

Figure 7.5 Schools Serving the River District

- High School
- Junior High School
- Elementary School
- ▲ Magnet School
- Private Elementary School

EXISTING AND PROJECTED RIVER DISTRICT STUDENTS

In addition to the approximately 173 school age children currently living in the River District, the Township 9 development, which has been approved by the City but has not yet been built, will add another 1,048 students in grades K-12. The new residential development proposed in the Specific Plan, in all, will add an estimated 2,412 school-aged children to the District bringing the total number of students to be served by the TRUSD to 3,633 in grades K-12. The projected breakdown by grade is in Table 7.6.

Table 7.6 Yield Rates and Student Population					
Grade Level	Student Yield Rates	Existing Students	Projected Township 9 Students	Projected Specific Plan Residential	Total
Residential Units		386	2,350	5,408	8,144
K-6	0.22	85	517	1190	1792
7-8	0.108	42	254	584	880
9-12	0.118	46	277	638	961
Totals	0.446	173	1048	2412	3633

Notes: Based on Master Environmental Impact Report, Sacramento 2030 General Plan for Multi-Family Attached Housing.

Table 7.7 sets forth the current TRUSD attendance boundary school enrollments and capacities serving the plan area, projects the number of student enrollments at build-out of the River District plan, and calculates the projected future capacity available to serve students from the River District area. Based on the current capacities at the TRUSD elementary, middle and high school facilities serving the plan area, the planned future development will require new or modernized school facilities to house students residing in the River District area.

Table 7.7 Twin Rivers USD School Facilities Serving River District					
School	Existing State Capacity	Projected 2010/11 Enrollment	(Under) / Over State Capacity 2010/11	River District Projected Students (a)	(Under) / Over State Capacity 2010/11 (b)
Woodlake Elementary K-6	343	365	22	1,792	1,814
Rio Tierra Jr. High - 6-8	1,010	554	(456)	880	424
Grant High - 9-12	2,819	1,891	(928)	961	33

NOTES: (a) Includes students K-12 currently residing within River District. (b) At build-out of River District Specific Plan.

Students residing within the River District will be served by existing or future school facilities operated by the TRUSD and located within or adjacent to the Specific Plan area. During the initial phases of development in the River District, the TRUSD will house elementary school students (K-6) at the existing Smythe Academy site, reconfiguring the current Smythe Academy charter school to expand its capacity as well as at nearby elementary schools. Middle school and high school students will be housed at other nearby TRUSD facilities pending available space and taking into consideration the current charter school use for Smythe Academy (grades 7 to 8).

In later phases of development in the River District, the TRUSD plans to construct a new elementary K-8 school on the existing Smythe Academy site. As a potential new urban school, a two or three story facility would be an efficient land use that would be compatible with the urban development planned for the Specific Plan area. Additional elementary students grades K-8 will be housed at nearby existing school sites pending available capacity. District projections indicate that adequate existing classroom space may not be available.

Currently the TRUSD has adequate capacity at Grant High School and other high schools to house students from the River District area. However, the TRUSD would consider an academy high school as an alternative school facility to house students in grades 9-12.

Another option would be to construct an elementary K-8 and/or a secondary 9-12 academy school upon a new site within the Specific Plan area as an educational

option to house students in grades K-8 and/or 9-12 residing within River District. The TRUSD could partner the River District with an existing nearby comprehensive high school for sports and co-curricular programs. A desirable site would be six or more acres for an urban school; for an elementary/secondary academy school, it would preferably be adjacent to a park and could be a two or three story school facility.

New development within the Specific Plan area will be required to contribute to the provision of new school facilities through the payment of fees or mitigation agreements as allowed under SB50. As new development is built within the River District, the actual student generation rate per household will be monitored in order to evaluate and adjust, if necessary, the student projections that are included in this Specific Plan.

Fifty-nine acres of the River District Plan area are located within the Sacramento City Unified School District (SCUSD). SCUSD operates more than 70 schools in the City of Sacramento, serving kindergarten through high school students. Kindergarten through 12th grade students residing within the SCUSD boundaries would currently attend Washington Elementary School, Sutter Middle School and McClatchy High School. However, at present, no residential units are within this area. Projections of the River District Specific Plan are that there will be few, if any, housing units within the SCUSD boundaries in the River District.

UTILITY INFRASTRUCTURE

The Utility Infrastructure chapter of the River District Specific Plan establishes 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 will also briefly be 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.

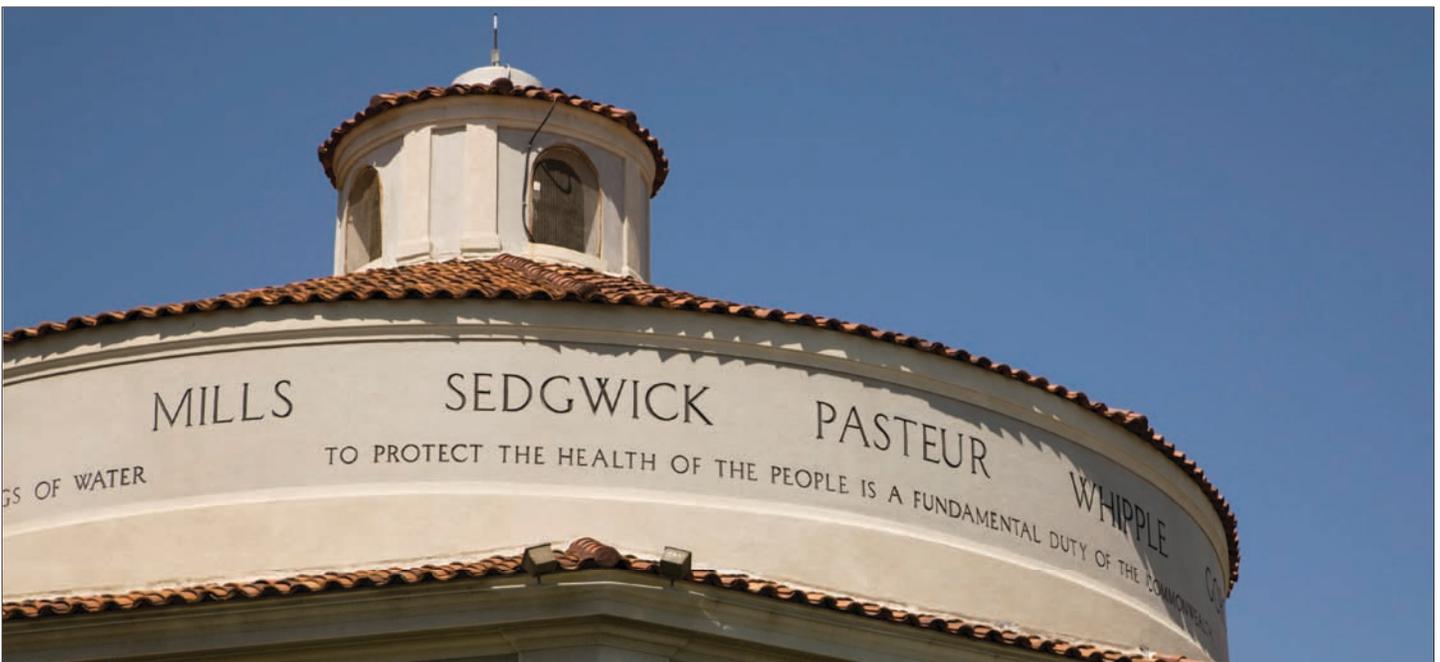


FIGURE 8.0 Sacramento Water Treatment Plant Building Detail.

The redevelopment of the River District and its transformation from predominantly light industrial uses to mixed use development with higher residential densities will require significant improvements to the existing utility systems. These improvements will require a coordinated approach between private and public development to ensure that adequate capacity is provided and to allow for financing of the public infrastructure facilities. The Specific Plan Finance Plan provides costs estimates and identifies funding sources for these public capital improvements. The infrastructure systems described in this chapter are conceptual in nature and could change over the timeframe of the Specific Plan based on advancements in technology and the precise location and intensity of future development.

The Specific Plan also addresses key environmental considerations related to water conservation, water quality and energy conservation.

The following Goal I1 and I2 (Infrastructure) and policies address water conservation within the District:

GOAL I1
Reduce water consumption and wastewater flows by implementing conservation techniques.

Policy I1a
 Encourage the installation of techniques such as bioswales (Figure 8. 1), permeable pavement, and greywater systems to reduce stormwater runoff.

Policy I1b
 Encourage the installation of techniques such as water conserving appliances and low-flow fixtures in buildings to reduce water consumption.

Policy I1c
 Require water conservative irrigation methods in all landscaping plans.

Policy I1d
 Encourage landscaping plans to limit the use of turf and utilize drought resistant plantings.

GOAL I2
Ensure that new development and infrastructure projects apply resource conservation techniques that reduce overall energy demand and promote air and water quality improvements.



FIGURE 8.1 Example of a Bioswale.

Policy I2a
 Encourage both new and rehabilitation projects to employ green building strategies and LEED or similar criteria that reduces energy consumption, promotes air and water quality improvements and reduces heat-island effects.

Policy I2b
 Support programs and developments that employ strategies to reduce vehicle green-house gas emissions and improve air quality.

8.1. WATER SUPPLY AND DISTRIBUTION

Facilities in the River District have played an important role in providing clean water to the City of Sacramento since the city’s early days. The Sacramento River Water Treatment Plant, located on Bercut Street north of the Railyards in the River District, and the old water intake structure on the Sacramento River opened in 1923 after years of public outcry over the lack of clean and reliable drinking water in Sacramento. At the time of its construction, the water treatment plant was considered

to be one of the finest in the United States with then state-of-the-art technology. The plant opened at a critical time and provided reliable water through the drought conditions of the summer of 1924 (Figure 8.2).



FIGURE 8.2 Sacramento Historic Water Treatment Building.

The new Water Intake Structure (Figure 8.3) is located within Robert T. Matsui Waterfront Park and was completed in 2004. The current and planned water supply is estimated to be adequate to serve the planned level of development. The following section addresses existing and future water needs based on the proposed build-out development scenario and further describes necessary improvements to the existing water supply system in the project area.



FIGURE 8.3 Sacramento River Water Intake Facility.

Water Supply

Although the water supply infrastructure is in place and no new transmission mains are needed to serve the area's existing uses, new distribution mains will be needed to support the Specific Plan's proposed new development. The City currently has three water transmission mains (mains larger than 12") that serve the Specific Plan area; they are a 24" main in Bercut Drive, 36" main in North B Street and 42" main in 18th Street. Installation of the new required water distribution system will include new 8" to 12" mains and will occur in phases as development proceeds. The proposed distribution system for the River District Specific Plan area is illustrated in Figure 8.4. As shown in the figure, the water distribution system for the Specific Plan area will consist of an improved grid network of distribution mains beneath street right-of-ways with connections to the existing transmission and distribution systems.

Water Conservation

Water conservation is important both in reducing overall demand on the water supply and reducing outflows of wastewater to the sanitary system. In order to ensure that residential and non-residential uses in the River District Specific Plan area minimize excessive water use, the Specific Plan encourages owners and developers to implement water conservation methods that reduce the water demand of individual projects. Demand could be reduced through building specifications such as low-flow toilets and shower heads and water-conserving appliances. On-site methods, such as the implementation of grey-water and rainwater storage systems and the use of drought tolerant landscaping, would also reduce water demand.

California Assembly Bill 2572 (Chapter 884, statutes of 2004) mandates installing water meters in all new residential and commercial buildings and this requirement will apply to all new development in the River District area. In addition, in accordance with the City's Building and Construction Code (Chapter 15.92), the Specific Plan includes a series of water conserving landscape requirements that involve the use of drought-resistance landscaping and water conserving irrigation methods to reduce waste water.

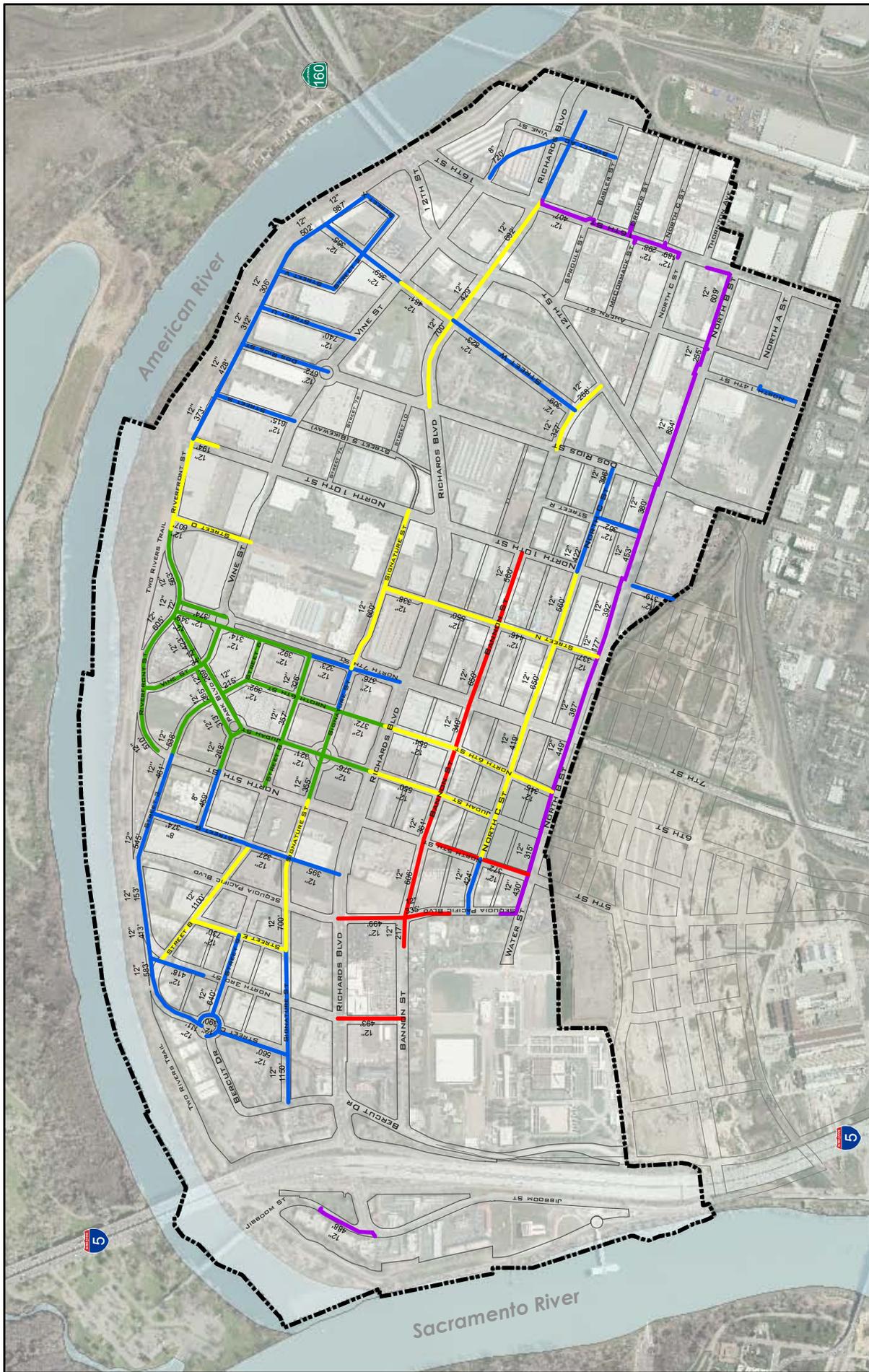


Figure 8.4 Proposed and Existing Water Supply System

-  RDSP Boundary
-  T9-Approved
-  Phase 1
-  Phase 2
-  Phase 3
-  Current Street with Deficiency

8.2. SANITARY SEWER COLLECTION AND STORM DRAINAGE

This section describes the existing and planned new facilities for the River District Specific Plan area that will be needed to adequately convey sewage and stormwater flows within and from the River District area. The majority of the River District Specific Plan area is currently served by separate storm and sewer systems. There is a small area that represents about 20% of the total Specific Plan area that is served by the City's combined sewer system (CSS) to convey both sewer and drainage flows. This combined sewer area will be reduced to about 15% of the total Specific Plan area after implementation of the River District Specific Plan.

Sanitary Sewer System

The Central City, including sewer flows from the River District Specific Plan area, is served by a CSS, which conveys both sewer and drainage flows in the same pipe network. The capacity of the CSS is constrained by the terms of a directive under a National Pollutant Discharge Elimination System (NPDES) permit.

During dry weather and small storm events, combined flows are conveyed to Sump 2A, which pumps up to 60 mgd of combined wastewater to the Sacramento Regional Wastewater Treatment Plant (SRWTP). During storm events, when CSS flows are greater than 60 mgd, the excess flows are routed to the Combined Wastewater Treatment Plant (CWTP) and Pioneer Reservoir for storage. If flow volume exceeds storage capacity, City operators release flows to the Sacramento River after primary treatment including chlorination and de-chlorination. If treatment capacity of the SRWTP, CWTP and Pioneer Reservoir and the hydraulic capacity of Pioneer Reservoir is exceeded, additional CSS flows are discharged directly into the Sacramento River from Sump 2 or Sump 1.

The City produced a Long Term Control Plan (LTCP) that includes system improvements to reduce combined sewer overflows (CSO) to the Sacramento River and CSS outflows to city streets. The LTCP consists of increasing the pumping capacities of Sumps 1/1A and 2/2A, converting Pioneer Reservoir to a primary treatment facility with disinfection, installing a relief sewer system in the downtown area and constructing several local or regional underground storage facilities and relief sewers in areas that are currently subjected to frequent outflow

and flooding. Many of these improvements have been completed, while others are in design or under study as part of an ongoing process to improve the CSS and update the LTCP. To address impacts to the system from development, the City Council approved an ordinance in 2005, amending Chapter 13.08 of the City Code, and established a Combined System Development Fee to provide funds to construct projects to mitigate downstream impacts.

The proposed sanitary sewer facilities required to implement the River District Specific Plan include constructing limited amounts of trunk main and local conveyance mains. The proposed River District Sewer System is shown in Figure 8.5. The sewer will be routed through the Railyards Development to 3rd and I Streets. There are several projects that must be constructed prior to routing River District sewer flows through the Railyards. They include the construction of a pump station, additional large diameter trunk mains within the Railyards project and the reconstruction and upsizing of the existing 3rd Street Sewer main. Funding for the construction and maintenance of the required facilities would be cost shared between the Railyards development and the River District. The exact cost share percentages have not yet been determined but will be examined in the Nexus Study for the Finance Plan of this Specific Plan.

The land uses and densities proposed for the River District Specific Plan indicate a peak sewage flow from the River District of 8.6 mgd, which is an increase of approximately four mgd from the existing conditions. The elimination of these flows being routed through the Central City and routing them to the 3rd Street sewer main at I Street will reduce existing flooding conditions throughout the Central City.

Storm Drainage

The storm drainage from the River District Specific Plan area is predominantly a separated system with drainage flows being pumped directly to the American River. Presently, about 20% of the Specific Plan area drains to the combined sewer system. The separated storm drainage system is regulated by a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permits issued by the Central Valley Regional Water Quality Control Board. This permit requires the use of best management practices intended to meet the

standard of “reducing pollutants in urban runoff to the maximum extent practicable.” The system proposed in the River District area will be consistent with the recently published Stormwater Quality Design Manual for the Sacramento and South Placer Regions, May 2007.

The State Regional Water Quality Control Board prefers Low Impact Development (LID) that uses site controls that promote infiltration. Runoff from new streets, in addition to new runoff created by widening existing streets, will need to be treated before entering the storm drainage system. Water conservation and reuse techniques are highly encouraged as a part of more detailed development proposals.

The proposed improvements to the drainage system within the River District Specific Plan area include modifications to the existing pump station (Sump 11) to increase efficiency. No improvements to the outfall to the American River are proposed as part of this plan. In addition, several common drainage mains are required to convey flows to two proposed detention basins. These basins are being constructed to reduce peak flows at Sump 11 and to reduce/prevent flooding at key locations within the Specific Plan area. The proposed River District Specific Plan drainage system is shown in Figure 8.6.

8.3. LEVEES

In the early days of Sacramento’s history, flooding occurred on a regular basis. Spring runoff could cause the Sacramento River to overflow its banks and spread throughout what is now downtown Sacramento and as far west as the city of Davis. This was in contrast to the dry summers when the same river would become such a trickle that it was possible to wade across the river bed from Sacramento to West Sacramento.

The River District is almost completely surrounded by levees, which are considered historic resources. To the north and west, the levees follow the banks of the American and Sacramento Rivers. On the south, the secondary levee separates the River District from the Railyards area, providing additional flood protection to the Downtown.

The current level of protection provided to the River District area from the American River and Sacramento River Levee system is greater than 100 year.

The levee setback requirements are spelled out in the City’s General Plan as 50 feet from the toe of the levee. The use of a “super levee” allows a smaller setback to be considered. The State requirement for levee setback is 15 feet which allows space for levee maintenance. The levees are maintained by the American River Flood Control District and the City. The Sacramento Area Flood Control District is responsible for any improvements to the levees.

The secondary levees, although not certified by the Federal Emergency Management Agency, are important to Sacramento’s Central City because they provide additional protection in the event that the American River levee fails north of the Specific Plan area. The additional evacuation time afforded by the secondary levee is estimated at six hours minimum; however, the actual time would be based on the location of the primary levee failure and the water level in the American River at the time of the failure. The secondary levees will be retained into the future or a replacement grade will be provided. The Railyards development has been conditioned to maintain the secondary levee during all phases of the project and sets an obligation to raise heights of the streets to create a substitute levee before the existing levee could be removed.

8.4. ELECTRICITY AND NATURAL GAS

Electrical service within the River District is provided by the Sacramento Municipal Utility District (SMUD), which has the exclusive charter to provide electricity within Sacramento County. SMUD is responsible for the generation, transmission and distribution of electrical power to its 900 square mile service area. The River District Specific Plan area is presently served by two 21 kV primary feeders that run east/west along North B Street and Richards Boulevard, originating at SMUD’s North City substation (just east of the Blue Diamond facilities).

Natural gas service is provided to the Specific Plan area by Pacific Gas and Electric (PG&E). PG&E owns and operates gas transmission and distribution facilities in the River District. The existing facilities in the area consist of 4.5-inch to 16-inch pipelines delivering service to all customers that are not served by private propane tanks. As with cable and telephone services, natural gas lines are typically co-located with other utilities in trenches to reduce construction costs and environmental impacts.

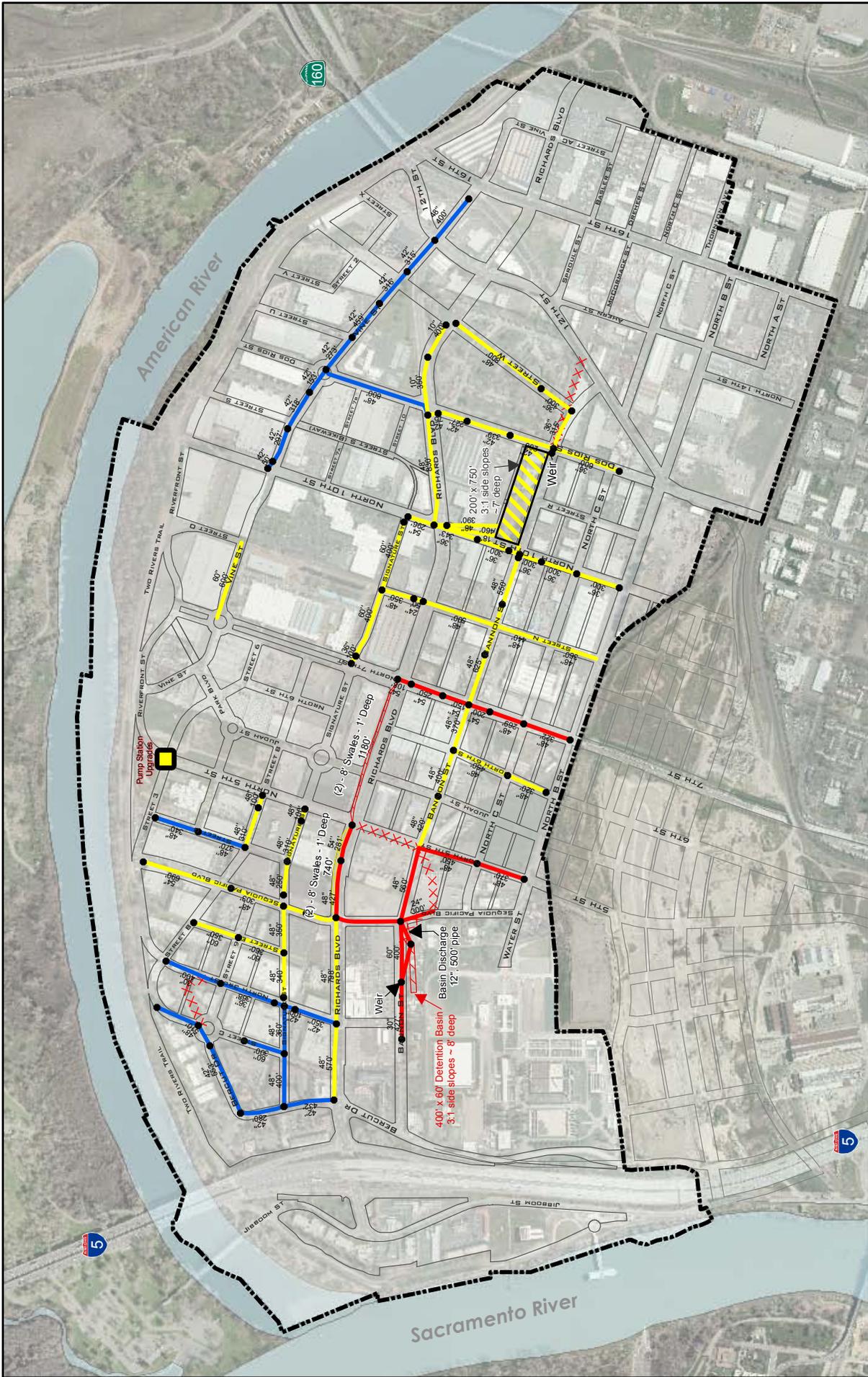
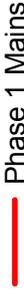
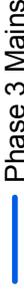


Figure 8.6 Proposed and Existing Storm Drainage System

-  RDSP Boundary
-  Phase 1 Mains
-  Phase 2 Mains
-  Phase 3 Mains
-  Proposed Manholes

Planned Facilities

When fully built-out, the River District area will have a maximum peak electrical demand of approximately 50 megawatts (MW) and 350 million kilowatt-hours (kWh) of energy per year. These demands were calculated based on California Title 24 standards for the planned land uses and considers “coincidence” of loads relative to the different timing of peak demands from residential and non-residential uses.

SMUD has determined that it will be necessary to construct a new substation (21 kV) to serve new development in the Specific Plan area. In addition, SMUD will need additional substation capacity to serve the adjacent Railyards area (approximately 80MW). SMUD’s preference is to combine these capacity requirements into a single substation site in order to reduce local impacts and cost to SMUD ratepayers. The preferred location of this substation is within a block north or south of North B St., between Sequoia Pacific Boulevard and 11th Streets. SMUD would likely supply the substation from its 115 kV system located at North City substation.

The growth proposed in the Specific Plan will have a cumulative impact on PG&E’s gas systems and may require on-site and off-site additions and improvement to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth

and development. In addition to adding new distribution mains, the range of improvements needed to accommodate additional load on the gas system could include regulator stations, odorizer stations, valve lots and distribution and transmission lines.

Energy Conservation

All of the buildings and facilities that will be constructed in the River District area must comply with the State Building Standards in Title 24 (California Energy Efficiency Standards). In addition, there is a significant opportunity to further reduce overall electrical and natural gas energy use, power demand and energy costs by incorporating additional energy efficiency measures as part of site and building design, thus reducing heat-island effects and improving habitability for businesses and residents in the River District. These measures might include building integrated solar electric features, thermal energy storage systems, providing more shade trees and advanced energy-saving architectural features in the buildings themselves, such as cool or green roofs.

Encouraging higher density mixed-use development in conjunction with public transportation options represents an energy-saving approach to regional planning and development. Through the reduction of automobile trips and the consolidation of services, energy consumption can be reduced. It is important to note, however, that the increased intensity of use and development for the Specific Plan area will result in overall higher levels of energy consumption in the River District compared to existing consumption.

IMPLEMENTATION

The River District Specific Plan is a long range policy and planning document to guide development in the River District over the next 20 to 25 years. This chapter describes the steps needed to implement the River District Specific Plan and the proposed financing measures for public improvements.



FIGURE 9.0 Light Rail Lines Being Laid on North 7th Street for the First Stop on the Green Line.

Property owners seeking to undertake development projects will need to consult, in addition to the Specific Plan, the following documents:

1. River District Special Planning District and Title 17 of City Code (Zoning Code)
2. River District Design Guidelines
3. River District Finance Plan
4. Sacramento Register for Historic and Cultural Resources and Historic Preservation Chapter, 17.134 of the City Code (for properties designated as Landmarks and Historic District properties).

The following is a summary of the actions and supporting documents that will be approved at the time of adoption of the River District Specific Plan.

9.1. SPECIAL PLANNING DISTRICT AND ZONING

The River District area was designated as a Special Planning District (SPD) when Richards Boulevard Area Plan was adopted in 1994. The implementation of the 2010 River District Specific Plan will include enacting the River District Special Planning District.

The SPD is a section in the City of Sacramento Zoning Ordinance (Title 17.120). It specifies the development standards and permitted uses within the various sub-districts that comprise the River District, as described in this Specific Plan. The River District SPD also establishes special procedures for processing development applications for projects within the area, including the application of parking requirements, height and setback standards, and the treatment of nonconforming uses and structures.

9.2. DESIGN GUIDELINES

In order to further implement the Specific Plan, the City will establish the River District Design Review District that encompasses the Specific Plan area and will adopt the River District Design Guidelines to address building placement, design, setbacks, heights, massing and overhangs, as well as landscape treatments, streetscapes, lighting, signage and the design of public and civic open spaces. Please note that the boundaries of the River District Design Guidelines boundaries do not correspond

precisely with the Specific Plan boundaries; rather the Design Guidelines also cover the area east of the Specific Plan area, north of the railroad levee, to Sutter's Landing Regional Park.

9.3. HISTORIC DESIGNATIONS ORDINANCE

The City's Historic Preservation program recognizes that by preserving and continuing to actively use historic resources, the city's neighborhoods and business districts benefit economically and culturally. Sacramento's identity, livability and urban character are also enhanced.

In compliance with the Historic & Cultural Resources Element of the 2030 General Plan, the Historic Preservation chapter of the City Code, Chapter, 17.134, establishes the City's procedures to identify, often through surveys, and preserve Sacramento's rich and diverse historic and cultural resources. Once a survey is completed, the Historic Preservation chapter of City Code identifies the process to add recommended Landmarks and Historic Districts to the Sacramento Register of Historic & Cultural Resources, including identifying contributing resources and significant features and characteristics of the properties.

Two historic resources surveys, one in 1999/2000 and an update in 2009, have been conducted in the River District, and recommendations as to individual historic Landmarks and a Historic District – the North 16th Street Historic District – were made through those surveys. Note that the boundaries of the North 16th Street Historic District extend beyond the River District Specific Plan area. An ordinance designating the recommended individual historic Landmarks and the North 16th Street Historic District will be adopted by the City Council.

9.4. FINANCE PLAN

The Finance Plan, which accompanies the Specific Plan, estimates costs and identifies anticipated sources of revenue for the development of the infrastructure and public facilities required for development in the River District Specific Plan area. This includes: the street network; local cost share for the freeway interchange improvements; water, sewer and storm water systems; community centers, parks, trails and open spaces; and other public facilities. The Finance Plan will be adopted along with the Specific Plan and will be implemented as

development occurs. The following Goal FP1 (Finance Plan) and policies address the financing of public infrastructure.

GOAL FP1

Prioritize public infrastructure investment to stimulate further economic investment.

Policy FP1a

Acquire land to implement construction of priority streets and infrastructure improvements for the Specific Plan circulation network.

Policy FP1b

Develop detention basins for storm water quality treatment and detention on a shared cost basis to benefit new development.

Policy FP1c

Finance the construction and maintenance of infrastructure through state, federal and local sources to include development impact fees, land-secured infrastructure districts and maintenance assessments or taxes.

Policy FP1d

Incentivize development when appropriate through reduced development impact fees, tax increment financing, reimbursement and credit agreements and other sources.

Financing Mechanisms

The River District Specific Plan will be funded by a variety of private and public financing mechanisms, described below.

Development Impact Fees: The City has previously adopted a set of Development Impact Fees to finance capital improvements within the former Richards Boulevard Area Plan boundaries. Those fees will be updated as part of the implementation of the Finance Plan.

Transportation Development Impact Fee (TDIF): Certain River District Specific Plan area backbone transportation improvements serve a regional function and will be funded by development outside of the River District that will benefit from such improvements. One program under consideration that would distribute the costs for this type of infrastructure is the TDIF. The City would impose certain impact fees in those areas to fund their pro rata share of the necessary public improvements that will serve those areas as well as the River District.

Other Transportation Funding: A large portion of the infrastructure investment needed for development of the Specific Plan area is related to transportation. The City will apply for federal, state and local funding of the street and interchange improvements through the Sacramento Area Council of Governments (SACOG) and the Sacramento Transportation Authority (STA). SACOG manages a multi-year planning process that allocates funding to projects from State and federal funding sources. The STA manages the allocation and disbursement of local transportation sales tax and Measure A funds for transportation projects.

Federal and State Funds: Certain federal and State funds may be available to assist with certain public infrastructure components of the River District, specifically the I-5 / Richards Boulevard Interchange and the 160 American River Bridge.

City Funds: Given the private investment in land acquisition, remediation, land development and construction, the City may allocate funds from other programs towards the cost of portions of the infrastructure and other public facilities necessary to serve the River District.

Tax Increment Financing: Because the Specific Plan area is within a Redevelopment Project Area, the increases in assessed valuation of property created by the acquisition, remediation and subsequent development in the River District will result in a stream of tax increment revenue to the Redevelopment Agency of the City of Sacramento. This future revenue can be used to secure repayment of tax increment bonds, and that bond funding may be used to support infrastructure and public facilities investments in the River District Specific Plan area.

Community Facilities District: Mello-Roos Community Facilities District (CFD) special tax assessments may be used to help fund the construction or acquisition of backbone infrastructure and public facilities in the Specific Plan area. The special tax would be levied on taxable parcels within the CFD and used to pay debt service on CFD bonds or directly pay for these public improvements.

Other: Other financing mechanisms may also be used, including other public and private debt financing sources. Specific financing requirements, improvement obligations, reimbursements, fees, land and easement dedications and conveyances, maintenance and other financing and improvement-related obligations may be included as part of the development project approval process .

The use of the federal Historic Rehabilitation Tax Credit program, which could provide a federal tax credit in the amount of 20 percent of the certified rehabilitation costs to owners of eligible historic properties that have income-producing structures, and the use of the State of California Seismic Retrofit Property Valuation Reduction provisions for seismic retrofit may also assist with the costs of rehabilitation of some of the historic buildings in the River District.

APPENDIX 1

RIVER DISTRICT GOALS AND POLICIES

Land Use

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

Policy LU1a: Encourage neighborhood-serving retail and commercial uses within residential neighborhoods.

Policy LU1b: Encourage business-serving retail and commercial uses within walking distance of businesses and transit stops.

Policy LU1c: Encourage a diversity of uses within each block.

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.

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.

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

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.

Goal LU5: Allow changing land uses to occur over time, respecting the District’s current uses and its eclectic nature.

Policy LU5a: 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.

Housing

Goal H1: Ensures 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.

Historic Resources

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.

Circulation

Goal C1: Maximize vehicle and pedestrian/bicycle connections within and between the River District and surrounding neighborhoods.

Policy C1a: 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.

Policy C1b: 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 C1c: 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 C1d: 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 C1e: 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.

Goal C2: Support freeway and highway 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

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 C3c: Support the evaluation of additional river crossings.

Goal C4: Implement innovative approaches to solving traffic control problems.

Policy C4a: Improve complex traffic confluence points, such as North 12th Street and Dos Rios Street and North 16th Street and Richards Boulevard.

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

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).

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.

Parks and Open Space

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 POS 3a: Provide walking areas, picnic benches and other amenities attractive to employees.

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.

Goal POS5: Activate the connection of River District development 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.

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.

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.

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.

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.

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 POS 10d: Support efforts to improve the safety of the bike trail between the Rail-yards 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.

Community Services

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.

GOAL CS 2: Provide adequate programmatic school capacity to serve the K-12 students anticipated within the Specific Plan area.

Policy CS 2a: Utilize existing school facilities as available to house existing and projected future students grades K-12 residing in the River District.

Policy CS 2b: 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 CS 2c: 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 CS 2d: Encourage partnerships and joint-use opportunities between local businesses, developers, institutional users, and public and, quasi-public agencies.

Utility Infrastructure

Goal I1: Reduce water consumption and wastewater flows by implementing conservation techniques.

Policy I1a: Encourage the installation of techniques such as bioswales, permeable pavement, and greywater systems to reduce stormwater runoff.

Policy I1b: Encourage the installation of techniques such as water conserving appliances and low-flow fixtures in buildings to reduce water consumption.

Policy I1c: Require water conservative irrigation methods in all landscaping plans.

Policy I1d: Encourage landscaping plans to limit the use of turf and utilize drought resistant plantings.

Goal I2: Ensure that new development and infrastructure projects apply resource conservation techniques that reduce overall energy demand and promote air and water quality improvements.

Policy I2a: Encourage both new and rehabilitation projects to employ green building strategies and LEED or similar criteria that reduces energy consumption, promotes air and water quality improvements and reduces heat-island effects.

Policy I2b: Support programs and developments that employ strategies to reduce vehicle green-house gas emissions and improve air quality.

Finance Plan

Goal FP1: Prioritize public infrastructure investment to stimulate further economic investment.

Policy FP1a: Acquire land to implement construction of priority streets and infrastructure improvements for the Specific Plan circulation network.

Policy FP1b: Develop detention basins for storm water quality treatment and detention on a shared cost basis to benefit new development.

Policy FP1c: Finance the construction and maintenance of infrastructure through state, federal and local sources to include development impact fees, land-secured infrastructure districts and maintenance assessments or taxes.

Policy FP1d: Incentivize development when appropriate through reduced development impact fees, tax increment financing, reimbursement and credit agreements and other sources.

APPENDIX 2

COMMUNITY OUTREACH AND PUBLIC MEETINGS

Stakeholder Group Meeting	January 17, 2008
Stakeholder Group Meeting	January 29, 2008
Stakeholder Group Meeting	February 12, 2008
Community Visioning Workshop	February 20, 2008
Community Visioning Workshop	February 21, 2008
Dan Burden Workshops	March 4 and 5, 2008
Lower American River Task Force	March 11, 2008
Stakeholder Group Meeting	March 14, 2008
Presentation of Preferred Alternatives	March 19, 2008
American River Parkway Advisory Committee	April 16, 2008
Stakeholder Group Meeting	May 2, 2008
Lower American River Task Force	June 10, 2008
Lunch & Learn (Community Dev. Dept.)	June 18, 2008
City Council Presentation	July 15, 2008
Stakeholder Group Meeting	September 30, 2008
Stakeholder Group Meeting	December 17, 2008
Stakeholder Group Meeting	January 23, 2009
Property Owner Workshops	February 11, 2009
Property Owner Workshop	February 12, 2009
Historic Resources Survey Workshop	March 23, 2009
Stakeholder Group Meeting	March 26, 2009
Planning Commission	April 9, 2009
Regional Parks Advisory Group	April 17, 2009
Stakeholder Group Meeting	April 23, 2009
External Stakeholder Workshop	May 28, 2009
Real Estate Brokers Presentation	June 2, 2009
Stakeholder Group Meeting	June 25, 2009
Stakeholder Group Meeting	September 24, 2009
Historic Survey Workshop	September 24, 2009
Stakeholder Group Meeting	October 22, 2009
Stakeholder Group Meeting	November 19, 2009
Stakeholder Group Meeting	December 3, 2009

Stakeholder Group Meeting	June 23, 2010
Stakeholder Group Meeting	July 19, 2010
Planning Commission (Review and Comments)	July 22, 2010*
Twin Rivers School District	July 23, 2010
Stakeholder Group Meeting	July 28, 2010
Twin Rivers School District	August 4, 2010
Preservation Commission (Review and Comments)	August 4, 2010
Parks and Recreation Commission (Review and Comments)	August 5, 2010
Design Commission (Review and Comments)	August 18, 2010
Stakeholder Group Meeting	August 23, 2010
River District PBID	August 25, 2010
State of California Dept. of General Services	September 8, 2010
Twin Rivers Housing	October 12, 2010
Stakeholder Group Meeting	October 13, 2010
Preservation Director Hearing	October 13, 2010
City Council (Review and Comments)	October 19, 2010
Preservation Commission	November 3, 2010
Preservation Commission	December 1, 2010
Design Commission	January 12, 2011*
Planning Commission	January 13, 2011*
Law and Legislation Hearing	January 18, 2011*
City Council (pass for publication)	January 25, 2011*
City Council Final Hearing	February 1, 2011*

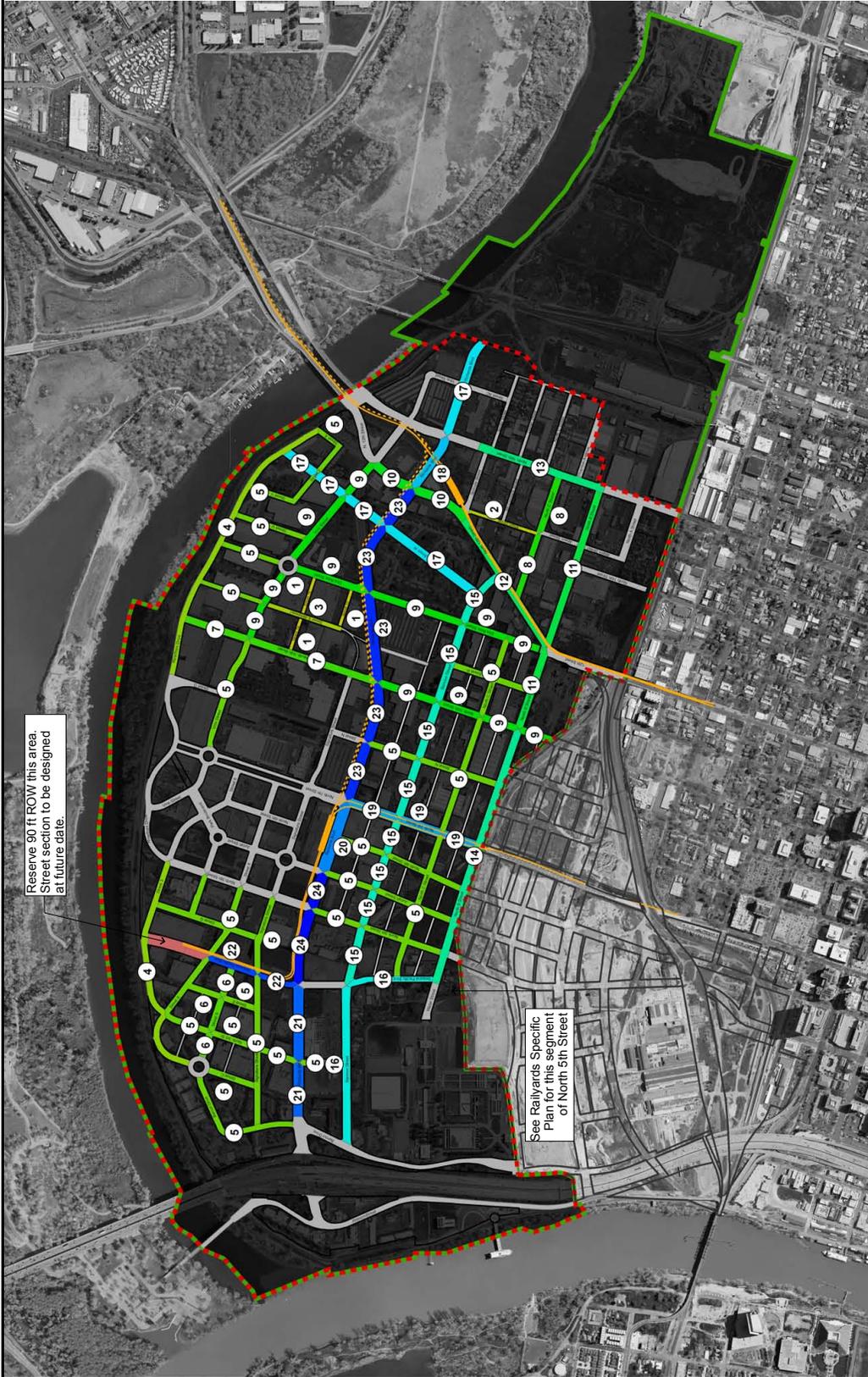
*Scheduled

APPENDIX 3

STREET SECTIONS

Street Legend

- Section 1: 40 East Mews (Streets 7a, 7b, 7c, 7d, 7e, 7f, 7g, 7h, 7i, 7j, 7k, 7l, 7m, 7n, 7o, 7p, 7q, 7r, 7s, 7t, 7u, 7v, 7w, 7x, 7y, 7z, 8a, 8b, 8c, 8d, 8e, 8f, 8g, 8h, 8i, 8j, 8k, 8l, 8m, 8n, 8o, 8p, 8q, 8r, 8s, 8t, 8u, 8v, 8w, 8x, 8y, 8z, 9a, 9b, 9c, 9d, 9e, 9f, 9g, 9h, 9i, 9j, 9k, 9l, 9m, 9n, 9o, 9p, 9q, 9r, 9s, 9t, 9u, 9v, 9w, 9x, 9y, 9z, 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h, 10i, 10j, 10k, 10l, 10m, 10n, 10o, 10p, 10q, 10r, 10s, 10t, 10u, 10v, 10w, 10x, 10y, 10z, 11a, 11b, 11c, 11d, 11e, 11f, 11g, 11h, 11i, 11j, 11k, 11l, 11m, 11n, 11o, 11p, 11q, 11r, 11s, 11t, 11u, 11v, 11w, 11x, 11y, 11z, 12a, 12b, 12c, 12d, 12e, 12f, 12g, 12h, 12i, 12j, 12k, 12l, 12m, 12n, 12o, 12p, 12q, 12r, 12s, 12t, 12u, 12v, 12w, 12x, 12y, 12z, 13a, 13b, 13c, 13d, 13e, 13f, 13g, 13h, 13i, 13j, 13k, 13l, 13m, 13n, 13o, 13p, 13q, 13r, 13s, 13t, 13u, 13v, 13w, 13x, 13y, 13z, 14a, 14b, 14c, 14d, 14e, 14f, 14g, 14h, 14i, 14j, 14k, 14l, 14m, 14n, 14o, 14p, 14q, 14r, 14s, 14t, 14u, 14v, 14w, 14x, 14y, 14z, 15a, 15b, 15c, 15d, 15e, 15f, 15g, 15h, 15i, 15j, 15k, 15l, 15m, 15n, 15o, 15p, 15q, 15r, 15s, 15t, 15u, 15v, 15w, 15x, 15y, 15z, 16a, 16b, 16c, 16d, 16e, 16f, 16g, 16h, 16i, 16j, 16k, 16l, 16m, 16n, 16o, 16p, 16q, 16r, 16s, 16t, 16u, 16v, 16w, 16x, 16y, 16z, 17a, 17b, 17c, 17d, 17e, 17f, 17g, 17h, 17i, 17j, 17k, 17l, 17m, 17n, 17o, 17p, 17q, 17r, 17s, 17t, 17u, 17v, 17w, 17x, 17y, 17z, 18a, 18b, 18c, 18d, 18e, 18f, 18g, 18h, 18i, 18j, 18k, 18l, 18m, 18n, 18o, 18p, 18q, 18r, 18s, 18t, 18u, 18v, 18w, 18x, 18y, 18z, 19a, 19b, 19c, 19d, 19e, 19f, 19g, 19h, 19i, 19j, 19k, 19l, 19m, 19n, 19o, 19p, 19q, 19r, 19s, 19t, 19u, 19v, 19w, 19x, 19y, 19z, 20a, 20b, 20c, 20d, 20e, 20f, 20g, 20h, 20i, 20j, 20k, 20l, 20m, 20n, 20o, 20p, 20q, 20r, 20s, 20t, 20u, 20v, 20w, 20x, 20y, 20z, 21a, 21b, 21c, 21d, 21e, 21f, 21g, 21h, 21i, 21j, 21k, 21l, 21m, 21n, 21o, 21p, 21q, 21r, 21s, 21t, 21u, 21v, 21w, 21x, 21y, 21z, 22a, 22b, 22c, 22d, 22e, 22f, 22g, 22h, 22i, 22j, 22k, 22l, 22m, 22n, 22o, 22p, 22q, 22r, 22s, 22t, 22u, 22v, 22w, 22x, 22y, 22z, 23a, 23b, 23c, 23d, 23e, 23f, 23g, 23h, 23i, 23j, 23k, 23l, 23m, 23n, 23o, 23p, 23q, 23r, 23s, 23t, 23u, 23v, 23w, 23x, 23y, 23z, 24a, 24b, 24c, 24d, 24e, 24f, 24g, 24h, 24i, 24j, 24k, 24l, 24m, 24n, 24o, 24p, 24q, 24r, 24s, 24t, 24u, 24v, 24w, 24x, 24y, 24z



River District Specific Plan & Design Guidelines 2011

- River District Specific Plan & River District Design Guidelines Common Boundaries
- River District Design Guidelines Boundary Only
- LRT Current Line /Future Line (dashed)
- Street Segment Number keyed for Street Section (with color reference)

Street Section Key Map

Only Numbered Street Segments are Illustrated

33

0

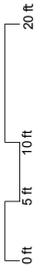


40 Foot Mews (Streets 7a, 7b, Street 10)

View Orientation: Looking West

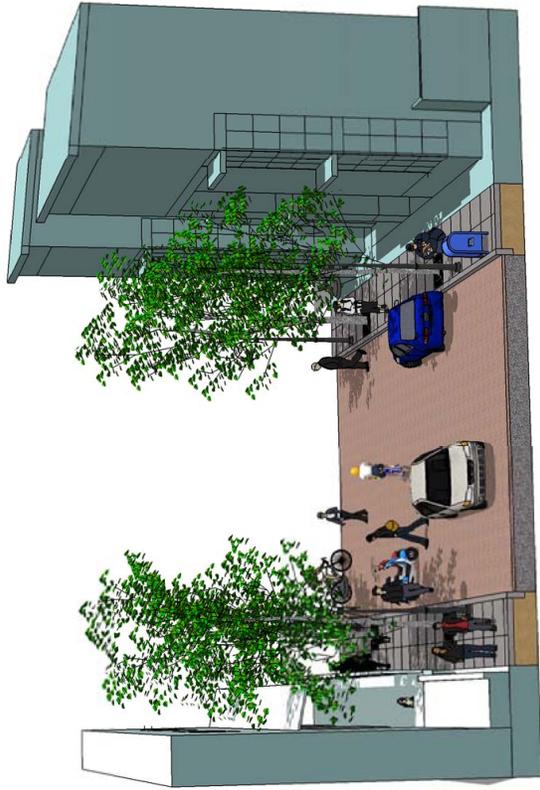


River District Specific Plan & Design Guidelines 2011



Scale: 1" = 1'-0"

1 a



40 Foot Mews (Streets 7a, 7b, Street 10)

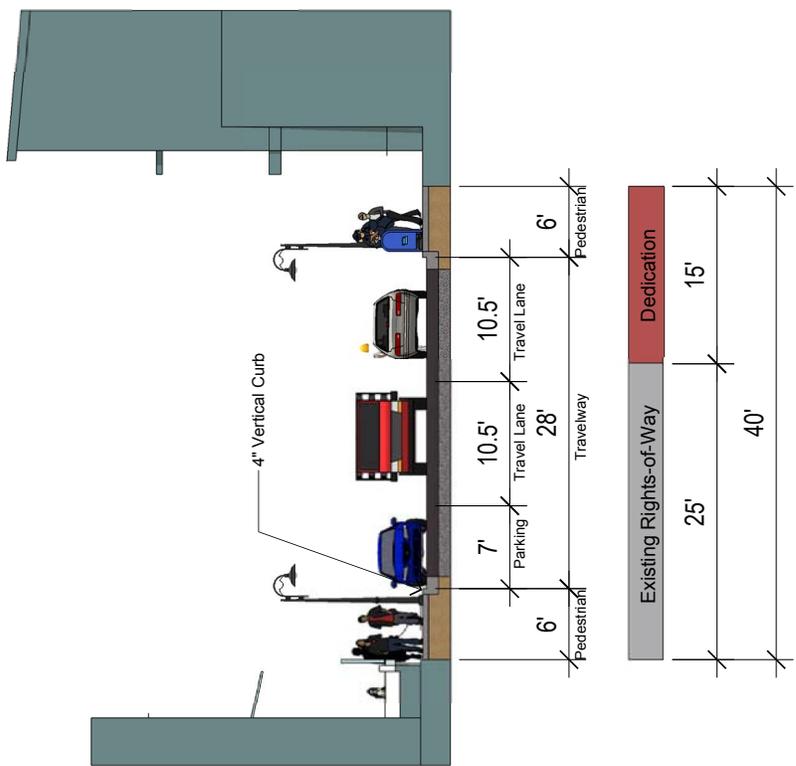
View Orientation: Looking West



River District Specific Plan & Design Guidelines 2011

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1
b



Ahern Street

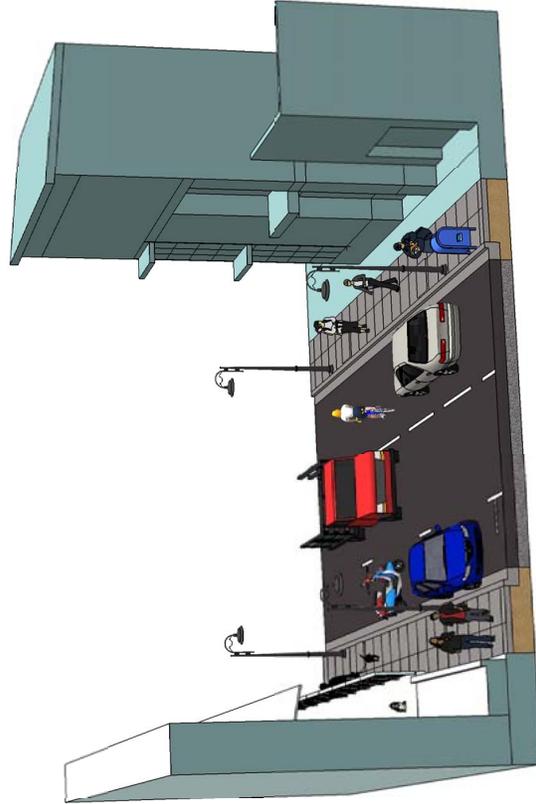
View Orientation: Looking North

River District Specific Plan & Design Guidelines 2011

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2 a



Ahern Street

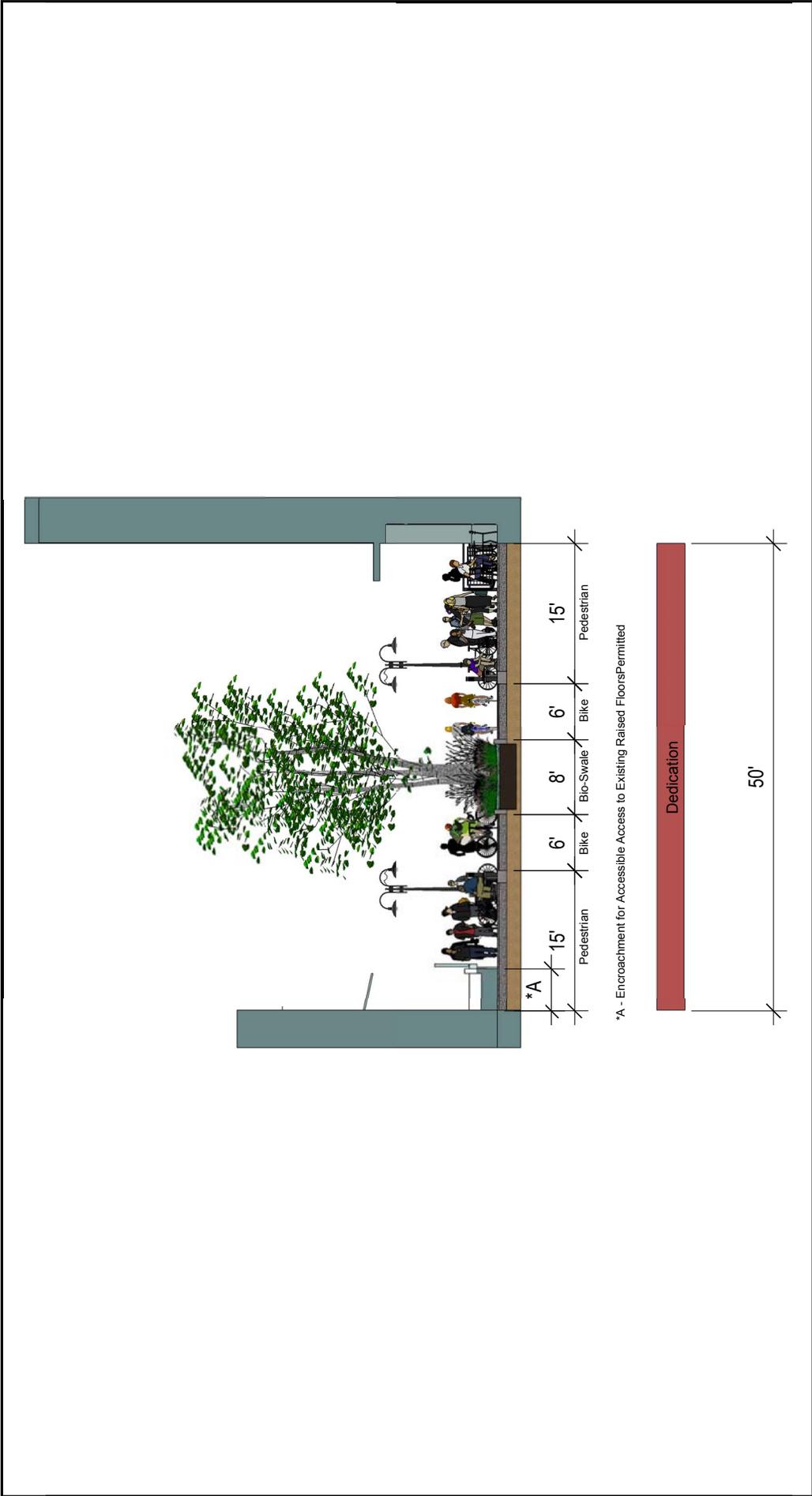
View Orientation: Looking North



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2^b



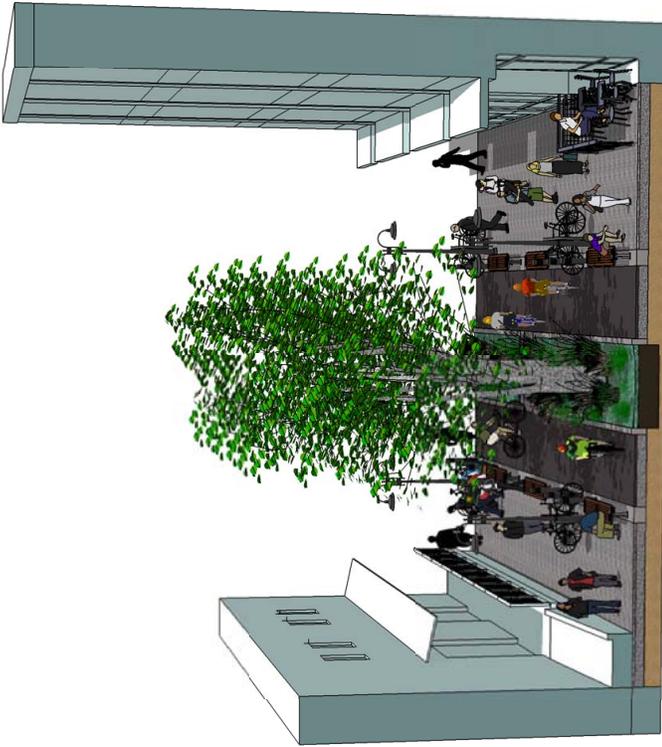
Bicycle Boulevard (Street S)
 View Orientation: Looking South

River District Specific Plan & Design Guidelines 2011

Scale: 1" = 1'-0"

0 ft 5 ft 10 ft 20 ft

3 a



Bicycle Boulevard (Street S)

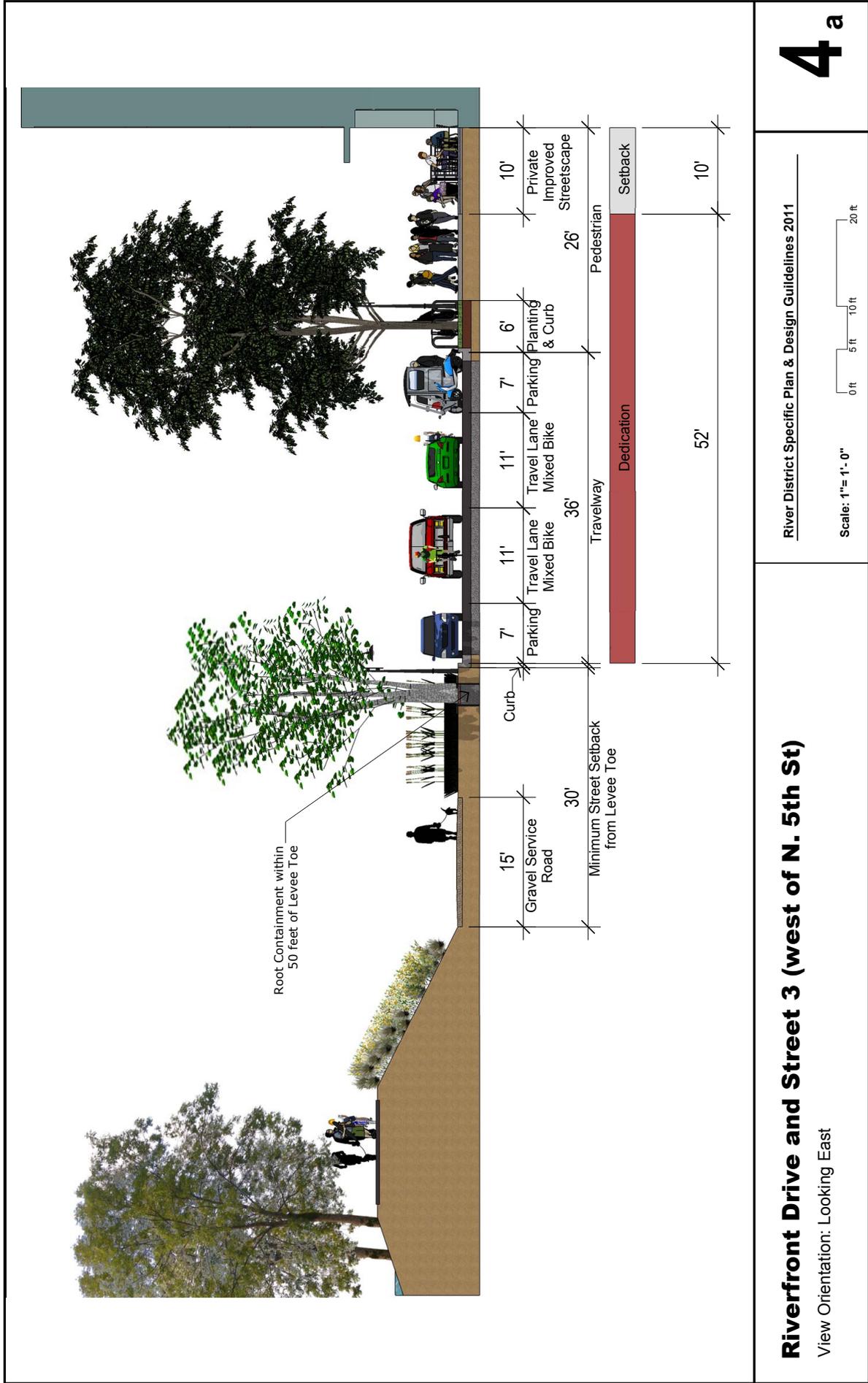
View Orientation: Looking South



River District Specific Plan & Design Guidelines 2011

Scale: NOT TO SCALE (NTS)

3^b



Riverfront Drive and Street 3 (west of N. 5th St)

View Orientation: Looking East

River District Specific Plan & Design Guidelines 2011

Scale: 1" = 1'-0" 0 ft 5 ft 10 ft 20 ft

4 a



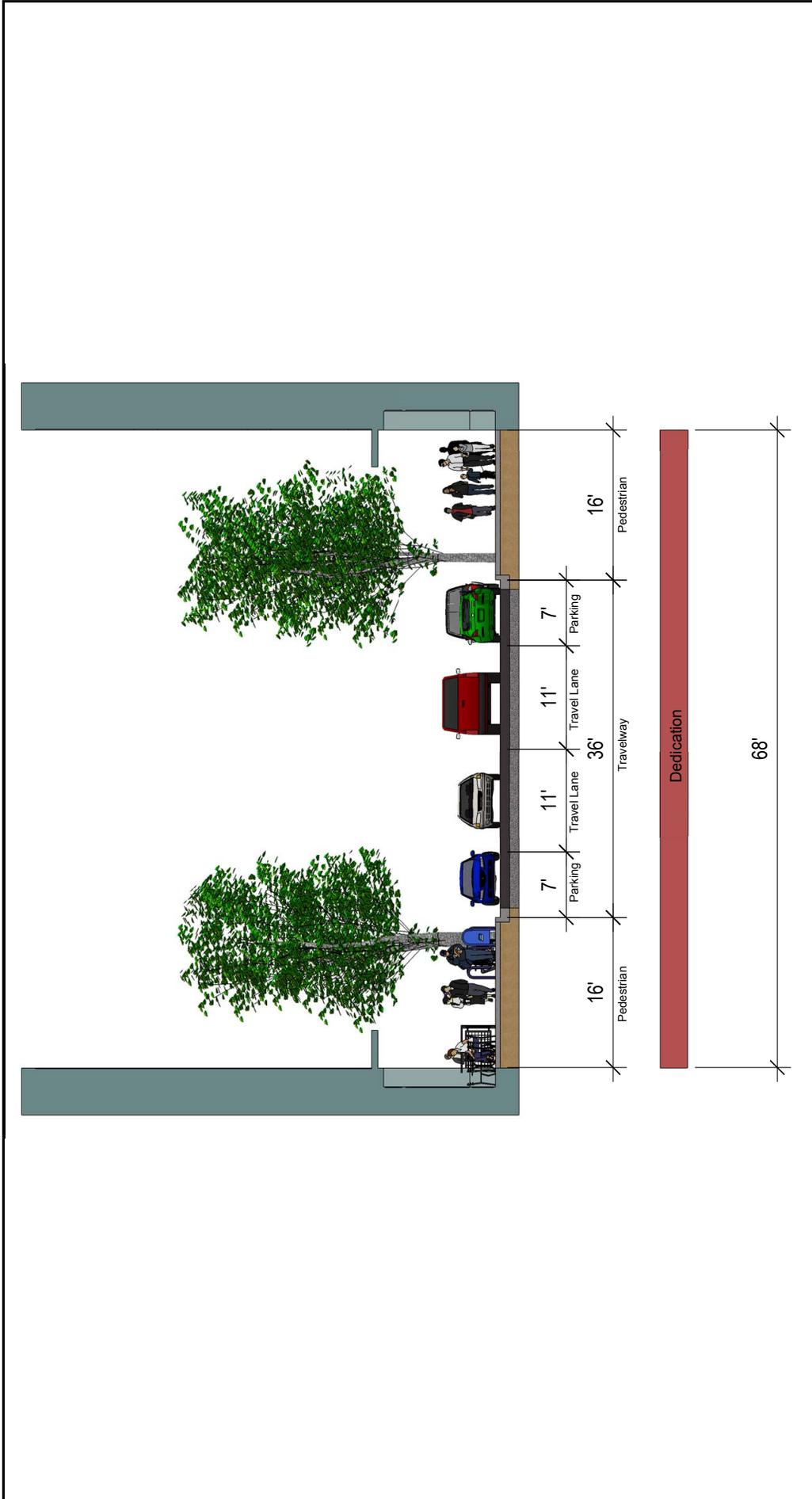
Riverfront Drive and Street 3 (west of N. 5th St)

View Orientation: Looking East

River District Specific Plan & Design Guidelines 2011

Scale: NOT TO SCALE (NTS)

4^b



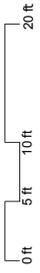
Standard 2-lane Local Street

View Orientation: Non-Directional

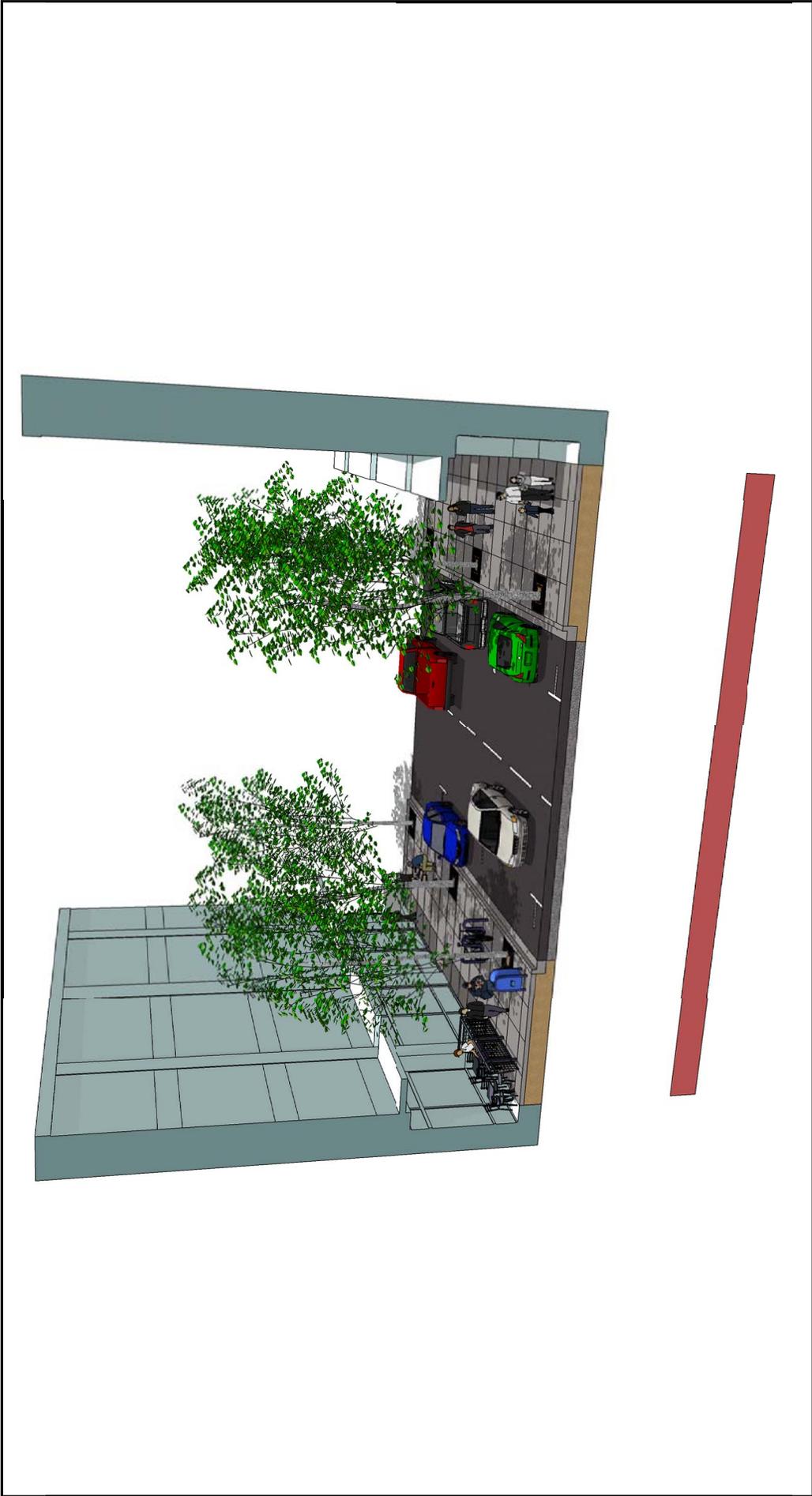


River District Specific Plan & Design Guidelines 2011

Scale: 1" = 1'-0"



5 a



Standard 2-lane Local Street

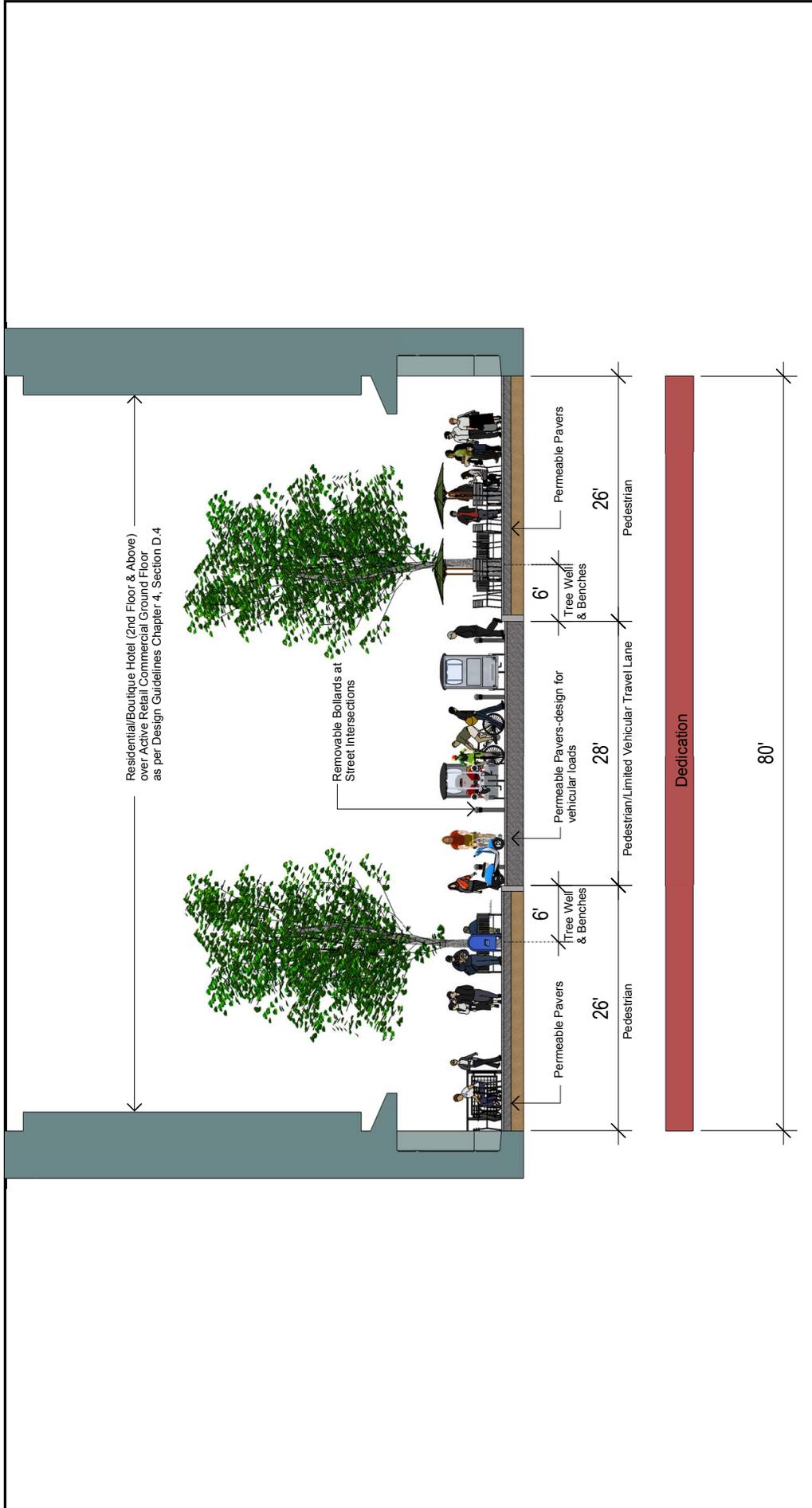
View Orientation: Non-Directional



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Scale: NOT TO SCALE (NTS)

5^b



Pedestrian Promenade (Street 9)

View Orientation: Non-Directional



River District Specific Plan & Design Guidelines 2011

6 a



Pedestrian Promenade (Street 9)

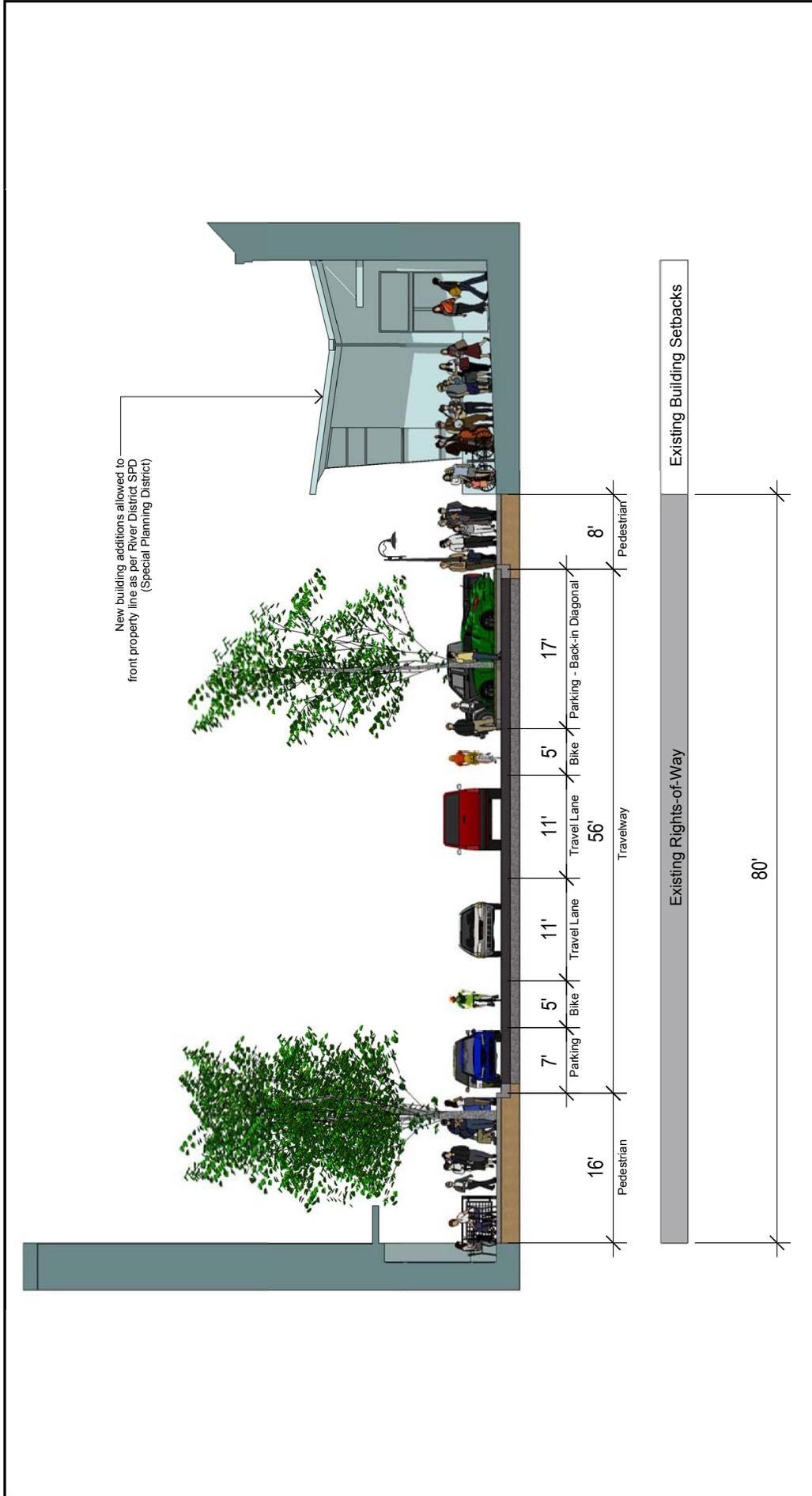
View Orientation: Non-Directional



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Scale: NOT TO SCALE (NTS)

6^b



River District Specific Plan & Design Guidelines 2011

Scale: 1" = 1'-0"

0 ft 5 ft 10 ft 20 ft

North 10th Street (north of Richards Boulevard)

View Orientation: Looking North

7 a



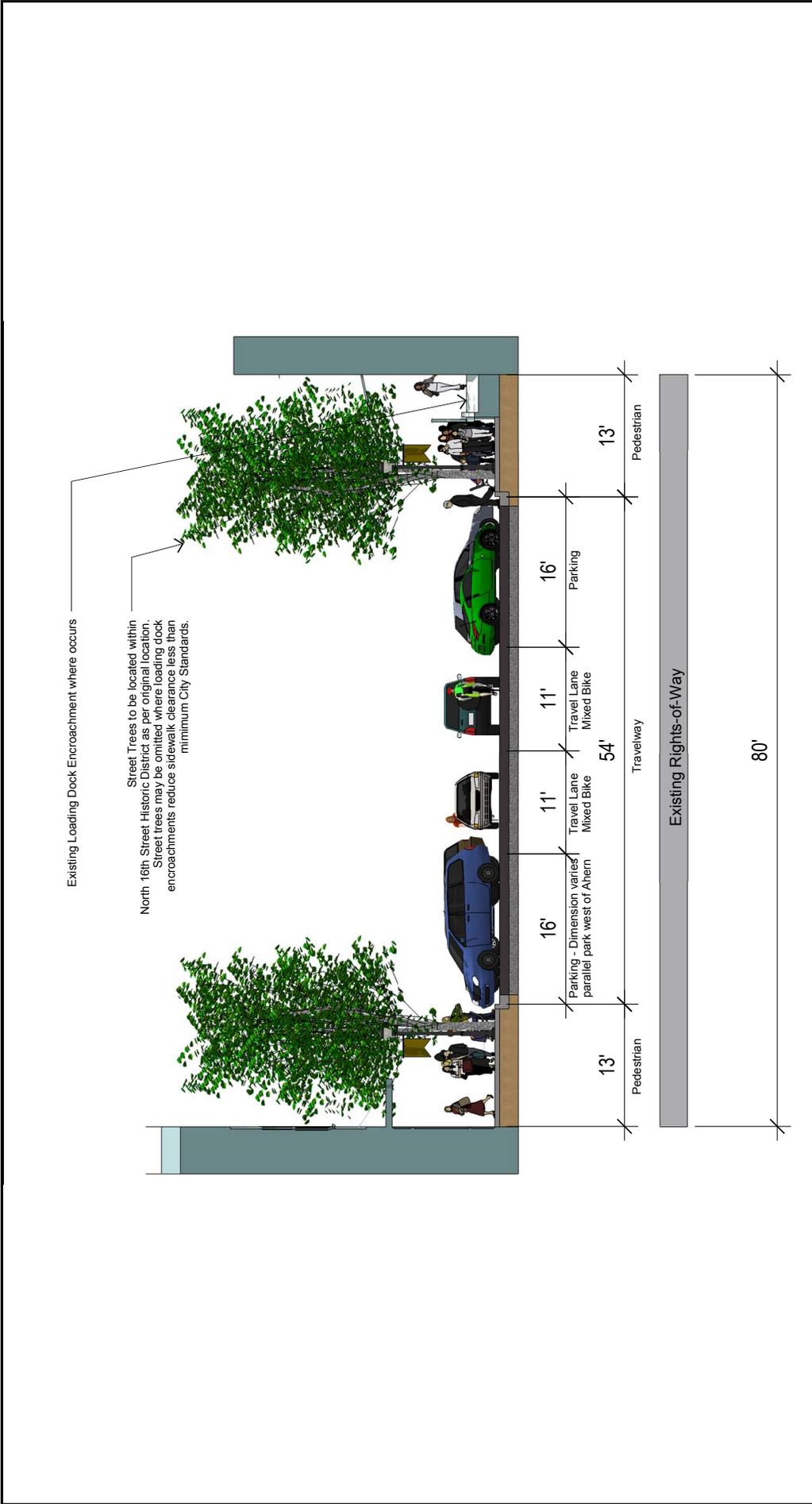
7^b

North 10th Street (north of Richards Boulevard)
View Orientation: Looking North



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Scale: NOT TO SCALE (NTS)



North C Street (N. 12th St to N. 16th Street)

View Orientation: Looking West

River District Specific Plan & Design Guidelines 2011

Scale: 1" = 1'-0"
 0 ft 5 ft 10 ft 20 ft



North C Street (N. 12th St to N. 16th Street)

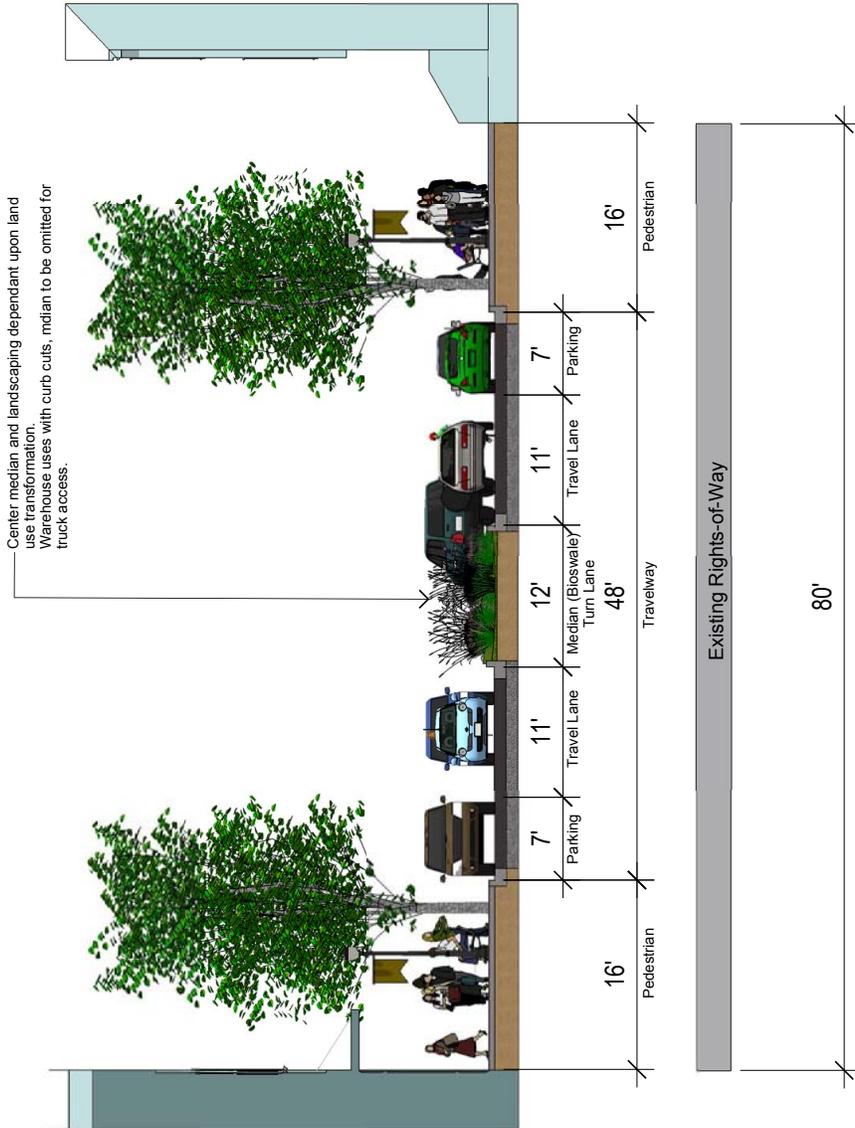
View Orientation: Looking West



River District Specific Plan & Design Guidelines 2011

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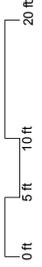
8^b



9^a



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**Dos Rios, North 10th Street (south of Richards), Vine Street
(N. 10th St to N. 12th St)**

View Orientation: Looking North



**Dos Rios, North 10th Street (south of Richards), Vine Street
(N. 10th St to N. 12th St)**

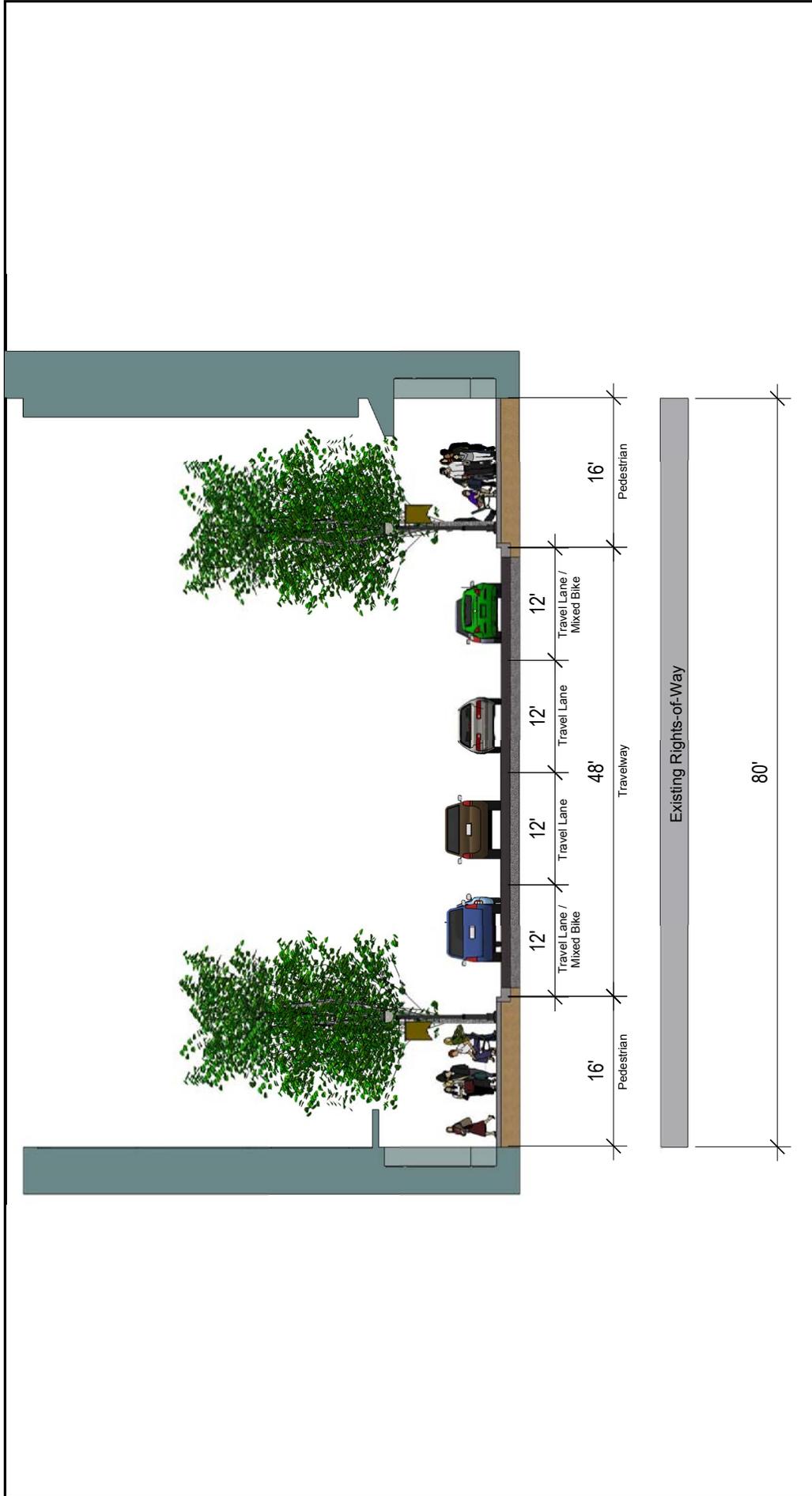
View Orientation: Looking North



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Scale: NOT TO SCALE (NTS)

9^b



North 12th Street (Vine Street to Sproule Street)

View Orientation: Looking South



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Scale: 1" = 1'-0"
 0 ft 5 ft 10 ft 20 ft

10 a



North 12th Street (Vine Street to Sproule Street)

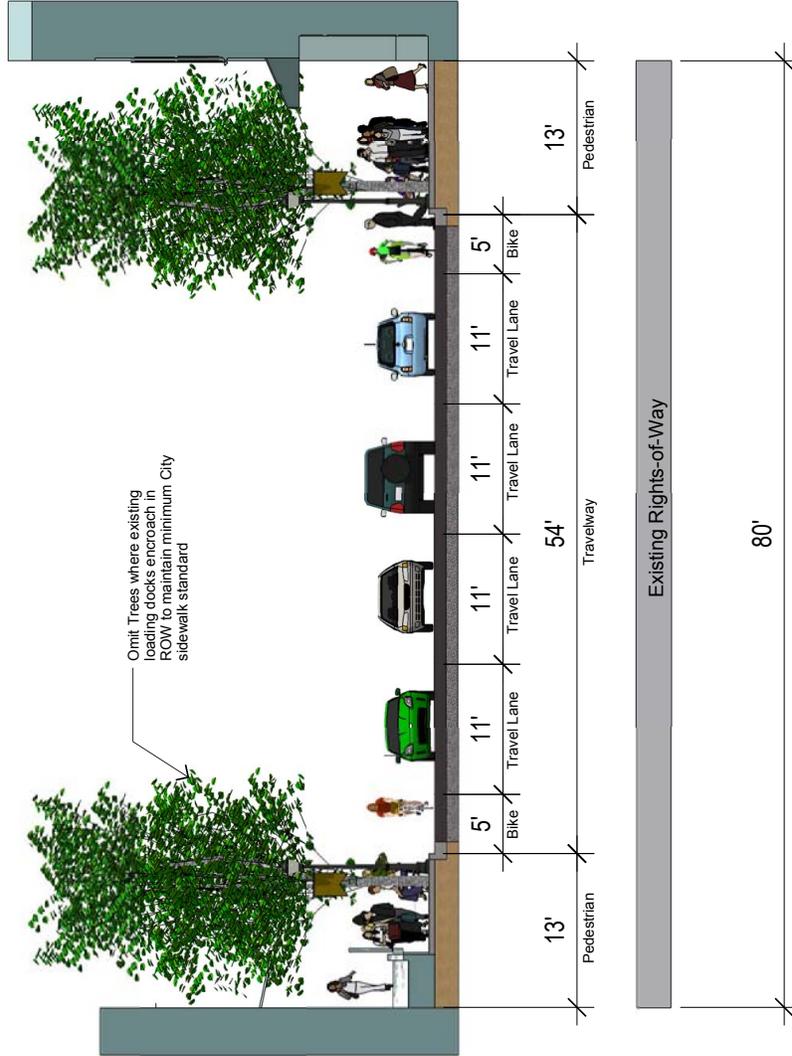
View Orientation: Looking South



River District Specific Plan & Design Guidelines 2011

Scale: NOT TO SCALE (NTS)

10^b



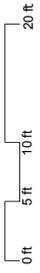
North B Street (N. 10th Street to N. 16th Street)

View Orientation: Looking East

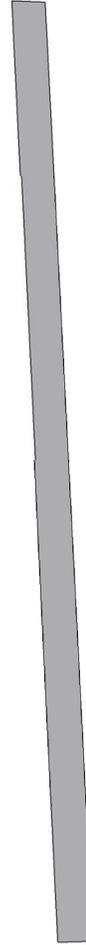
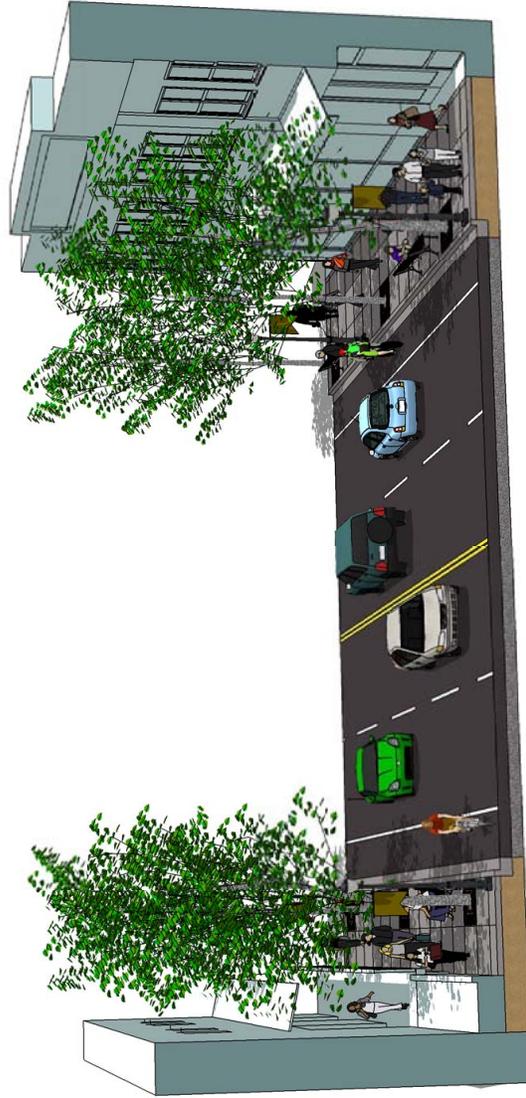


River District Specific Plan & Design Guidelines 2011

Scale: 1"= 1'-0"



11 a



North B Street (N. 10th Street to N. 16th Street)

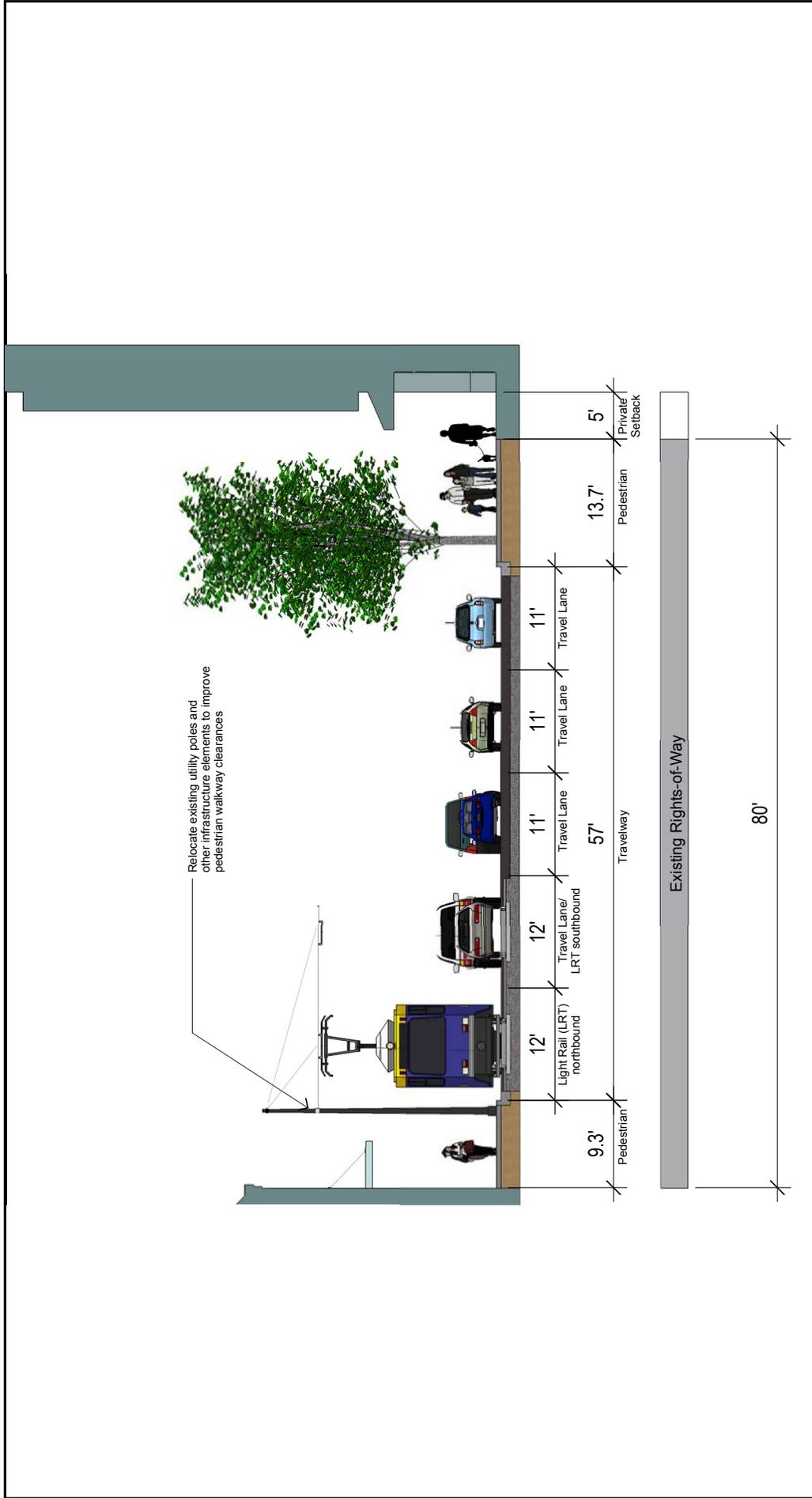
View Orientation: Looking East



River District Specific Plan & Design Guidelines 2011

Scale: NOT TO SCALE (NTS)

11
b



North 12th Street (south of Sproule Street)

View Orientation: Looking South



River District Specific Plan & Design Guidelines 2011

Scale: 1" = 1'-0"

0 ft 5 ft 10 ft 20 ft

12 a



North 12th Street (south of Sproule Street)

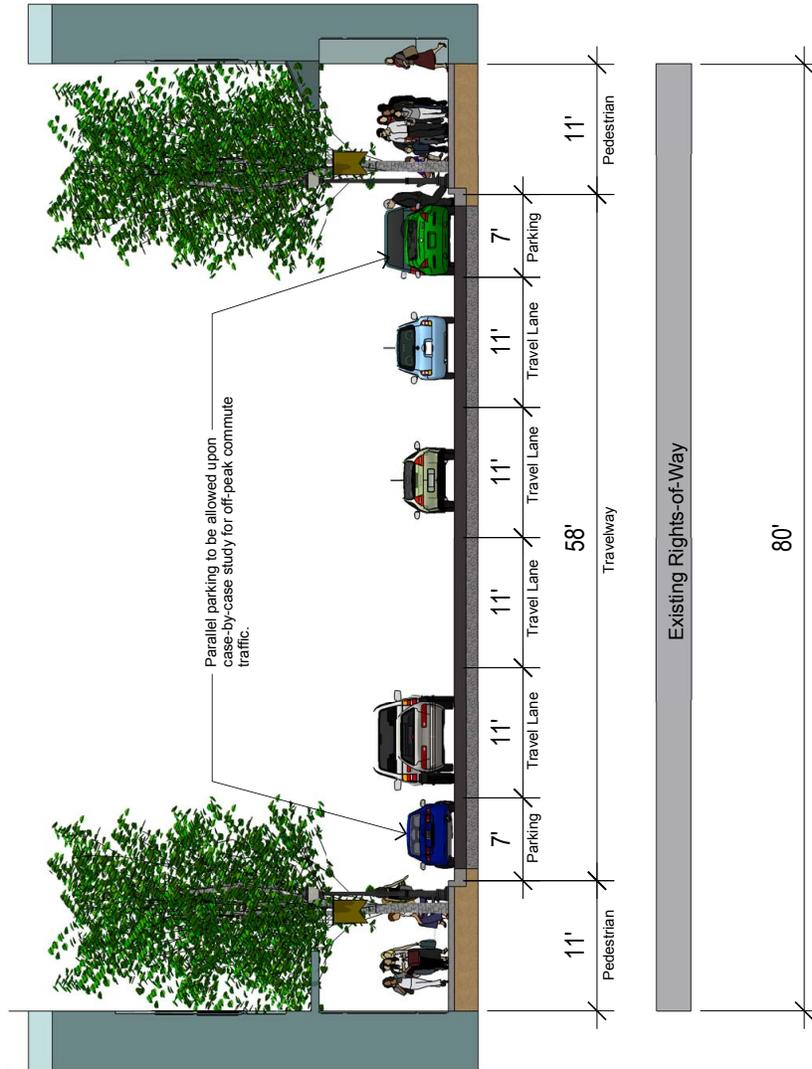
View Orientation: Looking South



River District Specific Plan & Design Guidelines 2011

Scale: NOT TO SCALE (NTS)

12^b



North 16th Street (North B Street to Sproule Street)

View Orientation: Looking North



River District Specific Plan & Design Guidelines 2011

Scale: 1" = 1'-0"

0 ft 5 ft 10 ft 20 ft

13^a



North 16th Street (North B Street to Sproule Street)

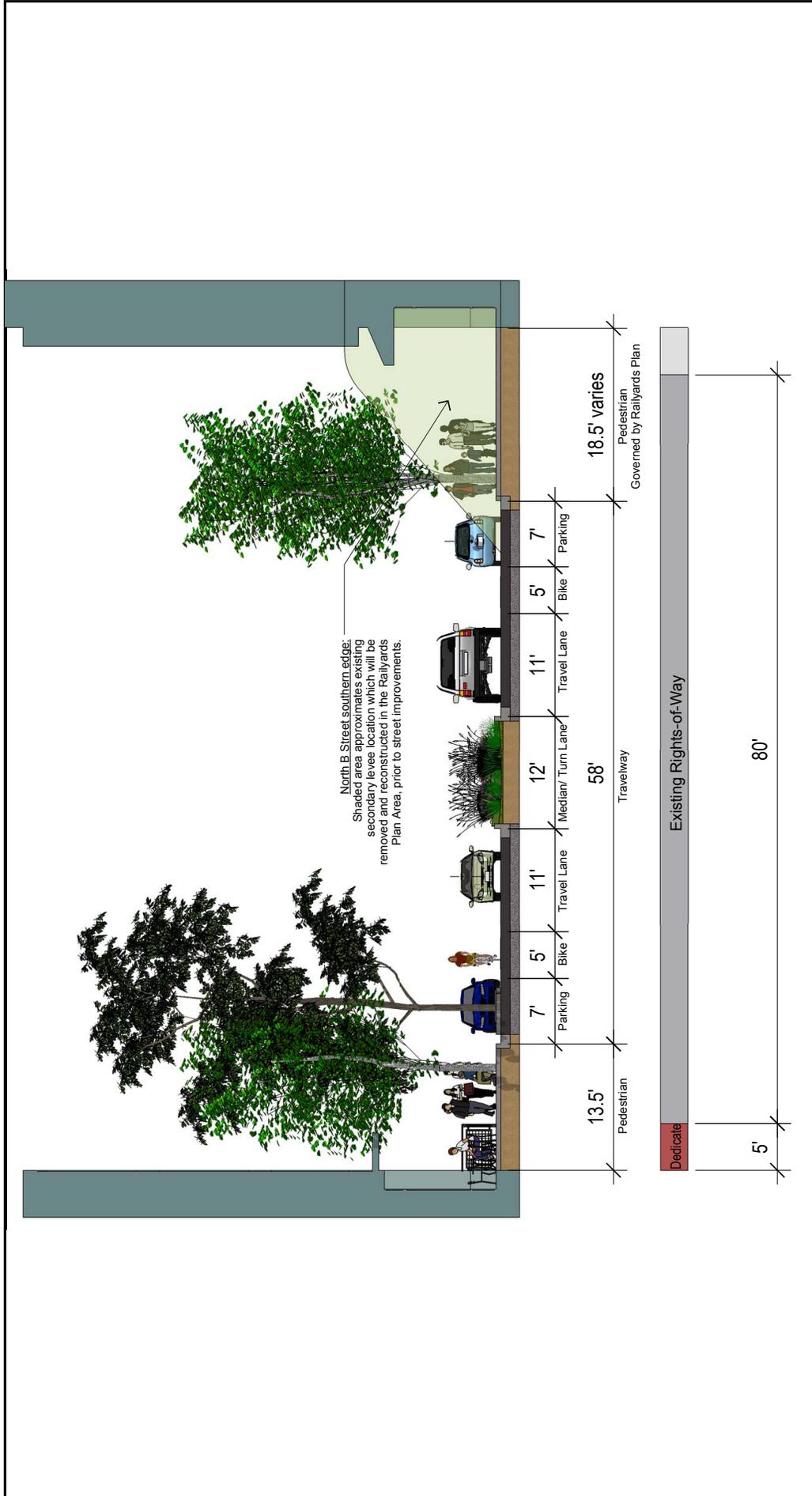
View Orientation: Looking North



River District Specific Plan & Design Guidelines 2011

Scale: NOT TO SCALE (NTS)

13^b



North B Street (Bannon St to N. 10th St)

View Orientation: Looking West



River District Specific Plan & Design Guidelines 2011

14^a



North B Street (Bannon St to N. 10th St)

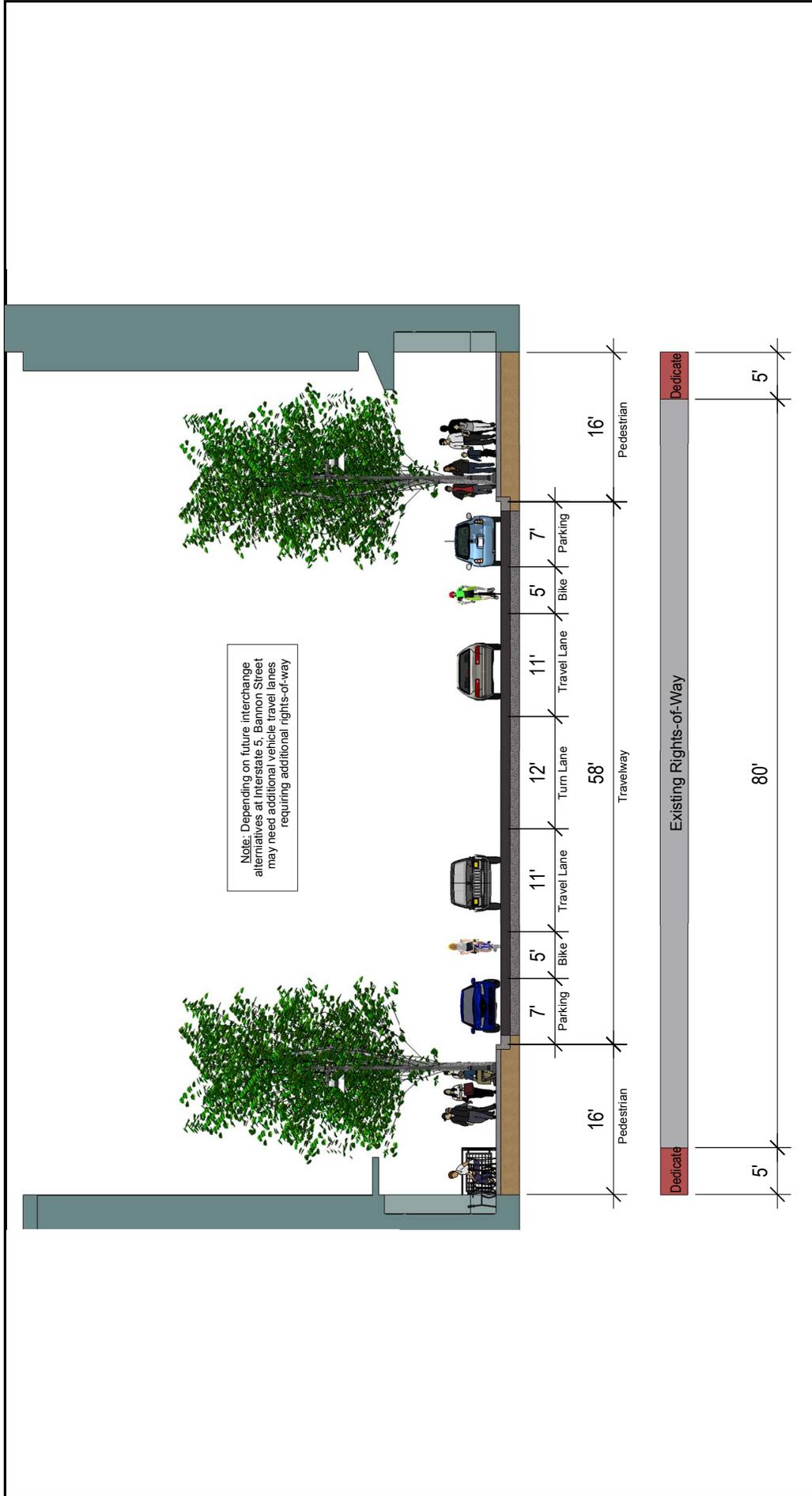
View Orientation: Looking West



River District Specific Plan & Design Guidelines 2011

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14^b



Bannan Street (Sequoia Pacific Street to N. 12th Street)

View Orientation: Non-Directional



River District Specific Plan & Design Guidelines 2011

Scale: 1" = 1'-0"

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15^a



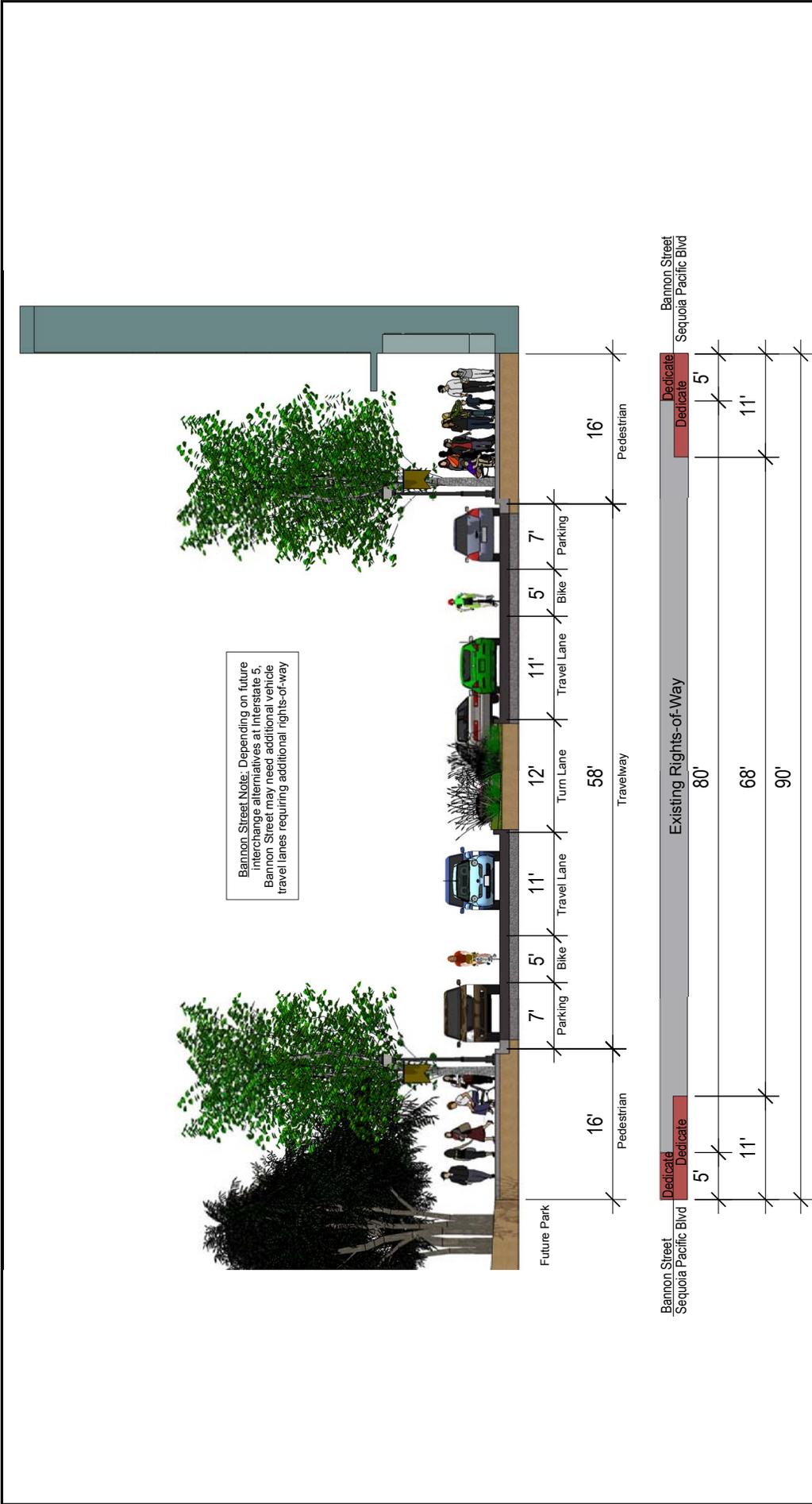
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Bannon Street (Sequoia Pacific Street to N. 12th Street)

View Orientation: Non-Directional

15^b



Bannon Street Note: Depending on future interchange alternatives at Interstate 5, Bannon Street may need additional vehicle travel lanes requiring additional rights-of-way

16 a

River District Specific Plan & Design Guidelines 2011

Scale: 1" = 1'-0"

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Bannon Street (West of Sequoia Pacific)
 View Orientation: Looking West
Sequoia Pacific Blvd (North B Street to Bannon Street)
 View Orientation: Looking North



Bannon Street (West of Sequoia Pacific)

View Orientation: Looking West

Sequoia Pacific Blvd (North B Street to Bannon Street)

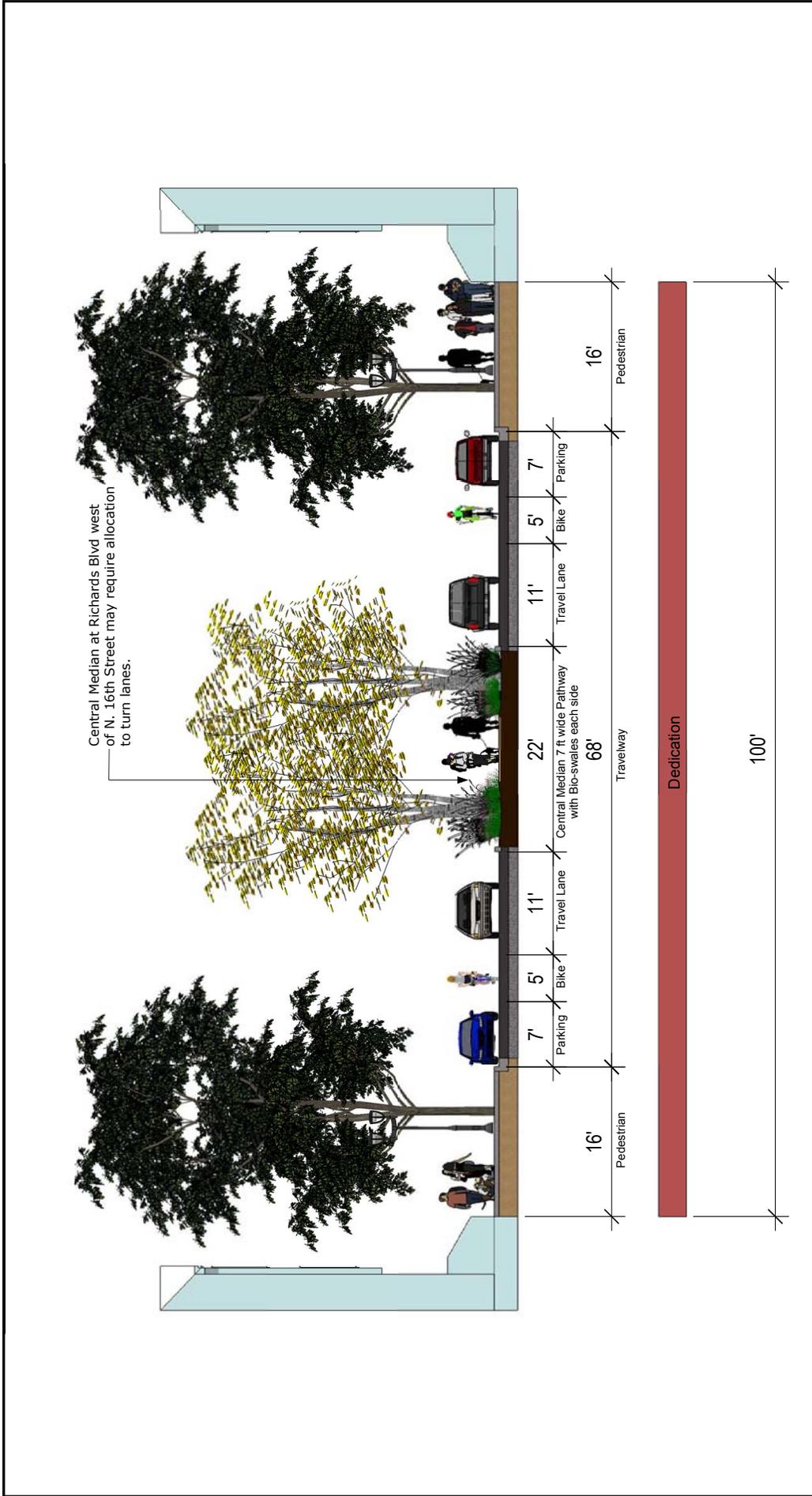
View Orientation: Looking North



River District Specific Plan & Design Guidelines 2011

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16^b



17 a

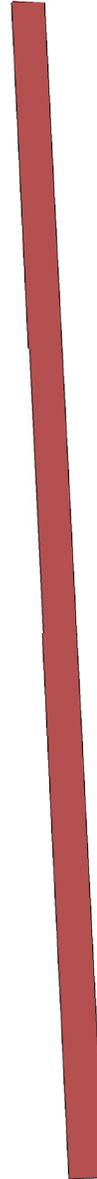
River District Specific Plan & Design Guidelines 2011

Scale: 1" = 1'-0"

0 ft 5 ft 10 ft 20 ft

Street W & Richards Boulevard East of 12th Street (similar)

View Orientation: Looking North



Street W & Richards Boulevard East of 12th Street (similar)

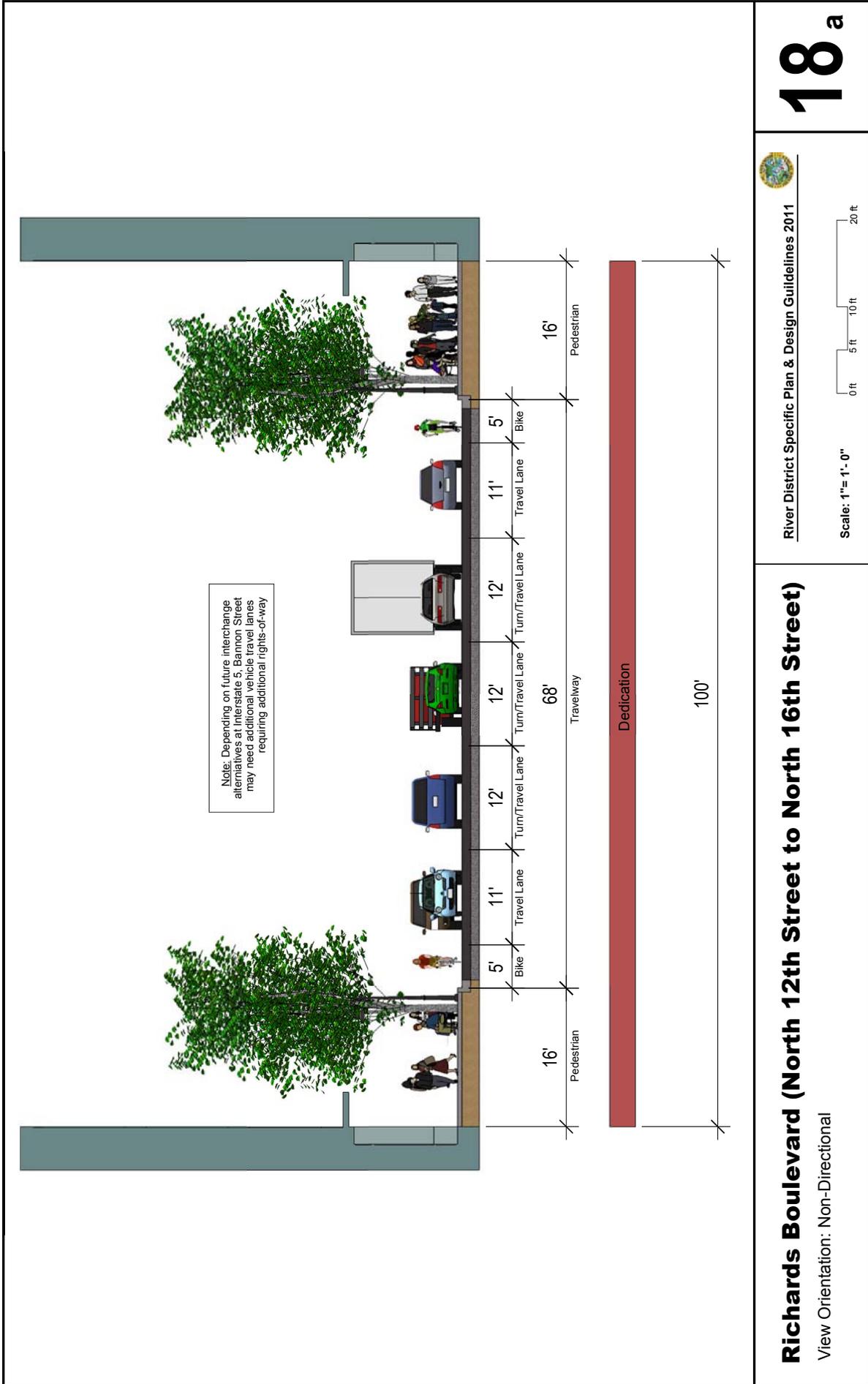
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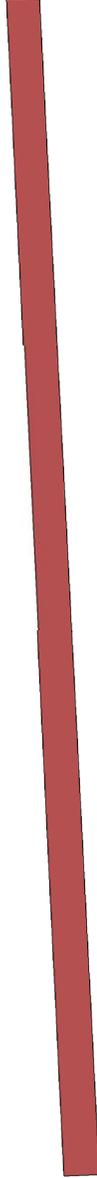
17^b



18^a

Richards Boulevard (North 12th Street to North 16th Street)

View Orientation: Non-Directional



Richards Boulevard (North 12th Street to North 16th Street)

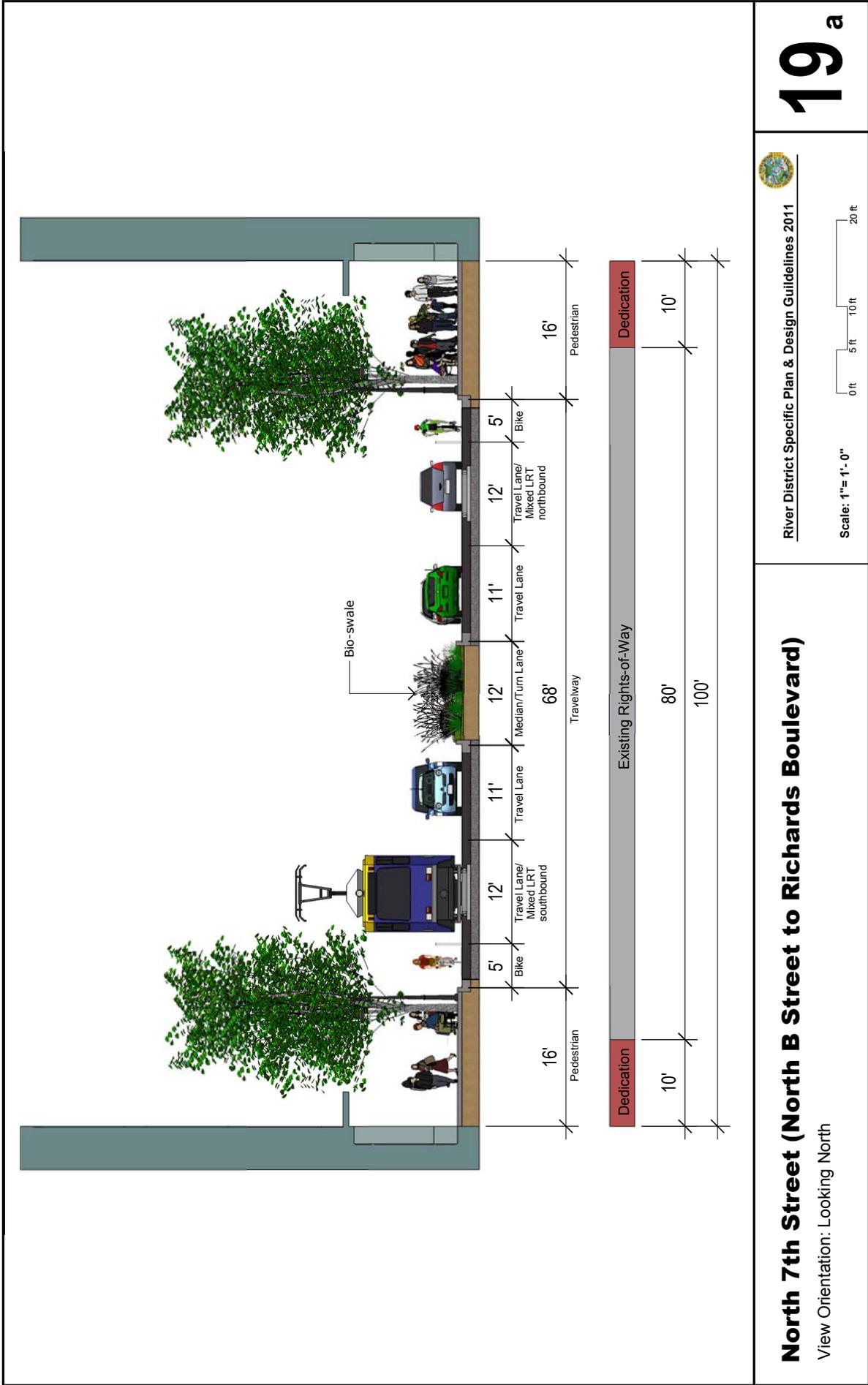
View Orientation: Non-Directional



River District Specific Plan & Design Guidelines 2011

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18^b





North 7th Street (North B Street to Richards Boulevard)

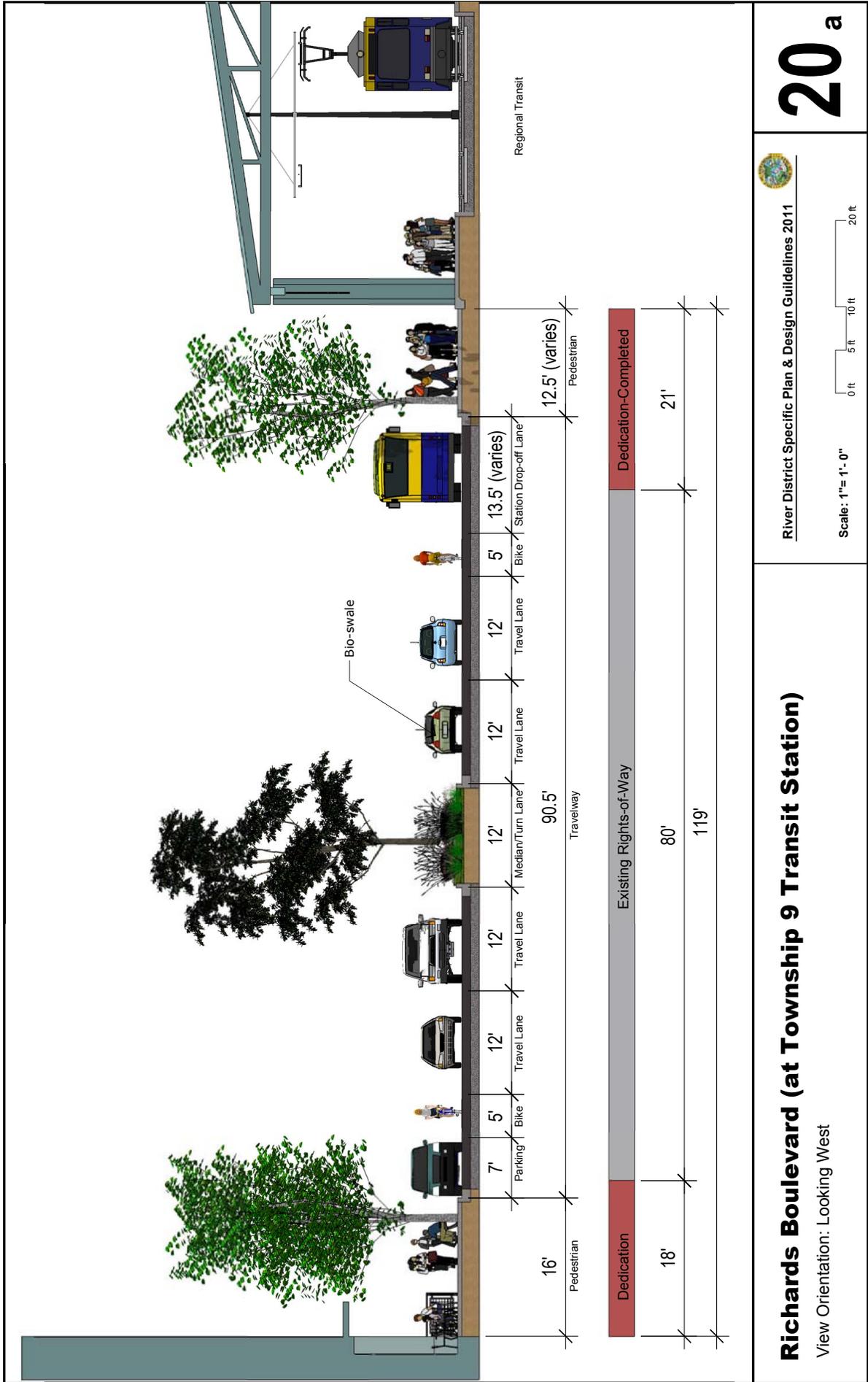
View Orientation: Looking North

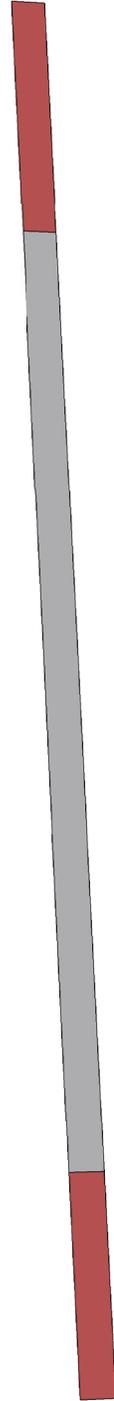


River District Specific Plan & Design Guidelines 2011

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19^b





Richards Boulevard (at Township 9 Transit Station)

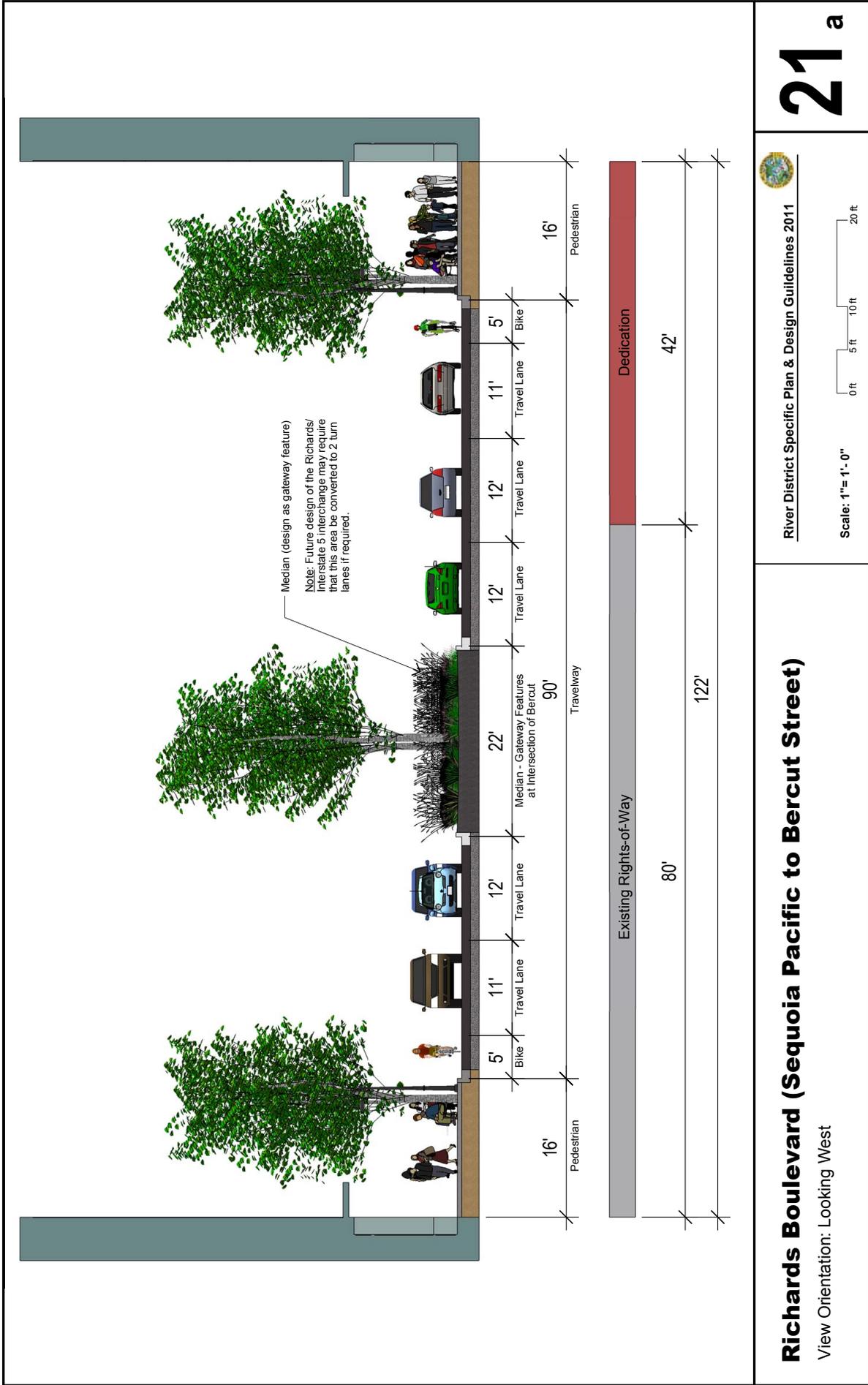
View Orientation: Looking West

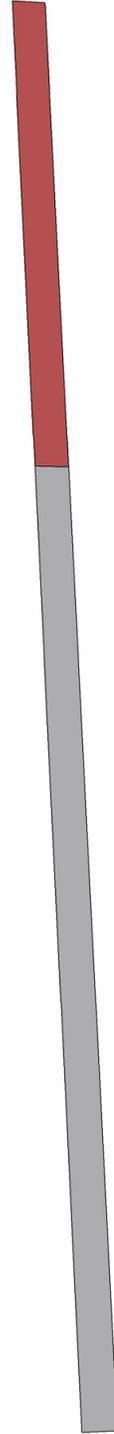
River District Specific Plan & Design Guidelines 2011



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20^b





Richards Boulevard (Sequoia Pacific to Bercut Street)

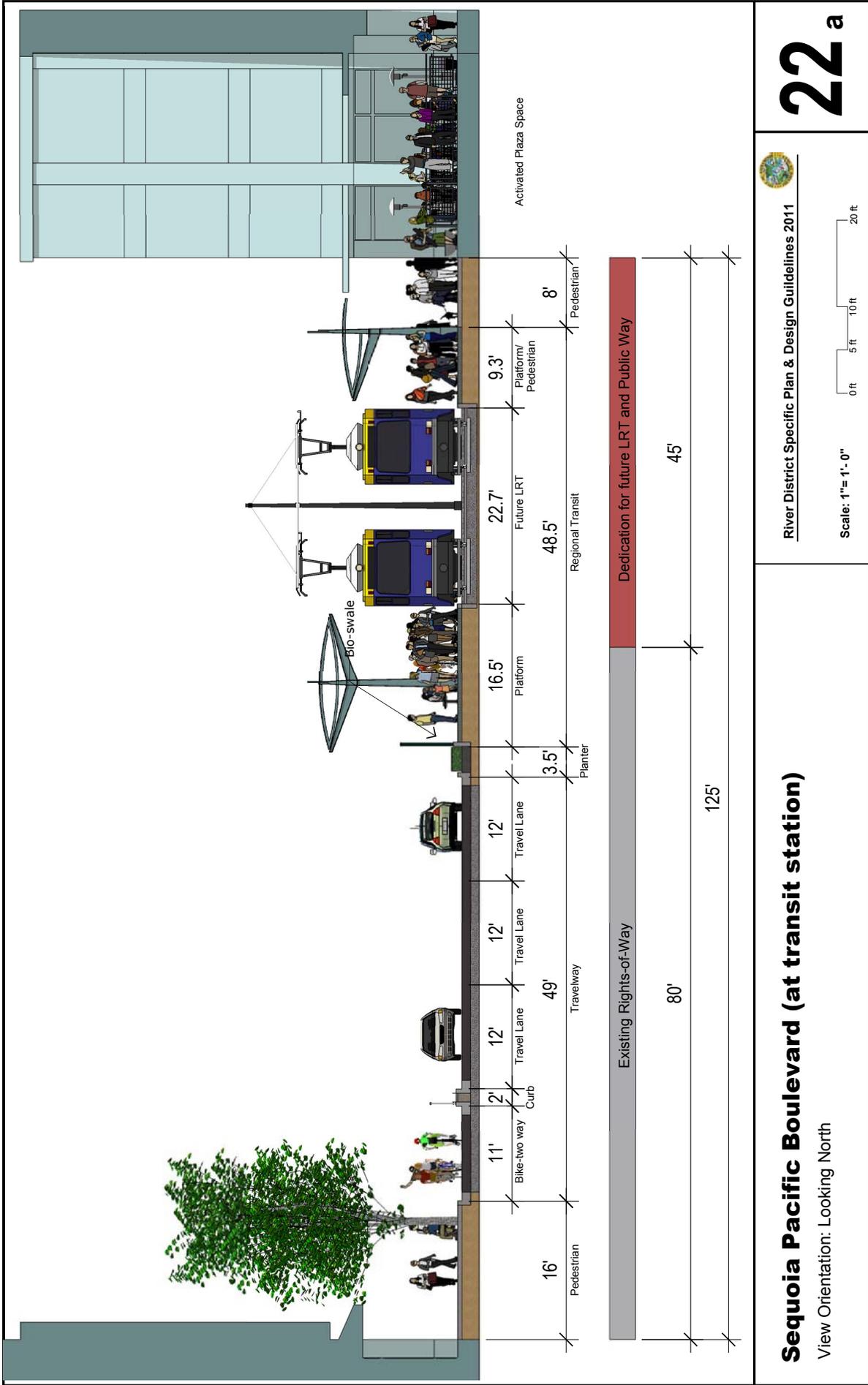
View Orientation: Looking West



River District Specific Plan & Design Guidelines 2011

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21 b





Sequoia Pacific Boulevard (at transit station)

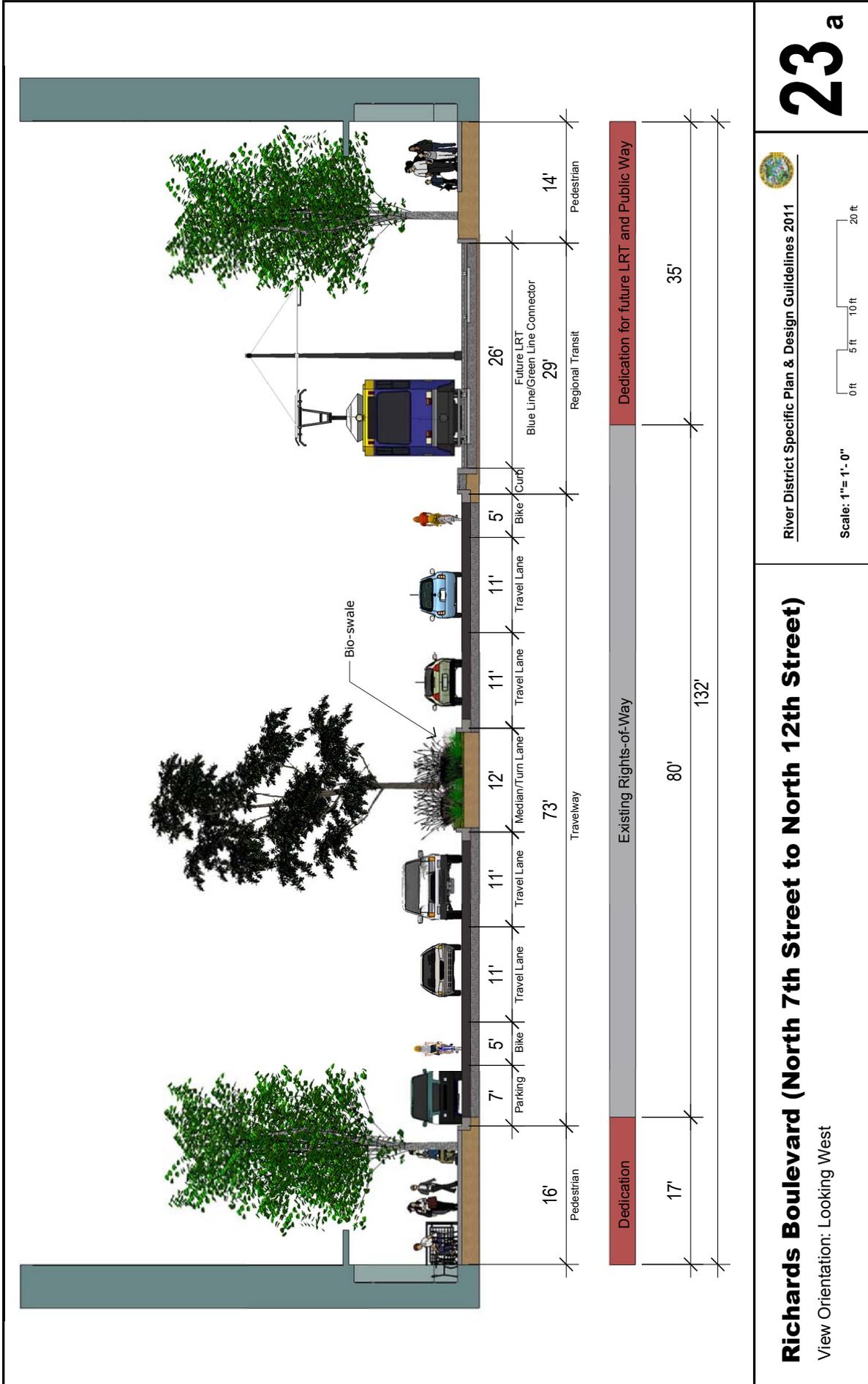
View Orientation: Looking North

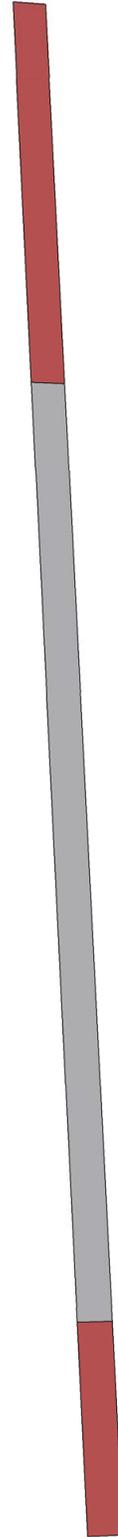


River District Specific Plan & Design Guidelines 2011

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Richards Boulevard (North 7th Street to North 12th Street)

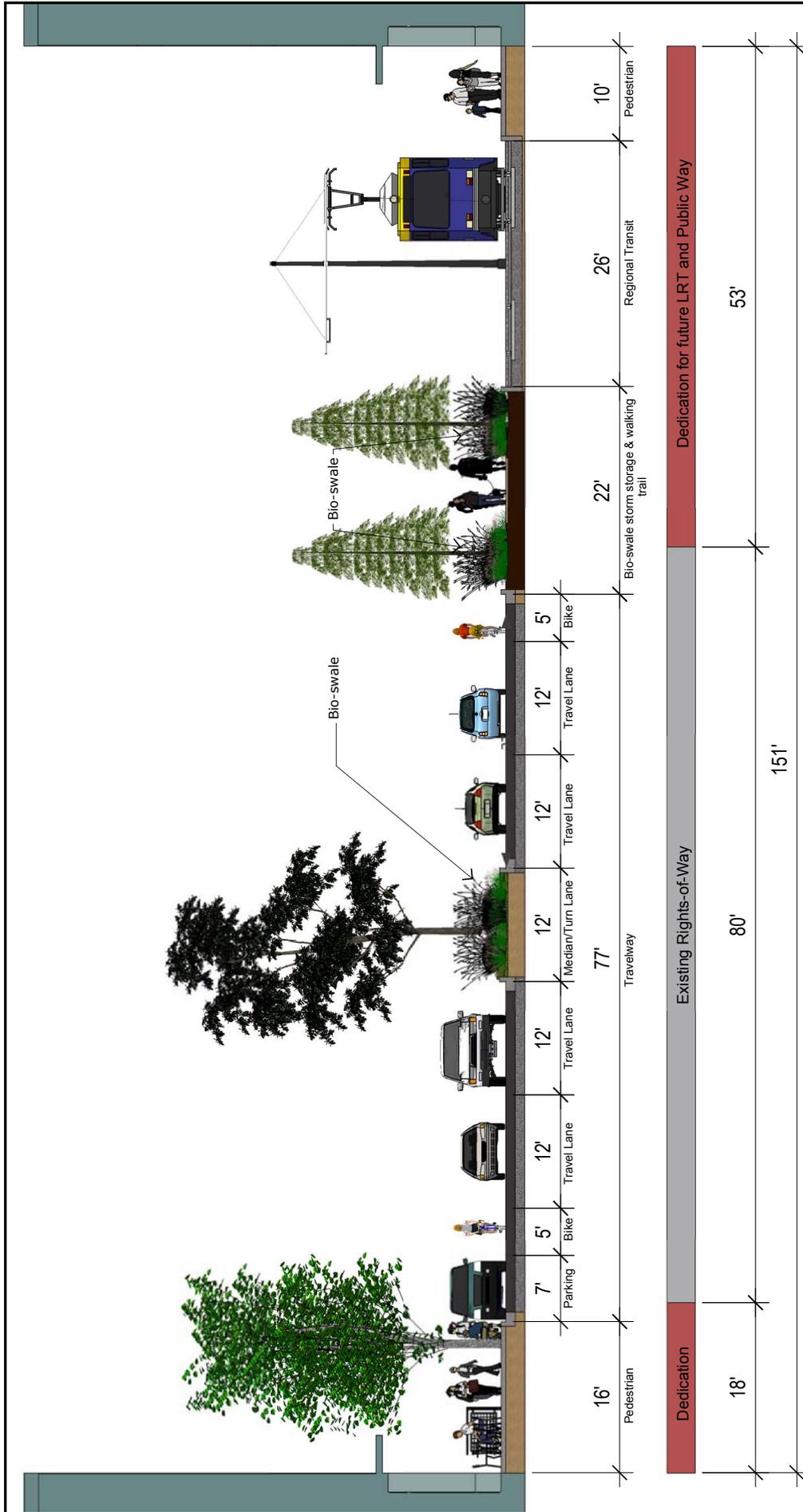
View Orientation: Looking West



River District Specific Plan & Design Guidelines 2011

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23^b



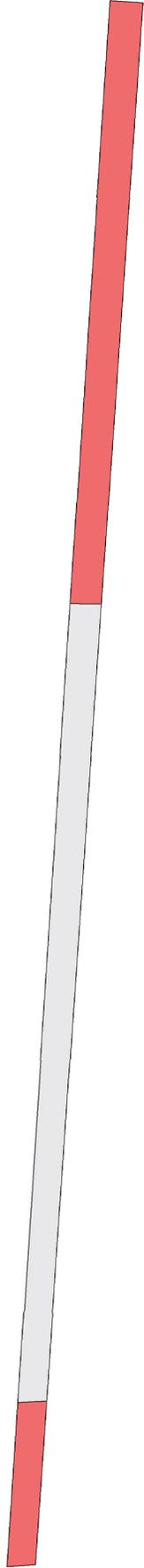
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Scale: 1" = 1'-0"
 0 ft 5 ft 10 ft 20 ft

Richards Boulevard (Sequoia Pacific to Judah Street)

View Orientation: Looking West

24^a



Richards Boulevard (Sequoia Pacific to Judah Street)

View Orientation: Looking West



River District Specific Plan & Design Guidelines 2011

Scale: NOT TO SCALE (NTS)

24^b

Exhibit B

River District Specific Plan Design Guidelines

The River District Specific Plan Design Guidelines, adopted by this Resolution as a part of the River District Specific Plan, are those attached as Exhibit A to Resolution No. ___ Adopting the River District Design Guidelines for the River District Design Review District, adopted February 15, 2011.

The Economics of Land Use



Public Review Draft Report

River District Specific Plan Public Facilities Financing Plan

Prepared for:

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December 2010

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1. INTRODUCTION AND EXECUTIVE SUMMARY

Introduction

The River District Public Facilities Financing Plan (Financing Plan) identifies the proposed funding sources for all backbone infrastructure improvements, public facilities, and administrative costs needed to serve the proposed land uses in the River District Specific Plan area (RDSP, River District or Project).

The River District is located in the City of Sacramento (City) within the boundaries of the River District Redevelopment Project Area (RDRPA) and the Central City Community Plan Area. The Project is located immediately north of the Railyards Specific Plan (Railyards), east of the Sacramento River, south of the American River, and west of the 16th Street Corridor.

The River District encompasses approximately 750 acres of primarily developed land. The River District is home to approximately 386 residential units, 5 million square feet of industrial uses, 250,000 square feet of retail/wholesalers, and 1.3 million square feet of office. Some of these existing land uses are anticipated to be demolished and replaced by new land uses. In addition, new land uses are envisioned on currently underdeveloped and undeveloped parcels.

Total development at buildout of the Project is envisioned to consist of about 8,144 residential units, 854,000 square feet of retail, 4.0 million square feet of office, and 3,000 hotel rooms. A portion of new development in the Project includes the following previously approved projects:¹

- **Township 9:** A planned-unit development (PUD) comprising 65 acres with 2,350 residential units, 150,000 square feet of retail, and more than 800,000 square feet of office.
- **Continental Plaza:** A PUD comprising 1.1 million square feet of office, of which 300,000 square feet have been constructed to date.

City adoption of the Financing Plan and implementation of its financing mechanisms will provide the means by which facilities necessary to serve future development in the River District will be funded appropriately and delivered in time to meet Project demands. The Financing Plan includes improvements to roadways, sewer, water, drainage, parks, landscaping, schools, fire, police, library, and transit facilities (Public Improvements or Improvements) and describes the costs and financing mechanisms that will be used to construct these improvements in a timely manner.

Factors Influencing the Financing Strategy

The Financing Plan provides feasible solutions to the problems of financing infrastructure in the River District. It addresses issues of development and infrastructure cost burdens to new

¹ A previously approved planned-unit development in the River District, the Discovery Centre, will be repealed as part of the River District approval process.

development, and identifies avenues to mitigate financial constraints on new development. This Financing Plan represents only one scenario of how development would occur, infrastructure would be phased, and funding sources would be obtained. There is likely to be significant variations from this baseline program as the development actually occurs.

The financing structure is complex because of the uncertainty of realizing the development program and the numerous property owners and developers in the area. River District development and participation in the financing of infrastructure will require continuous monitoring and updating.

The financing strategy for the River District takes into account the following factors that will influence the buildout of development and the financial hurdles that must be resolved:

- As a major infill redevelopment area, the River District proposes to create a new urban environment within the context of an already established city and region. Success or failure hinges on understanding the significant risks involved in developing a new area and creating the appropriate implementation framework.
- The project is composed of a broad mix of land uses, including retail, office, hotel, housing, and public space. Market demand for each land use will vary because of the cyclical nature of demand, supply, and funding availability for each type of land use. Redevelopment will likely occur in an irregular pattern based on individual development project readiness and within site assembly and financing constraints.
- The project will require a long time frame to complete. Many market and financing factors influencing development will not be known for many years. Development in the River District will occur in response to changing market conditions. The financing strategy must be market driven and anticipate fluctuating demand cycles. Because the timing of construction of Public Improvements is tied to the level of development, if the development pace is slower or faster than anticipated, the timing of Public Improvements construction will need to be adjusted. Initial development in the River District can be initiated with only minor improvements to serve the developing parcels. The development of these parcels will generate development impact fees and tax increment revenues that will be available to fund Improvements.
- Financing the Improvements requires a combination of City, State, federal and private development funding sources. It is also anticipated that Regional, State, and federal funding will provide a significant portion of the overall Improvement costs. Most of the Regional, State, and federal funds are for major regional projects such as backbone infrastructure to serve local, as well as regional, needs including: roadways, freeway improvements, and transit facilities. If the required outside funding is not available, the development program may be slowed until this funding becomes available or alternatives to the required Improvements are available.
- Tax Increment funding will be very limited at the outset of River District development. TI funding is anticipated to offset a portion of Financing Plan Improvements over time.
- Many of the specific development projects (retail, office, residential, mixed-use) at the outset of the Plan face financial and market feasibility challenges because the projects are not feasible under current market conditions. Presently, nearly all types of development planned for the River District are unlikely to support the full Project cost burden in the early phases of

development. Therefore, the Project cost burden (development impact fee burden) will likely need to be initially subsidized with public revenue or other private capital.

These factors will be reviewed over time along with the development program, capital improvement program (CIP), and funding programs. Ongoing review of these factors will determine if they remain pertinent to creating a feasible project.

Financing Plan Principles

To achieve the goal of ensuring the public infrastructure in the River District will be funded and delivered in time to meet Project demands, the City has established the following Financing Plan principles:

1. The Financing Plan provides the framework to ensure that all essential infrastructure and public facilities necessary for public health, safety, and welfare are constructed in accordance with the City's development standards in a timely manner to support development in the Project.
2. To help overcome financial and market feasibility challenges constraining individual development projects at the outset of River District development, the Financing Plan recommends implementing mechanisms to reduce the cost burden on early River District development. Project-based funding obligations for early development will be reduced to facilitate economic feasibility.
3. The City will, in accordance with prudent fiscal judgment, provide tax-exempt municipal financing to keep financing costs for public facilities to a minimum. Any public debt issued by the City must meet all City debt policies and not adversely affect the City's credit rating.
4. Developers may be required to advance fund or construct significant portions of backbone infrastructure and public facilities. Such developers will seek private financing necessary to fund such improvements to the extent public financing is not available and to fund the developers' own share of such costs.
5. The City will identify eligible redevelopment activities for use of tax increment (TI) funds that will fill project funding gaps, stimulate additional private investment, or fund extraordinary infrastructure costs to eliminate blight.
6. New development will fund the proportionate share of backbone infrastructure traditionally funded in new development projects.
7. The Financing Plan identifies the quantity and general location of all lands needed for right-of-way and public facilities. Most lands needed for right-of-way and public facilities will be dedicated at no cost to the City. However, the City will need to acquire some right-of-way in areas where there is no adjacent development project. If the City has to acquire right-of-way from a property owner and that property owner subsequently applies for a development approval, the landowner will be required to reimburse the City for any prior land acquisition payment for land that would otherwise have required dedication associated with the development project.

8. The Financing Plan identifies the specific maintenance services unique to the River District and identifies appropriate funding sources.
9. Following approval of the Financing Plan by City Council, the City will promptly initiate proceedings and undertake actions to implement the various components of the Financing Plan.
10. Because it is impossible to predict the manner in which redevelopment of the River District will unfold, the absorption of the projected land uses, and therefore the timing of improvement requirements, the various components of the Financing Plan will require regular updates to reflect changes in land use and improvement assumptions. Additionally, incorporation of economic development incentives will require regular review and updating to determine if such incentives remain appropriate and are accomplishing the desired economic development goals.
11. The actions contemplated herein by the City are subject to the legislative discretion of the City at the time of approval and must be in compliance with all applicable laws and regulations.

Land Use Plan and Phasing

Based on information presented in the 2010 Draft River District Specific Plan (Specific Plan) prepared by the City, the Project comprises about 750 acres in six subareas, which represent both historical patterns of development and anticipated future growth. **Map 1-1** shows the Project's zoning plan.

Including existing land uses likely to remain and new proposed development, at buildout, the Project is anticipated to include more than 8,100 residential units, 850,000 square feet of commercial/retail, almost 4.0 million square feet of office, 1.5 million square feet of industrial, and approximately 3,000 hotel rooms. Excluding land uses likely to remain, new development is envisioned to comprise nearly 7,800 residential units, 470,000 square feet of commercial/retail, 3.1 million square feet of office, and about 2,000 hotel rooms.² **Table 1-1** summarizes the proposed land uses in the Project, including existing land uses likely to remain and new development.

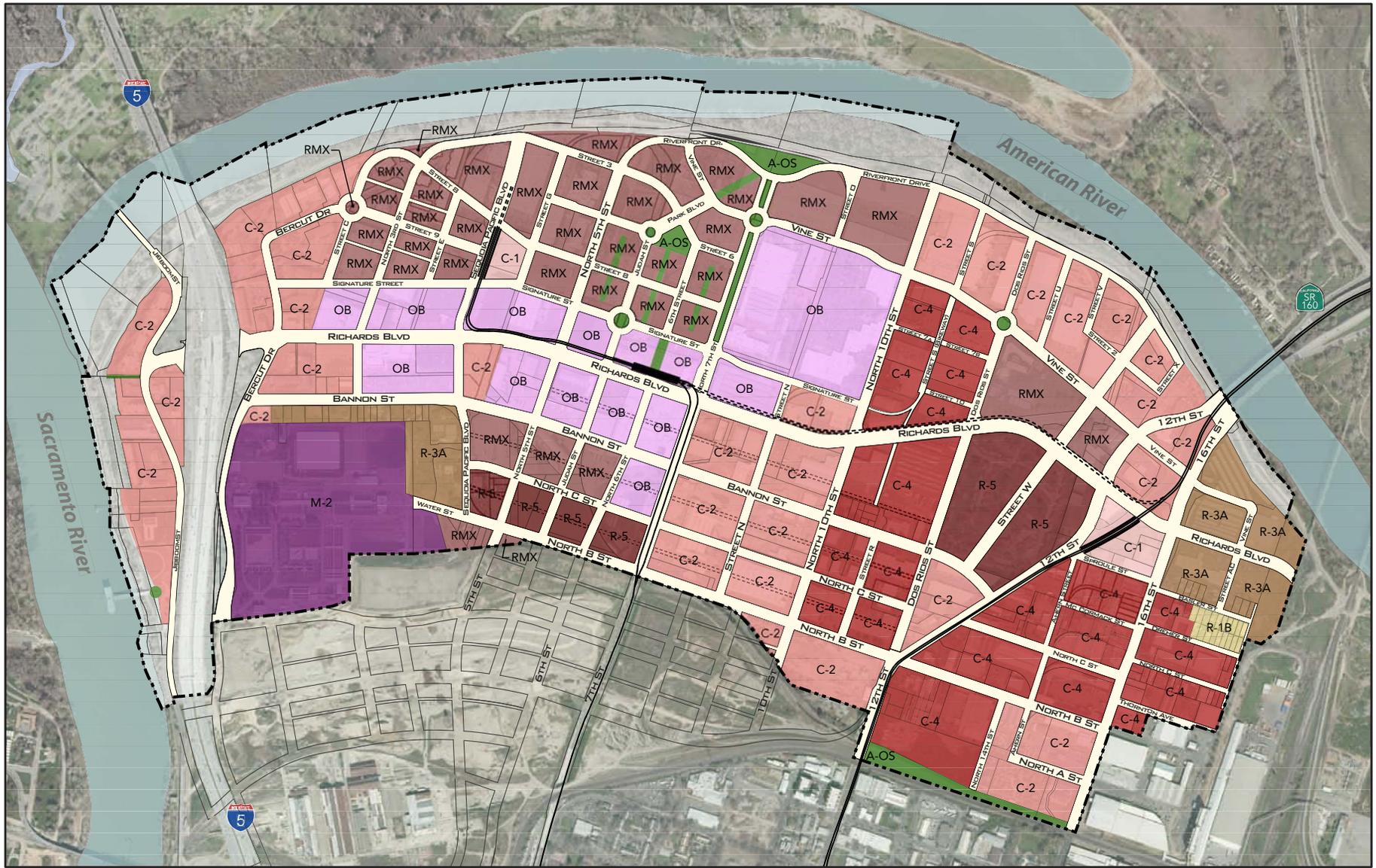
It is likely that the actual pace of development will vary significantly from any development assumptions that can be presented at this time. For this reason, this Financing Plan evaluates land use development and associated infrastructure and public facility improvements at buildout of the Project.

² Estimated new development in the Project includes three approved but not yet fully constructed PUDs: Township 9, Continental Plaza, and Discovery Centre. The Discovery Centre PUD will be repealed as part of the Specific Plan approval process.

Infrastructure and Facility Costs and Phasing

As described in the Specific Plan, development of the Project requires significant investments in backbone infrastructure and public facilities.

Table 1-2 summarizes the major backbone infrastructure and public facilities costs at buildout. The costs shown are preliminary estimates only and do not include in-tract subdivision costs, which are the responsibility of individual developers. Infrastructure and public facilities will be constructed in a timely manner to assure that City public service standards are met. Other backbone infrastructure improvements are site specific and will be required based on the location of the development project.



Map 1-1: River District Land Uses

-  River District Specific Plan Boundary
-  Existing Parcels
-  LRT Line / Station Platform

INDUSTRIAL Zones

 M-2 Heavy Industrial

OTHER Zones

 A-OS Agriculture - Open Space

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

**Table 1-1
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Land Use Detail at Buildout**

Land Use Category	Land Use Code	Acreage	Residential Units	Nonresidential			
				Commercial/Retail	Office	Light Industrial	Hotel Rooms
			<i>Units</i>	<i>Nonresidential Sq. Ft.</i>			<i>Rooms</i>
Residential							
Residential/Commercial Mixed Use	RCMU	11.6	756	30,413	0	0	0
Residential/Mixed Use	RMU	55.1	3,768	156,008	0	0	0
Residential Only	R	32.0	2,174	0	0	0	0
Subtotal Residential		98.8	6,698	186,421	0	0	0
Commercial Uses							
Office/Mixed Use	OMU	77.5	0	97,650	3,633,428	0	0
Office/Residential Mixed Use	ORMU	35.6	970	51,020	319,674	0	0
Hotel Commercial	HC	29.4	1	80,086	0	0	3,044
Light Industrial Residential Mixed Use	LIRMU	61.6	391	45,156	0	864,113	0
Light Industrial Mixed Use	LIMU	65.7	84	173,661	2,898	599,207	0
Commercial	C	16.7	0	220,485	0	0	0
Subtotal Commercial		286.6	1,446	668,058	3,956,000	1,463,320	3,044
Subtotal Land Uses at Buildout		385.4	8,144	854,479	3,956,000	1,463,320	3,044
Less Existing Land Uses to Remain [1]			386	384,000	850,000	1,463,320	1,006
Total New Land Uses			7,758	470,479	3,106,000	0	2,038

"lu"

Source: City of Sacramento.

Note: Land Uses are preliminary and subject to change.

[1] Some existing land uses will be demolished and replaced by new land uses. This line item reflects existing land uses that are not expected to be demolished, and therefore varies from the existing land uses outlined in the River District Specific Plan document. Existing land uses to remain provided by the City of Sacramento Planning Department.

**Table 1-2
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Preliminary Infrastructure Improvement Costs at Buildout (2010\$)**

Item	Infrastructure & Public Facility
INFRASTRUCTURE IMPROVEMENTS	
Storm Drainage	\$23,400,000
Sanitary Sewer [1]	\$15,400,000
Water	\$560,000
Transportation	
Onsite Roadways [2]	\$46,400,000
Intersections	\$14,500,000
Subtotal Roadways and Intersections	\$60,900,000
Freeways [3]	\$82,000,000
10th Street Undercrossing	\$30,000,000
Bikeways [4]	\$900,000
Subtotal Transportation	\$173,800,000
Subtotal Infrastructure Improvements	\$213,160,000
Plus Transportation and Utility Contingency [5]	\$15,000,000
Total Infrastructure Improvements	\$228,160,000
PUBLIC FACILITY IMPROVEMENTS	
Parks [6]	
Neighborhood Parks	\$8,800,000
Community Parks	\$8,800,000
Park Land Acquisition	\$17,800,000
Subtotal Parks	\$35,400,000
Open Space [6]	\$5,000,000
Light Rail Station (Sequoia Pacific Blvd) [7]	\$2,200,000
Light Rail Station (12th Street) [7]	\$2,200,000
Light Rail Station (Richards Blvd) [8]	\$2,200,000
Schools [9]	\$29,200,000
Library [10]	\$400,000
Police Station [11]	\$8,700,000
Fire Station [11]	\$8,700,000
Total Public Facility Improvements	\$94,000,000
Subtotal Infra. and Public Facility Improvements	\$322,160,000
Plan Area Fee Formation and Updates	\$1,000,000
Total Infra. and Public Facility Improvements	\$323,160,000

"cost_summ"

Source: Harris & Associates (cost estimates as of 12/16/2010); City of Sacramento; EPS.

- [1] Includes onsite sewer improvement costs estimated by Harris & Assoc. and onsite/offsite sewer improvements identified in the November 2007 Railyards Specific Plan Financing Plan.
- [2] Includes sewer, water, dry utilities, and right-of-way acquisition.
- [3] Reflects total estimated Interstate 5/Richards Blvd interchange costs.
- [4] Includes right-of-way acquisition.
- [5] Available to provide gap, matching or additional funding for storm drainage, sewer and water utilities, roadway and freeway improvements.
- [6] Parks and Open Space improvement costs provided by City of Sacramento, as of 12/16/10. Excludes Township 9 park development and acquisition costs.
- [7] Based on cost assumption used in North Natomas Final Nexus Study and Financing Plan 2008 Update.
- [8] Cost estimate provided by City of Sacramento based on estimated portion of total station cost to be included in River District Financing Plan. Total costs and funding shares to be refined.
- [9] Total improvement costs are assumed to equal fee revenue generated by the Project.
- [10] Total improvement costs are based on library costs estimated for development in the Railyards.
- [11] Total improvement costs are based on the revenue generated by River District development assuming the costs per building square foot computed in the Railyards Public Facilities Financing Plan, plus a \$5 million contribution from Railyards development, as assumed in the Railyards Public Facilities Financing Plan.

Overview of the Financing Strategy

Project funding for backbone infrastructure and public facilities will be obtained through a wide array of funding sources. As shown in **Table 1-2**, the Financing Plan currently includes \$323.2 million in backbone infrastructure and public facilities. All costs reported are stated in 2010 dollars. **Table 1-3** provides a list of categories of funding sources and indicates their availability during the development timeline.

Figure 1-1 provides a summary of the estimated funding sources for the infrastructure program at buildout. The complexity of the Project requires many funding sources to construct the backbone infrastructure and public facilities required to serve the Project. Because of the extent of infrastructure requirements and mix of funding sources, the City will need to closely coordinate the use of public and private funding.

As shown, the main funding categories (and associated percentages that result from the calculations in this document) consist of those listed here:

- **Project-based funding**, which accounts for approximately 56 percent of all funding.
- **City, including the Redevelopment Agency**, sources of funds, which account for about 14 percent of all funding.
- **Outside Sources of funds** (regional, State, federal, and other), which account for approximately 30 percent of all funding.

Table 1-4 provides a detailed listing of all backbone infrastructure and other public facility requirements and associated estimated funding sources for buildout of the Project. The estimates of funding sources shown are preliminary and will be updated with future drafts and updates to the Financing Plan. It is expected that costs will change over time; therefore, each funding mechanism should include a method for adjusting the amount of funding to reflect current costs at the time of construction.

If developers are required to advance fund/construct public improvements, they will be reimbursed for this advance funding through a combination of development impact fee credits and reimbursements, Mello-Roos Community Facilities District (CFD) bond proceeds, TI bond proceeds, annual TI revenue, and State or federal funding. The exact timing of reimbursements will depend on the pace of development.

Similarly, if the City decides to advance fund or construct infrastructure to facilitate development in the River District that ultimately is the responsibility of private development, then the City would be reimbursed through the same mechanisms mentioned above.

Project-Based Funding Sources

The funding for Project backbone infrastructure and public facilities will be obtained through a wide array of funding sources. This section specifically discusses Project-based funding sources, which are identified by each funding source in **Table 1-4**.

**Table 1-3
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Timing of Availability by Category of Funding**

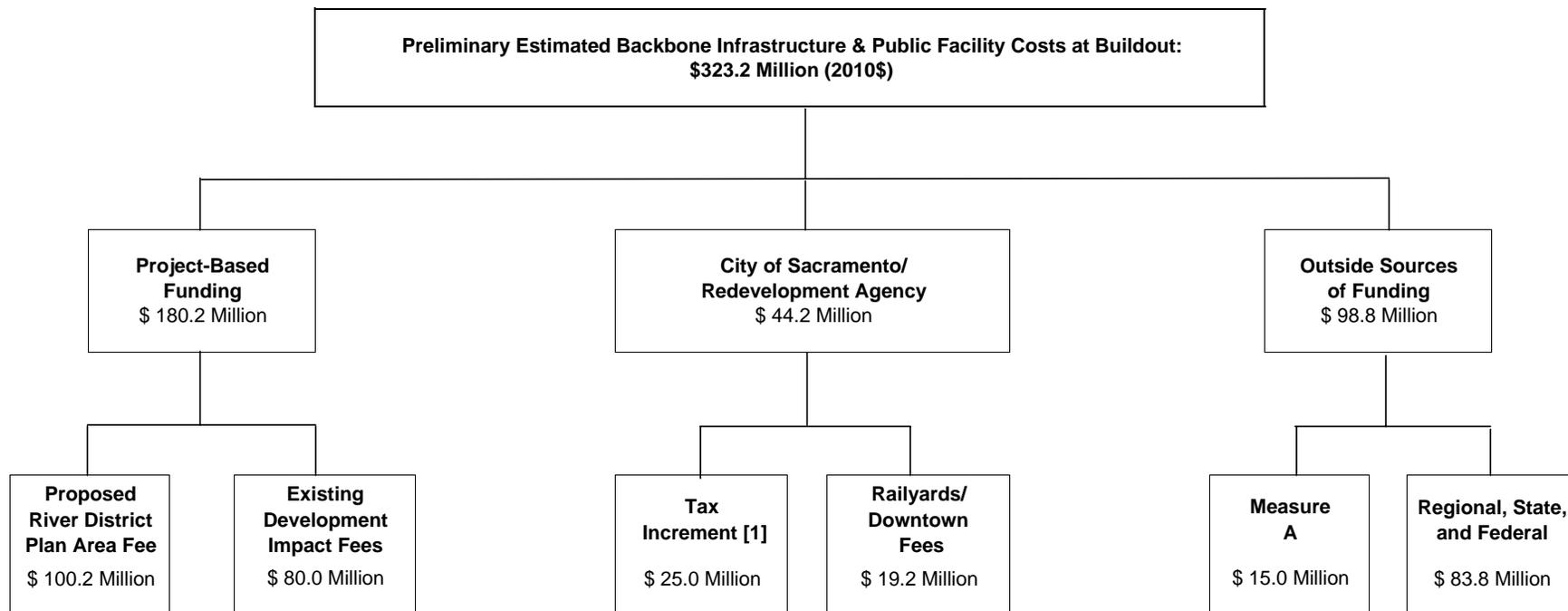
Funding Source	Funding Available at Start of Development	Funding Available as Development Proceeds	Comments
Developer Private Capital	Yes	Yes	Limited. Project by project determination. River District consists of many small development projects and a few larger projects including Township 9. Developer must fund both public infrastructure and private development. Increases as property sales occur.
Land-Secured Debt - Mello-Roos CFD	Yes	Yes	Limited by value-to-lien ratio or projects willing to participate in a CFD. Multiple small property owners make CFD financing difficult to implement. May be uses for specific projects or groups of projects of sufficient size to justify CFD funding.
Tax Increment - Tax Allocation Bonds	No	Yes	Must wait until value increases show up on Property Tax Roll. Increasing capacity as development occurs.
Development Fees	No	Yes	Development fees paid prior to issuance of building permit. Available for reimbursement and infrastructure needed in later phases.
Measure A	Yes	No	Available from City Share of Measure A. City controls prioritization. Can be repaid from other sources.
State and Federal Transportation Funds	Limited	Yes	Must compete in Regional and State Transportation Programs.

"funding_availability"

Source: EPS.

10

Figure 1-1
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Estimated Sources of Funding at Buildout (2010\$)



11

Source: EPS.

"funding_figure"

[1] The allocations shown in this figure are conceptual only and do not obligate the Redevelopment Agency of the City of Sacramento to spend tax increment in this manner. Any tax increment spending is subject to Redevelopment Agency's discretion, available tax increment, and legal findings allocating the funds.

Table 1-4
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Probable Sources and Uses of Funds at Buildout (2010\$)

Buildout

Item	Estimated Improvement Costs at Buildout (2010\$) [1]	Potential Funding Sources									Total Funding
		River District Plan Area Funding			City and Redevelopment Agency Funding Sources			Other Funding Sources			
		River District Plan Area Fee	Existing Development Impact Fees [2]	Subtotal Project-Based Funding	Redevelopment Tax Increment [3]	City Downtown / Railyards	Subtotal City and Redevelopment	Measure A	Regional, State, and Federal	Subtotal Other Funding	
INFRASTRUCTURE IMPROVEMENTS											
Storm Drainage	\$23,400,000	\$23,400,000	\$0	\$23,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$23,400,000
Sanitary Sewer	\$15,400,000	\$0	\$15,400,000	\$15,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,400,000
Water	\$560,000	\$560,000	\$0	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$560,000
Transportation											
Onsite Roadways [4]	\$46,400,000	\$45,400,000	\$0	\$45,400,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$46,400,000
Freeways	\$82,000,000	\$8,200,000	\$0	\$8,200,000	\$0	\$8,200,000	\$8,200,000	\$15,000,000	\$50,600,000	\$65,600,000	\$82,000,000
10th Street Undercrossing	\$30,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000,000	\$30,000,000	\$30,000,000
Intersections and Roundabouts	\$14,500,000	\$14,500,000	\$0	\$14,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,500,000
Bikeways	\$900,000	\$900,000	\$0	\$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$900,000
Subtotal Transportation	\$173,800,000	\$69,000,000	\$0	\$69,000,000	\$0	\$9,200,000	\$9,200,000	\$15,000,000	\$80,600,000	\$95,600,000	\$173,800,000
Transportation and Utility Contingency [5]	\$15,000,000	\$15,000,000	\$0	\$15,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000,000
Subtotal Infrastructure Improvements	\$228,160,000	\$107,960,000	\$15,400,000	\$123,360,000	\$0	\$9,200,000	\$9,200,000	\$15,000,000	\$80,600,000	\$95,600,000	\$228,160,000
<i>Less Adjustment for Tax Increment Funding</i>		(\$25,000,000)		(\$25,000,000)	\$25,000,000	\$0	\$25,000,000	\$0	\$0	\$0	\$0
Total Infrastructure Improvements	\$228,160,000	\$82,960,000	\$15,400,000	\$98,360,000	\$25,000,000	\$9,200,000	\$34,200,000	\$15,000,000	\$80,600,000	\$95,600,000	\$228,160,000
PUBLIC FACILITY IMPROVEMENTS											
Parks [6]											
Neighborhood Parks	\$8,800,000	\$0	\$8,800,000	\$8,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800,000
Community Parks	\$8,800,000	\$0	\$8,800,000	\$8,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800,000
Park Land Acquisition [7]	\$17,800,000	\$0	\$17,800,000	\$17,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800,000
Subtotal Parks	\$35,400,000	\$0	\$35,400,000	\$35,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$35,400,000
Open Space	\$5,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
Light Rail Station (Sequoia Pacific Blvd)	\$2,200,000	\$2,200,000	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000
Light Rail Station (12th Street)	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000	\$2,200,000
Light Rail Station (Richards Blvd) [8]	\$2,200,000	\$1,200,000	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,200,000
Schools	\$29,200,000	\$0	\$29,200,000	\$29,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$29,200,000
Library	\$400,000	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
Police Station	\$8,700,000	\$3,700,000	\$0	\$3,700,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$8,700,000
Fire Station	\$8,700,000	\$3,700,000	\$0	\$3,700,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$8,700,000
Total Public Facility Improvements	\$94,000,000	\$16,200,000	\$64,600,000	\$80,800,000	\$0	\$10,000,000	\$10,000,000	\$0	\$3,200,000	\$3,200,000	\$94,000,000
Subtotal Infra. and Public Facility Improvements	\$322,160,000	\$99,160,000	\$80,000,000	\$179,160,000	\$25,000,000	\$19,200,000	\$44,200,000	\$15,000,000	\$83,800,000	\$98,800,000	\$322,160,000
Plan Area Fee Formation and Updates	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Total Infra. and Public Facility Improvements	\$323,160,000	\$100,160,000	\$80,000,000	\$180,160,000	\$25,000,000	\$19,200,000	\$44,200,000	\$15,000,000	\$83,800,000	\$98,800,000	\$323,160,000

Source: Harris & Associates (cost estimates as of 12/16/2010); City of Sacramento; EPS.

"su3"

[1] From Table 1-2.

[2] Development impact fee funding is programmed as follows:

Sanitary Sewer Improvements	Planned Citywide CSS Fee
Neighborhood and Community Park Improvements	Citywide Park Development Fee
Park Land Acquisition	Quimby Fee
School Facilities	School Impact Fee

[3] Placeholder estimate. Total tax increment funding and the distribution of the funding among the infrastructure subcomponents will be refined at a later date subject to the Redevelopment Agency's discretion.

[4] Downtown cost participation estimated based on New Downtown's share of River District facilities included in the 1997 Railyards/ Richards/ Downtown Nexus Study. See Table A-11 for detail. Downtown's contribution will be refined at a later date based on a detailed Nexus analysis.

[5] Contingency available to provide gap, matching or additional funding for storm drainage, sewer and water utilities, roadway and freeway improvements.

[6] Excludes Township 9 park development costs and funding sources.

[7] Represents Quimby In-Lieu Fee for land acquisition.

[8] Cost estimate based on proportion of total costs anticipated to serve entire River District Specific Plan and offset by Proposition 1C and other potential City funding sources. Cost estimate to be refined as total costs, funding sources and funding shares are finalized.

Park Development Impact and Quimby Land Dedication/In-Lieu Fees

The Citywide Park Development Impact Fee is the primary source of funding for development of neighborhood and community park facilities in the Project. This fee is assessed on all new construction or additions for residential, retail, office, industrial and hotel uses in the Project. To the extent the developer constructs eligible park facilities; the developer will receive offsetting credits for this fee.

Park development in the River District is based on the City's park acreage service level goal of 5 acres per 1,000 residents, which will be satisfied through a combination of land dedication and payment of a fee in-lieu of land dedication (Quimby Fee). To the extent that the Project generates Quimby fee revenue in excess of that required to acquire park land, those revenues may be used to fund park development costs.

Combined Sewer System Fee

The City's Combined Sewer System (CSS) Development Fee will be collected and used for improvements to the combined stormwater/sanitary sewer system. The CSS Fee will be charged to all new River District development. CSS Fees are only used for common facilities including pipes 18-inches and larger and pumping stations. Certain River District sanitary sewer improvements, such as the large mains from the new pump station, will be eligible for CSS fee funding. Payment of the CSS fee by River District development will provide a funding source for the City to construct the improvements as new development and associated sewer flows trigger the need for the improvement.

School Impact Fees

Two school districts serve the Project. The majority of the Project falls within the boundaries of the Twin Rivers Unified School District (TRUSD), which operates more than 58 schools serving preschool through adult education students. The southern portion of the site is in the Sacramento Unified School District (SUSD), which provides kindergarten through high school education. The various school districts have established fees, in accordance with State regulations, to be used to construct school facilities. It is expected that payment of mitigation fees will be sufficient to pay for the impact of new students generated by the residential projects constructed in the River District.

School facilities also may be funded through other funding sources, including the State School Building Program or local general obligation bonds (see "Regional, State, and Federal Funding Sources" section).

River District Plan Area Fee

In 1997, the City approved the Railyards Specific Plan, the Richards Boulevard Area Plan, and an Infrastructure and Public Facilities Financing Plan that detailed a strategy for funding the infrastructure and public facilities required for the two plans to develop. Following these approvals, the City implemented two new development fee programs, which funded

improvements in the Railyards as well as the River District. These development fee programs, listed below, will be updated following approval of the updated River District Specific Plan and Financing Plan:

- **Railyards/Richards/Downtown Transportation Impact Fee.** This fee currently covers rail/transit, arterial roadways, and freeway improvements.
- **Richards Boulevard Public Facilities Fee.** This fee currently covers storm drainage, sanitary sewer, and a fire station.

In 2007, the City approved an updated version of the Railyards Specific Plan and adopted a new Financing Plan. The City is currently completing an update of the River District Specific Plan to replace the 1997 Richards Boulevard Area Plan. This Financing Plan will accompany the River District Specific Plan document.

The Railyards Financing Plan and the proposed River District Financing Plan have set out new funding strategies for each area that replace the Downtown/Railyards/Richards Fee and Richards Boulevard Public Facilities Fee. The current fee charged to Downtown will be updated during implementation of the development fee revisions for the Railyards and the River District. This Financing Plan makes preliminary assumptions regarding the contribution of new Downtown development based on the 1997 Richards Boulevard Area Plan, which are discussed in further detail in **Chapter 4**.

This Financing Plan proposes implementation of a plan area fee levied on River District development for purposes of funding River District improvements. A nexus study will be prepared to determine the appropriate proportional cost allocation and impact fees for facilities that can be charged to new development in the River District.

Private Funding Sources

From time to time, developers may need to provide up-front funding to construct backbone infrastructure and other public facilities not adequately funded by other means. The requirements will be set forth as tentative map conditions on specific projects. In addition, developers will need to fund frontage road projects and associated utilities. Up-front funding from developers may be provided through a combination of cash, equity, or private debt financing. If these requirements exceed the developer's fair share obligation, then the developer will be eligible for reimbursement for the various funding sources that were intended to pay for the project. Developer reimbursements will be provided for through the City's standard Reimbursement Agreements.

River District Special Financing District

Although the River District Plan Area Fee is proposed, certain Financing Plan improvements may be funded through a River District Special Financing District program. The Special Financing Districts could be formed by one or more of the following mechanisms:

- Assessment District.
- Mello-Roos CFD.

Special financing district mechanisms will be difficult to implement because the River District is composed of multiple landowners and small-scale projects. Because development in the River District is expected to proceed irregularly, the use of special financing district mechanisms is somewhat limited by the total special tax revenue that could be generated to support issuance of land-secured municipal debt. If an individual developer or group of developers wish to use these mechanisms, however, they are available as a potential public improvement funding source.

A CFD or Assessment District may be a possible funding mechanism for a few major projects planned in the River District (e.g., Township 9). If a developer funds improvements through a Special Financing District, credits should be provided if this funding replaces Plan Area Fee funding.

City/Redevelopment Agency Funding Sources

This section discusses probable funding sources that are not Project-based but rather are from the City, including the Redevelopment Agency. **Table 1-4** identifies each source and their probable use in the Project.

Tax Increment

Tax increment (TI) revenue refers to the portion of property tax that will be received by the RDRPA as a result of development occurring within the redevelopment area boundaries. In evaluating all proposed redevelopment projects, the Redevelopment Agency will, as a significant priority, consider the funding of extraordinary costs associated with infrastructure improvements. The Redevelopment Agency also will consider funding specific projects on an individual basis. These investments will assist private developments in the Project, which will generate additional TI revenues.

The use of TI revenues of the Redevelopment Agency is subject to its availability, to policy decisions of the Redevelopment Agency, and to the restrictions of the California Community Redevelopment Law (CRL) and the RDRPA.

Downtown/Railyards Funding

Several public facilities included in the Project, including roadways, sewer, fire, and police, also will benefit residents and employees in the Railyards and/ or Downtown. The River District will participate with the Railyards and the Downtown in funding such facilities.

Major Street Construction Tax

The Major Street Construction Tax (MSCT) is a tax collected at the time of building permit issuance for new buildings throughout the City. MSCT funds may be used to fund the over-sizing of a portion of a local roadway.

Other City Funding

The City may provide other discretionary funding sources to assist in developing River District Public Improvements. Examples of the funding sources include sales tax revenues, parking revenues from the City Parking Fund, and gas tax revenues.

Other Funding Sources

Measure A

Measure A is a half-cent sales tax approved by the voters of Sacramento County (County) in the November 1988 general election to fund transportation projects in the County. The measure went into effect April 1, 1989, and was renewed in 2004 for an additional 30 years effective in 2009. The new Measure A includes the continuation of the half-cent sales tax through 2039 and a countywide development impact fee program. These revenues are allocated annually by percentage to specific programs outlined in the ordinance.

The City receives a portion of new Measure A revenue to fund new construction and maintain freeway and street projects, and another portion goes to Sacramento Regional Transit District (RT). The new Measure A Capital Improvement Program (CIP) provides funding for the Richards Boulevard/Interstate 5 (I-5) Interchange improvements.

Regional, State, and Federal Funding Sources

Financing may be available from regional, State, and federal sources. It is possible that these funding sources will cover some of the Project's transportation and school facilities improvements. Most of the federal, State, and RT money likely will be for major regional projects, such as light rail and freeway improvements.

School facilities may receive funding through California State grants in addition to Project-based development impact fees. Any shortfall from the actual amount required by the school district that is above and beyond the funding provided by development impact fees and State funding may be funded through school districtwide General Obligation bonds or by another viable financing mechanism.

Financial Feasibility

Project-related infrastructure and public facilities costs are significant but off-set by the availability of local, Redevelopment Agency, State, and federal funding sources. As a result, the Project should be able to feasibly fund the Project's backbone infrastructure and public facilities. If certain sources of funding are not available to fund the Project, however, development may need to be restricted until funds become available.

The initial infrastructure burdens resulting from the plan area fee levels calculated in this Financing Plan exceed feasible levels given current market conditions. To facilitate early phases of River District development, this Financing Plan proposes implementation of reduced fee levels for pioneering River District development. These fee levels would be set at a rate intended to facilitate the economic feasibility of development and would be re-evaluated periodically as market conditions change. Implementation of reduced fee rates would result in an approximately \$2.1 million shortfall in plan area fee revenues that would be resolved through regular updates to the program and pursuit of outside funding sources for fee funded improvements.

Operations and Maintenance

The Financing Plan will describe how the operation and maintenance of public facilities will be funded. A CFD or Assessment District may be established to fund these annual operations and maintenance costs.

Commercial property owners also may decide to approve a Special Assessment to cover the costs required to operate and maintain facilities of special benefit to the commercial areas of the River District.

Alternatively, a BID could be formed by commercial property owners that is separate from or incorporated into the existing River District Property and Business Improvement District (River District PBID), which was formed in 1999 by public and private property owners and renewed in 2004 for a 10-year term. The River District PBID currently funds community service initiatives, economic development activities, and transportation/public projects/infrastructure advocacy and planning projects. As part of the 2014 renewal process, commercial property owners may desire to reevaluate the services funded by the existing River District PBID.

Organization of this Report

In addition to this introductory chapter, the Financing Plan contains the following chapters:

- **Chapter 2** describes the River District Land Use Plan and potential phasing of development.
- **Chapter 3** describes the backbone infrastructure and public facilities requirements of the River District.
- **Chapter 4** provides a summary of potentially available funding sources to pay for the backbone infrastructure and public facilities.
- **Chapter 5** provides a detailed discussion of the financing strategy used to fund construction of the required facilities.
- **Chapter 6** describes the proposed River District Plan Area Fee program, including changes to the existing Railyards/Richards (River District)/Downtown development impact fee programs resulting from adoption of the new River District Plan Area Fee.
- **Chapter 7** provides a comparison of infrastructure cost burdens in the River District and comparable project areas.
- **Chapter 8** identifies typical funding mechanisms for services and ongoing operations and maintenance of facilities in the River District.
- **Chapter 9** reviews the implementation procedures of the Financing Plan.

The Financing Plan also contains four appendices, which provide backup information used to develop the Financing Plan. The following appendices are provided:

- **Appendix A:** Infrastructure Cost Detail. This appendix provides detail regarding estimated infrastructure and public facility costs included in the financing plan.
- **Appendix B:** Existing Fee Revenue Estimates. This appendix provides estimated revenues generated by the existing City Park Fee, Combined Sewer System Fee, Major Street Construction Tax, and School District Fee program.
- **Appendix C:** Cost Allocation Model. This appendix provides the detailed cost allocation methodology used to apportion backbone infrastructure and public facility improvement costs for purposes of the proposed River District Plan Area Fee Program.
- **Appendix D:** Detailed Estimated Infrastructure Cost Burden Comparison. This appendix contains the assumptions and estimated development impact fees, plan area fees, and estimated bond debt of special taxes and assessments for the River District and comparable projects in the Sacramento Region (Region).

2. LAND USE PROGRAM

The River District establishes the planning and development standards for redevelopment of approximately 750 acres of land due north of the recently approved Railyards and the Downtown City core. The River District is located at the confluence of the American and Sacramento Rivers, bounded by the American River on the north, the Sacramento River to the west, the Railyards on the south, and the North 16th Street Corridor to the east. **Map 2-1** (also Specific Plan Figure 1.1) identifies the River District location in the existing City.

Currently characterized primarily by low intensity industrial, warehousing, and distribution uses, the River District is envisioned as a vibrant, mixed use, transit-oriented neighborhood integrated with Downtown and surrounding planning areas.

River District Specific Plan

The implementation of the River District Specific Plan, if realized, would achieve several planning objectives:

- Transforming the River District from a low intensity warehousing, distribution, light industrial, and general commercial district into an economically vital, transit-oriented, urban neighborhood supporting a mix of uses.
- Integrating the River District into the fabric of surrounding plan areas and the existing Downtown.
- Expanding cultural amenities and encouraging the adaptive reuse of historic resources.
- Connecting the River District area with Sacramento's Downtown office, retail, and government centers, as well as Old Sacramento, the Railyards, and the Alkali Flat neighborhood.
- Providing a mix of uses and circulation network that prioritizes pedestrian-friendly development while balancing diverse land use needs and maintains the viability of industrial uses relying on large vehicles for their operations and preserving and supporting existing businesses in the Specific Plan that are compatible with the ultimate vision for the site.

Land Uses at Buildout

At buildout, River District development is envisioned for a total of approximately 8,100 residential units, nearly 850,000 square feet of commercial/retail, approximately 4.0 million square feet of office, slightly more than 3,000 hotel units, and nearly 1.5 million square feet of industrial space. In addition, the plan calls for development of 55 acres of parks and open space. **Map 1-1 in Chapter 1** provides an overview of the River District land use plan at buildout by land use zoning designation.