area, the Specific Plan also provides for new facilities which will be of benefit to the larger region.

This chapter of the River District Specific Plan describes the community facilities and public services that will be provided in the District as new development occurs.

7.1. PUBLIC SAFETY

Public safety is essential in establishing a sense of well-being for residents and businesses. Protection from the risks of natural and man-made hazards, crime, and disease are important considerations in attracting new residents and businesses to the River District.

Fire protection and police services are provided to the River District Specific Plan area by the City of Sacramento Fire and Police Departments. The Fire Department maintains a station within the River District area as well as another one in nearby Downtown. The Police Department has an office in the River District at 300 Richards Boulevard which also serves as a substation for the area. The following Goal CS1 (Community Services) and policies address public safety:

GOAL CS1
Provide for appropriate levels of public safety within the River District.

Policy CS1a
Encourage property owners and businesses to implement Crime Prevention Through Environmental Design (CPTED) standards.

Policy CS1b
Support additional river crossings to facilitate access by emergency vehicles and evacuation during emergencies.

Policy CS1c
Provide for the relocation of the existing fire station on North C Street to a new location that has access to the 16th Street corridor and meets current Fire Department criteria for construction and siting.

Fire Facilities
Currently, the River District is home to Fire Station

Source: Kent Lacin Media Services

FIGURE 7.1 Fire Station #14.

#14, located at 1341 North C Street. This building was constructed in 1948 and is potentially eligible for listing in the California and Sacramento Registers of Historic Resources. Still fully operational, it houses a single fire engine and a 4-person fire company (Figure 7.1). The Station #14 building does not meet current seismic requirements of the Essential Service Building Seismic Act of 1986 and it is not cost effective to be retrofitted. Further, this small station is land-locked by surrounding development and cannot be expanded.

The Fire Department is actively seeking to relocate the staff and equipment from the station on North C Street to a larger and modernized facility. The projected development planned for the River District will bring sufficient population to warrant a new fire station to provide adequate public safety for the area's residents, employees and visitors.

The Fire Department has an established staffing goal of one fire company per 16,000 residents and a service standard of four to six minute response time. A fire company consists of one engine, one ladder truck or ambulance. The Fire Department's goal for a replacement facility for Station #14 is a one engine company and an ambulance. Within the River District Specific Plan area, a suitable location is one with easy access to multi-

directional (two-way) streets and highway transportation corridors and ideally is located east of 12th Street. A site of between one acre and two acres would be of sufficient size to accommodate the new fire station.

Police Facilities

In 2008, the Sacramento Police Department (Sac PD) moved some of its operations to 300 Richards Boulevard (Figure 7.2), including administrative staff, bicycle officers, detectives, forensic investigators, Special Weapons and Tactics (SWAT) teams and patrol officers. This facility serves as an interim substation for the surrounding community. Because the building does not meet current seismic standards for emergency facilities, it is not envisioned as a permanent police station.

Although the Police Department has a target ratio of 2.0 sworn officers per 1,000 residents, 2009 funding is for 1.7 officers per 1,000 people. The Sac PD indicates that in keeping with similarly sized cities, a higher ratio of up to 2.6 officers per 1,000 residents may be desirable as the City's population expands to over half a million people (year 2010 population is approximately 486,189).

The Sac PD has estimated projected demand for police service in the River District based on the planned development of residential and non-residential uses. Excluding the number of officers that might be required to staff special events, it is estimated that demand at buildout will be for up to 30 additional personnel, breaking down as 20 sworn police officers and 10 civilian support staff. Unlike the Fire Department, emergency police service is characterized by the response of officers already in the field. Currently, the Sac PD has stated that existing police stations in the City are already staffed beyond capacity and that the projected development in the River District, Railyards and Downtown would necessitate the construction of a new police station. With growth projections in the Central City, the River District or Railyards areas are logical locations for this facility.

Additional Public Safety Considerations

The public safety of the River District can be improved by encouraging "more eyes on the street" than are available with current industrial uses which become vacant after work hours. This can be done by encouraging mixed use development that locates retail on the ground floor and by increasing housing in the District.

The City's 2030 General Plan requires the Police Department to review development projects to adequately address crime and safety and promote the implementation of "Crime Prevention through Environmental Design" (CPTED) principles, shown below in Table 7.3. These techniques are well established to prevent crime and other problems by eliminating problem areas during site development. For example, by eliminating obstacles to natural surveillance like shrubbery, blank walls on buildings, encouraging visibility and good lighting within parking areas and in doorways, the opportunity for crime to occur is reduced. Illegal camping along the American River has resulted in: (1) increased litter, waste and debris; (2) the trampling of riparian woodlands, disturbing plant establishment and disquieting recreational experiences; (3) degraded water quality; (4) increased fire danger; and (5) wildlife discouraged from using

FIGURE 7.2

300 Richards Boulevard
Interim Police Substation.

otherwise suitable habitat. The 2008 American River Parkway Plan encourages recreationalists such as bicyclists, walkers, non-motorized boaters and anglers while balancing the need to preserve the Parkway for natural habitat. A similar balance should be employed to applying CPTED techniques to the Parkway, such as trimming and thinning vegetation, where appropriate, to improve visibility and enhance the safe enjoyment of the river.

Table 7.3 Crime Prevention Through Environmental Design Concepts

Natural Access Control: Design features that show public routes and discourage access to private areas. These features decrease an opportunity for crime by creating in an offender a perception of unacceptable risk when attempting access to private areas. Such design features include placement of entrances and exits, fencing, and landscaping to control traffic flow.

Natural Surveillance: Design features that increase the visibility of a property. These features maximize the ability to see persons in the vicinity and avoid trouble and allow external activities to be seen from adjacent buildings by persons who could call for help. Such design features include landscaping, lighting, window and stairway placement, and building entrance and garage layouts.

Territorial Reinforcement: Design features that clearly indicate public and private structural elements of a property. An individual will develop a sense of territoriality for a space for which he/she has a sense of ownership. With this feeling of ownership the individual will "want" to defend his environment. This ownership does not necessarily mean legal ownership; it maybe a perceived ownership, such as the sense of ownership that employees feel for the office in which they work. The sense of territory and ownership by an individual is reinforced through regularly scheduled activities, inspections, and maintenance.

Maintenance: Characteristics of an environment that express ownership of the property. Deterioration of a property indicates less ownership involvement which can result in more vandalism, also known as the Broken Window Theory. If a window is broken and remains unfixed for a length of time, vandals will break more windows. Crime is more prevalent in areas that are not maintained; as a result law-abiding persons do not feel safe and do not want to frequent those areas.

Milieu: This feature is generally associated with environmental land use and reflects adjoining land uses and the ways in which a site can be protected by specific design styles. For example, a diverse housing mix is more likely to have people present at all times of the day, and bedroom communities are more likely to be vacant during various times of the day. Since criminals know their neighborhoods and potential targets of crime, they are more likely to strike at times when they will not be discovered, and possibly apprehended.

Target Hardening: The use of mechanical devices (locks, security systems, alarms, and monitoring equipment) and organized crime prevention strategies (security patrols, law enforcement) make an area harder to access but may have a tendency to make the inhabitants "feel" unsafe. This technique is the opposite of "natural" which reflects crime prevention as a by-product from normal and routine use of an environment. Target hardening often happens after crime has been committed. The integration of similar, but customer service oriented CTPED strategies in the initial environmental design may be as effective, but less threatening.

As development occurs, the limited access points into and out of the River District will greatly constrain traffic. This limitation can create bottlenecks which will impair safe evacuation and emergency vehicle access during emergencies. Access is especially limited at the river crossings. Additional bridge crossings in the River District will facilitate evacuation and access during emergencies.

7.2. SCHOOLS

The River District area currently is home to an estimated 173 school-aged children and contains one school. The Twin Rivers Unified School District (TRUSD) operates Smythe Academy, the former Dos Rios Elementary School (Figure 7.4). Constructed in 1942, the school was built to accommodate the children of the adjoining Dos Rios housing development.

The Dos Rios Elementary School was designed to accommodate approximately 210 to 220 pupils enrolled in kindergarten through sixth grade. The school and playfields are on a nine-acre site bounded by Richards Boulevard, Vine Street and Dos Rios Boulevard. After closing for renovation, the Dos Rios Elementary School reopened in 2007/08 as the Smythe Academy of Arts and Science, a charter school for 7th and 8th grade students emphasizing technology, the arts and community service. Students come from all areas of the TRUSD and from nearby school districts to attend this charter school.

Children in grades kindergarten to six residing in the River District currently attend Woodlake Elementary School, which is located three miles east of the River District. Rio Tierra Middle School, a distance of almost six miles to the north of the River District, and Grant Joint Union High School, located to the 4.5 miles to the north, also serve River District students (Figure 7.5). All these school facilities are within the TRUSD.

Source: Kent Lacin Media Services

FIGURE 7.4 Fomer Dos Rios Elementary School, now Smythe Academy

Most of the River District Specific Plan area is located within the Twin Rivers Unified School District although a small portion, approximately 59 acres in the southeastern part of the plan areas, is located within the Sacramento City Unified School District. The Twin Rivers Unified School District was formed when a reorganization election was held in 2007 that resulted in voter approval of the merger of the Grant Joint Union High School District, the North Sacramento School District, the Del Paso Heights School District and the Rio Linda Union School District. Twin Rivers provides educational services to over 27,000 pre-kindergarten through high school and adult education students throughout its 54 school sites. The following goal and policies relate to TRUSD:

GOAL CS2
Provide adequate programmatic school capacity to serve the K-12 students anticipated within the Specific Plan area.

Policy CS2a
Utilize existing school facilities as available to house existing and projected future students grades K-12 residing in the River District.

Policy CS2b
Assist the Twin Rivers School District in identifying existing and future school sites located within or in close proximity to the Plan area that will be constructed and/or expanded to serve students grades K-12 at build-out of the Specific Plan.

Policy CS2c
Accommodate and support innovative land use for the location, design and implementation of urban school facilities within the Specific Plan area, including consideration of flexible zoning standards as needed to facilitate public-private joint-use of facilities for schools and other complementary uses.

Policy CS2d
Encourage partnerships and joint-use opportunities between local businesses, developers, institutional users, and public and quasi-public agencies.