



## REPORT TO THE REDEVELOPMENT AGENCY of the City of Sacramento

915 I Street, Sacramento, CA 95814-2671  
www.CityofSacramento.org

Staff Report  
**August 14, 2007**

Honorable Chair and Members of the Board

**Title:** Amended Richards Boulevard and Proposed Railyards Preliminary Plans

**Location/Council District:** Richards Boulevard Redevelopment Project Area in Council District 1

**Recommendation:** Adopt a **Redevelopment Agency Resolution** 1) accepting the Amended and Restated Preliminary Plan for the Richards Boulevard Redevelopment Project; 2) directing the preparation of an amended Richards Boulevard Redevelopment Plan; 3) accepting the Preliminary Plan for the proposed Railyards Redevelopment Project; and 4) directing the preparation of the Redevelopment Plan for the proposed Railyards Redevelopment Project, and authorizing transmittal of specific information to affected taxing agencies and the payment of processing and filing fees.

**Contact:** Rachel Hazlewood, Senior Project Manager, (916) 808-8645; David Harzoff, Economic Development Manager, (916) 808-5385

**Presenters:** Rachel Hazlewood

**Department:** Economic Development

**Division:** Citywide/Richards Boulevard

**Org. Number:** 4451

### **Description/Analysis**

**Issue:** The Richards Boulevard Redevelopment Plan was adopted by the City Council in July of 1990. Since that time, the Redevelopment Plan has been amended six times. Efforts to redevelop the Railyards area over the past 17 years have not resulted in any substantive change due to the unique obstacles that make it different from the rest of the Richards Boulevard Project Area. These obstacles include a severe lack of infrastructure, environmental contamination (which has created higher costs and longer timeframes for development), the need to realign the area's levee system, issues of historic preservation, and time and cost issues related to realignment of the Union Pacific mainline railroad tracks to facilitate circulation improvements.



Creating a separate and distinct Railyards Redevelopment Project Area will (1) enable the Railyards area to be developed and provide mechanisms for support and assistance to that development as feasible, necessary and appropriate; and (2) protect the remainder of the Richards Boulevard Project Area from the costs and other development constraints particularly affecting the Railyards area.

The Preliminary Plans set forth the proposed amended and new boundaries of the Richards Boulevard and Railyards Project Areas, respectively. In addition, the Preliminary Plans contain requisite language regarding how the Redevelopment Plans for the respective Project Areas will address issues such as permitted land uses, layout of principal streets, population densities, building intensities and standards, attain the purposes of the California Community Redevelopment Law, be consistent with the City's General Plan, and describe the impact of redevelopment on residents of the Project Areas and surrounding neighborhoods.

City staff has discussed the proposals with the major property owner in the Railyards area and at meetings of the River District Board of Directors, which serves as the Redevelopment Advisory Committee (RAC) for the Richards Boulevard Project Area. In addition, throughout the plan amendment and plan adoption process, the City will conduct a community outreach process to gain the continued insight and perspectives of the affected property owners, business owners, residents, and other interested parties.

**Policy Considerations:** The actions proposed in this staff report are consistent with the redevelopment plan amendment and adoption processes established by State law. While the City's General Plan is being updated, the City Council has adopted a vision for the future of the City, as well as several guiding principles to help guide the update and achieve this vision. The applicable guiding principle that this project complies with is the following: Programs and strategies should promote the development of the community to the fullest range possible in the City of Sacramento. In addition to being consistent with this principle, the proposal is not contrary to any of the other approved principles of the General Plan Update Vision.

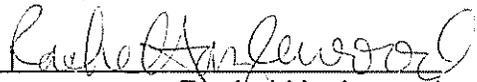
**Environmental Considerations:** The proposed actions in this staff report do not constitute a project under the California Environmental Quality Act (CEQA). The National Environmental Policy Act does not apply. The preparation and processing of a proposed amendment to the Richards Boulevard Redevelopment Project Plan and a proposed new redevelopment plan for the Railyards Redevelopment Project will require the Redevelopment Agency to conduct full environmental review, up to and including preparation of an environmental impact report, pursuant to California Public Resources Code, sections 21083 and 21087; CEQA Guidelines section 15180; and California Health and Safety Code, section 33352.

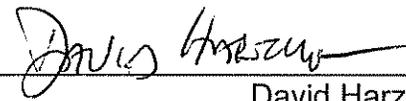
**Rationale for Recommendation:** The City of Sacramento Planning Commission approved a Record of Decision at its meeting on July 26, 2007 amending and restating the Preliminary Plan for the Richards Boulevard Redevelopment Project,

and approving a Preliminary Plan for the proposed new Railyards Redevelopment Project. Upon acceptance of the Preliminary Plans by the Redevelopment Agency, City staff, legal counsel and consultants will proceed with the plan amendment and plan adoption process, which includes preparing an amendment to the Redevelopment Plan for the Richards Boulevard Redevelopment Project, a new Redevelopment Plan for the Railyards Redevelopment Project, required environmental documents, and other pertinent documents.

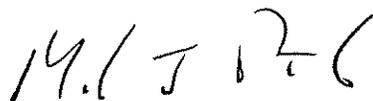
**Financial Considerations:** Acceptance of the Preliminary Plans authorizes the City Manager to pay the State Board of Equalization and other agencies requiring filing and processing fees for activities pursuant to the Law. It is anticipated that these fees will be under \$5,000 and there are sufficient funds in the Richards Boulevard Redevelopment Project Budget to cover these costs.

**M/WBE Considerations:** There are no Minority and Women's Business Enterprise considerations associated with the actions requested in this report.

Respectfully Submitted by:   
 Rachel Hazlewood  
 Senior Development Project Manager

Approved by:   
 David Harzoff  
 Economic Development Manager

Recommendation Approved:

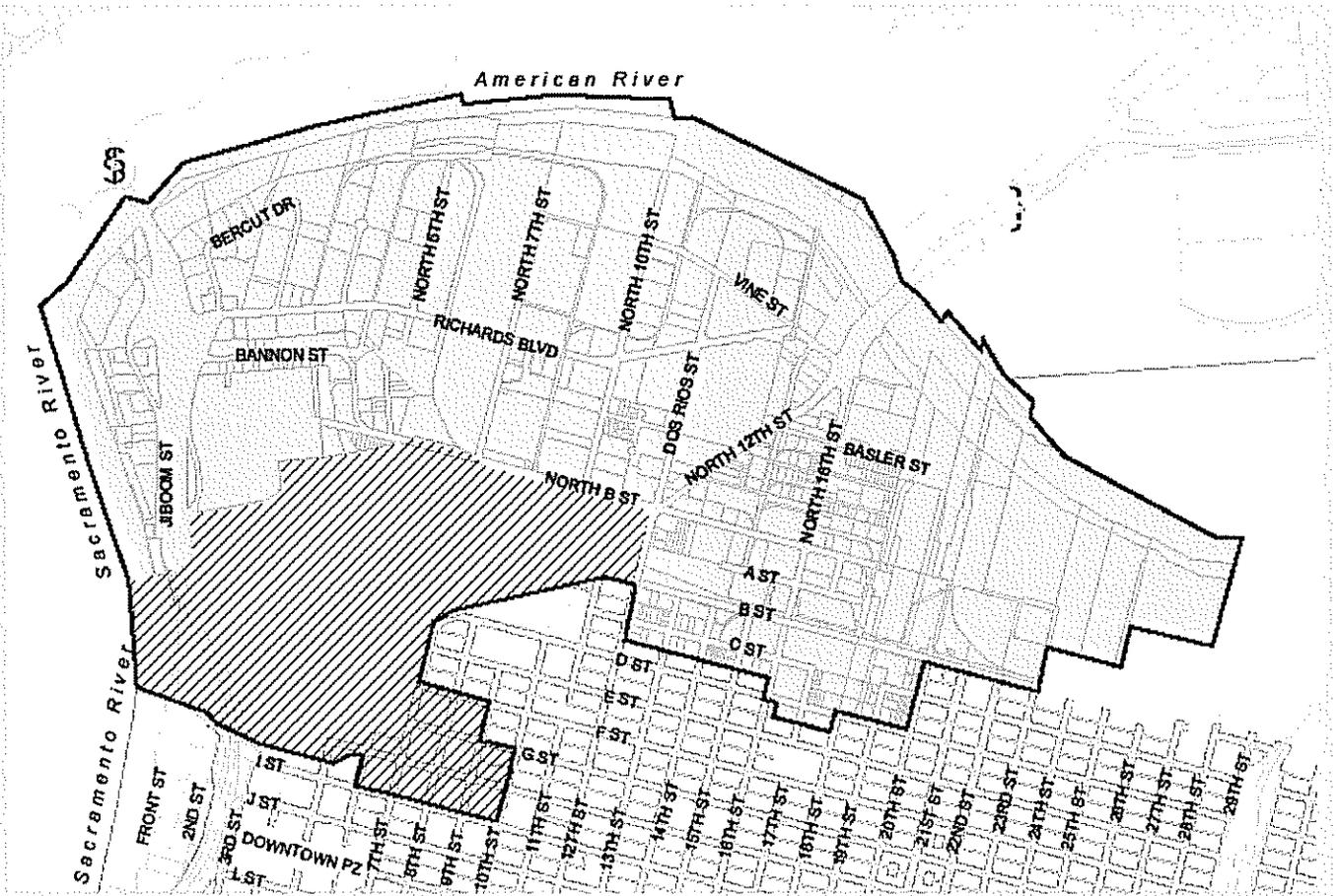
  
 for Ray Kerridge  
 City Manager

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Attachment 1

Map of the Richards Boulevard Redevelopment Project Area



**Amended Richards Boulevard Redevelopment Project**

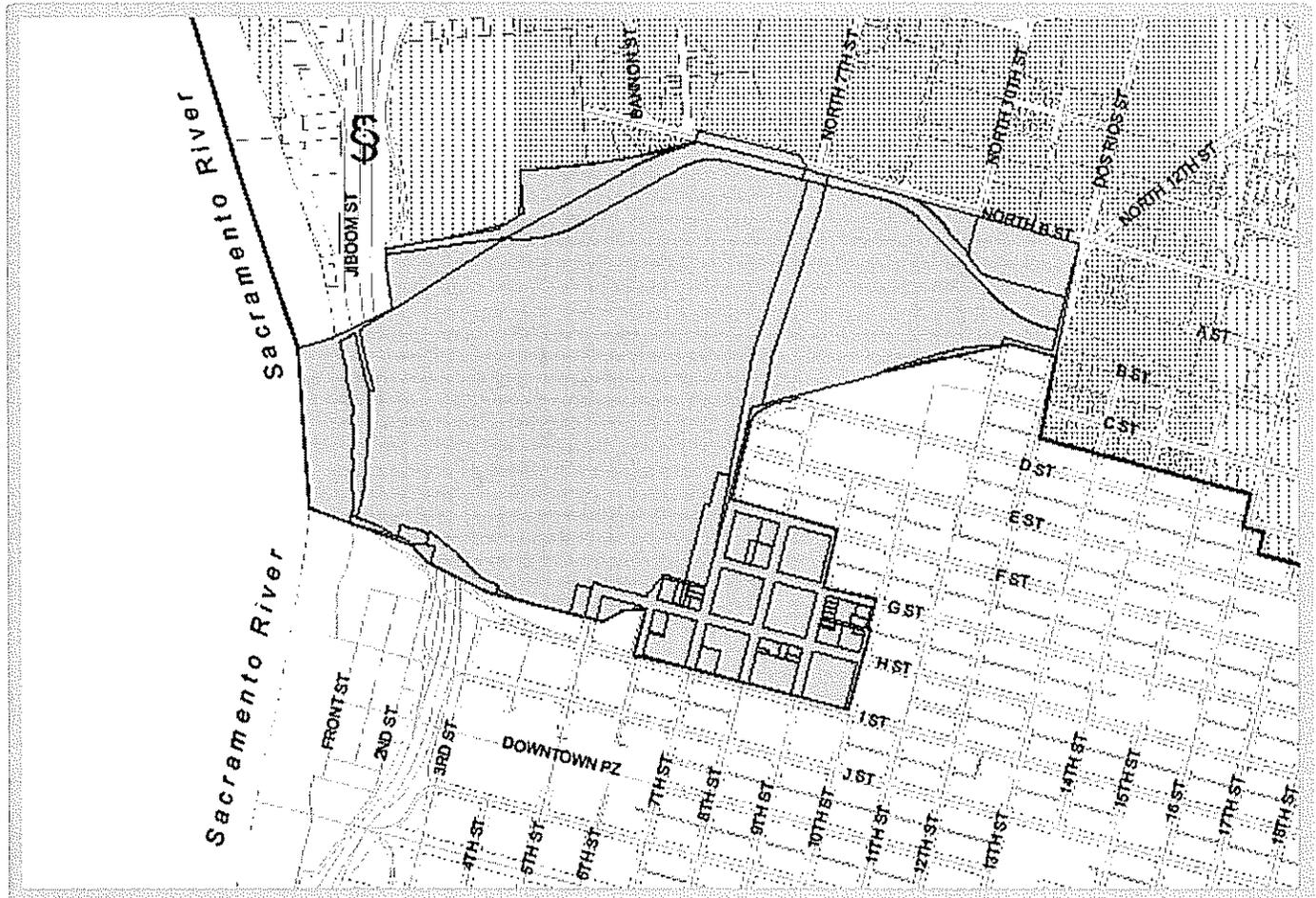
Source: Sacramento County GIS, RSG



-  Existing Project Area Boundary
-  Amended Project Area
-  Removed From Project Area

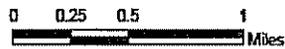
### Attachment 2

Map of the Railyards Redevelopment Project Area



### Proposed Railyards Redevelopment Project

Source: Sacramento County GIS, RSG



-  Proposed Railyards Project Area
-  Richards Boulevard Project Area

Amended and Restated Preliminary Plan for the  
Richards Boulevard Redevelopment Project

# **Amended and Restated Preliminary Plan**

July 26, 2007

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### Introduction

This document is the Amended and Restated Preliminary Plan ("Plan") for the Richards Boulevard Redevelopment Project ("Project"). The Redevelopment Plan ("Redevelopment Plan") for the Project was adopted in 1990 and has been amended six times. In July 2007, the boundaries of the Project ("Project Area") are to be amended to remove approximately 300 acres (the "Railyards Area") from the Project Area (the "Amended Project Area"), and this Plan reflects that boundary change.

It is desired that the Railyards Area be established as a separate and distinct redevelopment project area. Efforts to redevelop the Railyards Area over the past 17 years have not resulted in any substantive change due to unique obstacles that make it different from the rest of the Richards Boulevard Redevelopment Project Area. These obstacles include a severe lack of infrastructure, environmental contamination and a need to realign the area's levee system.

The principal purposes of adopting a separate and distinct redevelopment plan for the Railyards Area are (1) to enable the Railyards Area to be developed and to provide support and assistance to that development as feasible, necessary and appropriate; and (2) to protect the remainder of the Richards Boulevard Redevelopment Project Area from the costs and other development constraints particularly affecting the proposed Railyards Area.

The proposed adoption of a redevelopment plan for the Railyards Area coincides with and is contingent upon an amendment to the Redevelopment Plan to remove the proposed Railyards Redevelopment Project Area from the boundaries of the Richards Boulevard Redevelopment Project Area.

In accordance with Section 33324 of the California Community Redevelopment Law (Health and Safety Code § 33000 *et seq.*; "Law"), this Plan need not be detailed and is sufficient if it:

- Describes the boundaries of the Amended Project Area;
- Contains a general statement of the land uses, layout of principal streets, population densities and building intensities, and standards proposed as the basis for the redevelopment of the Amended Project Area;
- Shows how the purposes of the Law would be attained by redevelopment of the Amended Project Area;
- Shows that the proposed redevelopment of the Amended Project Area is consistent with the community's general plan; and
- Describes, generally, the impact of the Project upon the area's residents and upon the surrounding neighborhood.

### Project Area Location and Description

The Amended Project Area is located within the boundaries of the City of Sacramento

("City"), Sacramento County, California. The Amended Project Area consists of approximately 1128 acres and is located south of the American River, east of the Sacramento River, and just north of the Central City. A map of the Amended Project Area is attached hereto as Exhibit A and incorporated herein by this reference, and a metes and bounds legal description of the Amended Project Area boundaries is attached hereto as Exhibit B and incorporated herein by this reference.

General Statement of Proposed Planning Elements

All planning elements to be contained in the Redevelopment Plan for the Amended Project Area will follow the provisions of the City's General Plan and all other state and local codes and guidelines, as they may be amended from time to time.

Land Uses

Within the Amended Project Area, land uses shall be those permitted by the General Plan, as they exist today or are hereafter amended. Currently, the General Plan permits the following uses in the Amended Project Area:

- Residential
- Residential Office
- Office
- Service Commercial
- Neighborhood Commercial
- Highway Commercial
- Industrial Highway Commercial
- Heavy Commercial
- Industrial
- Industrial-Residential
- Parks/Open Space

General Statement of Proposed Layout of Principal Streets

The map in Exhibit A presents the principal streets within the Amended Project Area. These include: Interstate 5, Highway 160, North 12<sup>th</sup> Street, North 16<sup>th</sup> Street, and Richards Boulevard.

The layout of principal streets and those that may be developed in the future shall conform to the General Plan as currently adopted or hereafter amended.

General Statement of Proposed Population Densities

Permitted densities within the Amended Project Area will conform to the General Plan,

as currently adopted or as hereafter amended, and other applicable codes and ordinances. This Plan does not propose any changes to permitted population densities.

General Statement of Proposed Building Intensities

Building intensity shall be controlled by limits on the:

- Percentage of the building site covered by the building (land coverage);
- Size and location of the buildable area on the building site; and
- Height of the building.

The limits on building intensity shall be established in accordance with the provisions of the General Plan, as currently adopted or hereafter amended. This Plan does not propose any changes to controls on building intensities.

General Statement of Proposed Building Standards

Building standards shall conform to the building requirements of applicable codes and ordinances.

Attainment of the Purposes of Redevelopment Law

Redevelopment of the Amended Project Area would attain the purposes of the Law by alleviating blighting conditions that government agencies and/or the private sector cannot reasonably be expected to alleviate without the assistance of redevelopment. The purposes of the Law would be attained through:

- The provision of opportunities for the participation of owners and tenants in the revitalization of their properties;
- The elimination or alleviation of blighting influences and environmental deficiencies;
- The installation of new or replacement of existing public improvements, facilities and utilities in areas that are currently inadequately served with regard to such improvements, facilities and utilities;
- The development and rehabilitation of housing in the Amended Project Area and the City of Sacramento for low or moderate income persons and families;
- The replanning, redesign and development of undeveloped or underdeveloped areas which are stagnant or improperly utilized; and
- The encouragement of modern, integrated development with improved pedestrian and vehicular circulation.

Consistency With the General Plan of the City

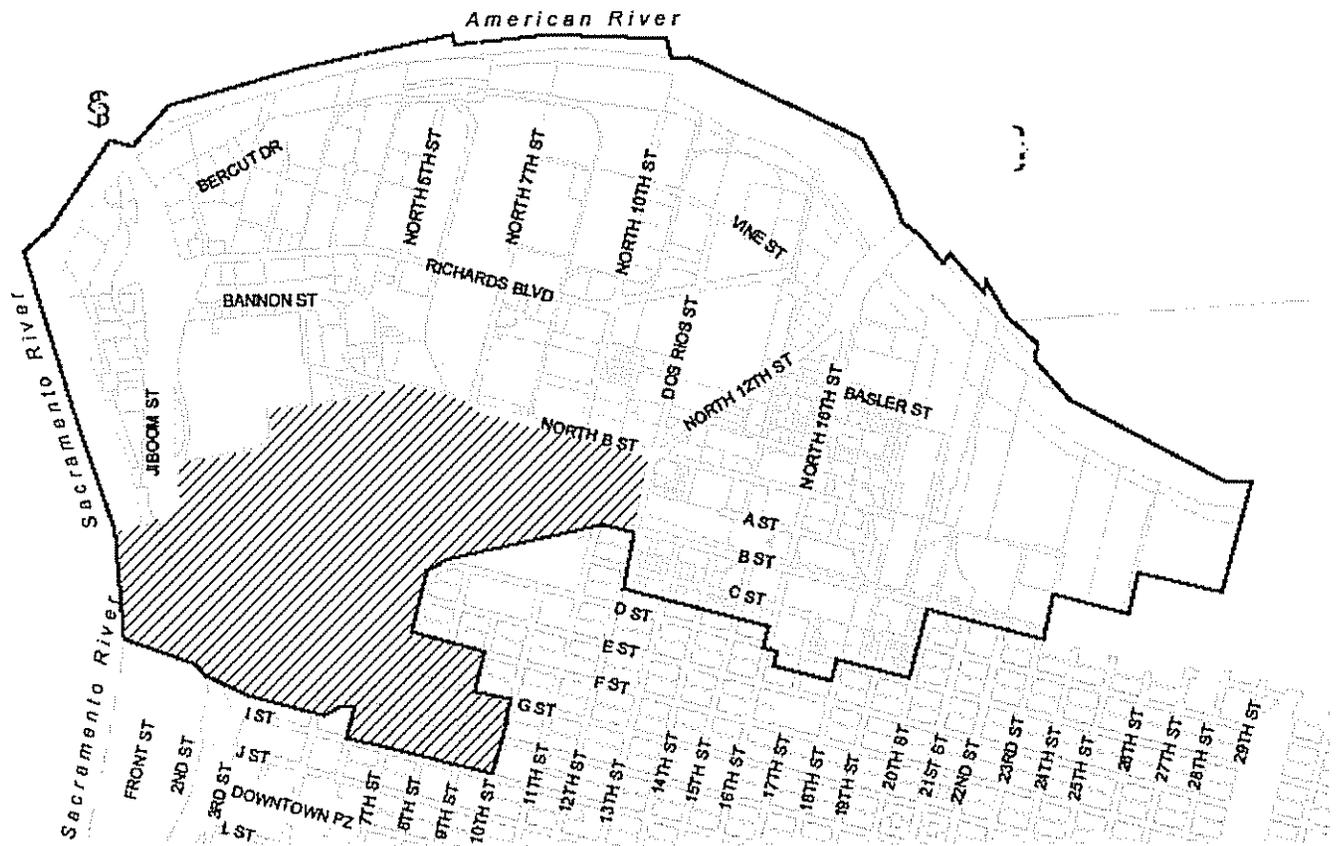
Because land uses, transportation, and other development standards proposed for the Amended Project Area incorporate existing General Plan policies, this Plan is consistent with the General Plan. This Plan does not propose to institute additional land use

policies not otherwise permitted by the General Plan, or other applicable codes and guidelines.

*General Impact of the Project Upon the Residents of the AMENDED Project Area and Surrounding Neighborhoods*

Project impacts on residents within, and adjacent to, the Amended Project Area will generally be improved economic and physical conditions. Through the Project, the Agency desires to facilitate the redevelopment of existing uses to better suit surrounding areas. These impacts on residents will be more particularly analyzed in the Environmental Impact Report on the Amended Richards Boulevard Redevelopment Project and in the Agency's Report to the City Council on the proposed amendment to the Redevelopment Plan for the Richards Boulevard Redevelopment Project.

# Exhibit A: Amended Project Area Map



## Amended Richards Boulevard Redevelopment Project

Source: Sacramento County GIS, RSG



- Existing Project Area Boundary
- Amended Project Area
- Removed From Project Area

## Exhibit B – Legal Description

### LEGAL DESCRIPTION OF THE RICHARDS BOULEVARD REDEVELOPMENT PROJECT AREA BOUNDARIES (AMENDED 2007)

ALL THAT CERTAIN LAND SITUATED IN THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

**BEGINNING AT A POINT** AT THE INTERSECTION OF THE CENTERLINE OF "B" STREET AND THE CENTERLINE OF 12<sup>TH</sup> STREET AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 51, PAGE 10, OF RECORDS OF SURVEYS, RECORDS OF SAID COUNTY;

- (1) THENCE NORTHERLY ALONG SAID CENTERLINE OF 12<sup>TH</sup> STREET, NORTH 18°26'40" EAST, 842.52 FEET, TO THE CENTERLINE OF NORTH "B" STREET;
- (2) THENCE WESTERLY ALONG SAID CENTERLINE OF NORTH "B" STREET, NORTH 71°39'03" WEST, 2,016.88 FEET, TO A POINT ON THE CENTERLINE OF 7<sup>TH</sup> STREET;
- (3) THENCE NORTHERLY ALONG THE CENTERLINE OF 7<sup>TH</sup> STREET NORTH 18°15'57" EAST, 40.00 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF SAID NORTH "B" STREET;
- (4) THENCE WESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE FOLLOWING ALL OF ITS VARIOUS COURSES, 914.00 FEET;
- (5) THENCE SOUTH 21°10'36" WEST, 55.89 FEET;
- (6) THENCE SOUTH 83°22'17" WEST, 808.60 FEET;
- (7) THENCE SOUTH 89°35'016" WEST, 488.40 FEET ;
- (8) THENCE SOUTH 00°24'59" EAST, 347.74 FEET;
- (9) THENCE SOUTH 72°22'30" WEST, 192.56 FEET;
- (10) THENCE SOUTH 83°14'45" WEST, 849.81 FEET, TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF INTERSTATE 5;
- (11) THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE SOUTH 02°54'31" WEST, 106.93 FEET;
- (12) THENCE SOUTH 04°20'18" EAST, 258.98 FEET, TO THE BEGINNING OF A

TANGENT CURVE, CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 200.00 FEET;

(13) THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 49°18'52", AN ARC DISTANCE OF 172.14 FEET;

(14) THENCE SOUTH 83°57'15" WEST, 691.00 FEET, TO A POINT ON THE CENTERLINE OF THE SACRAMENTO RIVER;

(15) THENCE NORTHERLY ALONG THE CENTERLINE OF THE SACRAMENTO RIVER FOLLOWING ALL OF ITS VARIOUS COURSES TO THE CENTERLINE OF THE AMERICAN RIVER;

(16) THENCE EASTERLY ALONG THE CENTERLINE OF SAID AMERICAN RIVER FOLLOWING ALL OF ITS VARIOUS COURSES TO A POINT ON THE NORTHERLY PROLONGATION OF A LINE BEING PARALLEL WITH AND 936.08 FEET SOUTHEAST OF THE CENTERLINE OF 25<sup>TH</sup> STREET;

(17) THENCE SOUTHERLY ALONG SAID PARALLEL LINE TO A POINT ON A LINE BEING PARALLEL WITH AND 447.76 FEET NORTHEAST OF THE CENTERLINE OF "A" STREET;

(18) THENCE NORTHWESTERLY ALONG SAID PARALLEL LINE 936.08 FEET, TO A POINT ON THE CENTERLINE OF 25<sup>TH</sup> STREET;

(19) THENCE SOUTHWESTERLY ALONG SAID CENTERLINE OF 25<sup>TH</sup> STREET, 447.76 FEET, TO A POINT ON THE CENTERLINE OF SAID "A" STREET;

(20) THENCE NORTHWESTERLY ALONG SAID CENTERLINE OF "A" STREET TO THE CENTERLINE OF 23<sup>RD</sup> STREET;

(21) THENCE SOUTHWESTERLY ALONG THE CENTERLINE OF 23<sup>RD</sup> STREET TO THE SOUTHERLY BOUNDARY OF THE SOUTHERN PACIFIC RAILROAD RIGHT-OF-WAY;

(22) THENCE NORTHWESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE CENTERLINE OF 20<sup>TH</sup> STREET;

(23) THENCE SOUTHWESTERLY ALONG THE CENTERLINE OF 20<sup>TH</sup> STREET TO THE CENTERLINE OF "D" STREET;

(24) THENCE NORTHWESTERLY ALONG SAID CENTERLINE OF "D" STREET TO THE CENTERLINE OF 18<sup>TH</sup> STREET;

(25) THENCE SOUTHWESTERLY ALONG THE CENTERLINE OF 18<sup>TH</sup> STREET TO THE CENTERLINE OF AN ALLEY BETWEEN "D" AND "E" STREETS;

(26) THENCE NORTHWESTERLY ALONG SAID CENTERLINE TO A POINT ON A LINE BEING PARALLEL WITH AND 120 FEET SOUTHEASTERLY OF THE CENTERLINE OF 16<sup>TH</sup> STREET;

(27) THENCE NORTHEASTERLY ALONG SAID PARALLEL LINE TO A POINT ON THE CENTERLINE OF "D" STREET;

(28) THENCE NORTHWESTERLY ALONG SAID CENTERLINE OF "D" STREET TO A POINT ON THE CENTERLINE OF 16<sup>TH</sup> STREET;

(29) THENCE NORTHERLY ALONG SAID CENTERLINE OF 16<sup>TH</sup> STREET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF AN ALLEY BETWEEN SAID "C" AND "D" STREETS;

(30) THENCE WESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF 12<sup>TH</sup> STREET;

(31) THENCE NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO A POINT ON THE CENTERLINE OF 11<sup>TH</sup> STREET;

(32) THENCE WESTERLY ALONG SAID CENTERLINE OF 11<sup>TH</sup> STREET TO THE **POINT OF BEGINNING.**

PROJECT AREA CONTAINS: 1,068 ACRES, MORE OR LESS.

Attachment 4

PRELIMINARY PLAN FOR THE RAILYARDS REDEVELOPMENT PROJECT

# Preliminary Plan

July 26, 2007

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### Introduction

This document is the Preliminary Plan ("Plan") for the proposed Railyards Redevelopment Project ("Railyards Project"). Its purpose is to describe the boundaries of the proposed Railyards Redevelopment Project Area ("Railyards Area"), and provide a general description of the contemplated redevelopment initiative that will serve as the basis for preparation of an official redevelopment plan for the Railyards Project. The Railyards Area is currently part of the existing Richards Boulevard Redevelopment Project Area. Consequently, the proposed adoption of a redevelopment plan for the Railyards Project coincides with and is contingent upon an amendment to the Richards Boulevard Redevelopment Plan to remove the proposed Railyards Redevelopment Project Area from the boundaries of the Richards Boulevard Redevelopment Project Area.

Once this Plan is approved by the City of Sacramento Planning Commission ("Planning Commission") and accepted by the Redevelopment Agency of the City of Sacramento ("Agency"), the Agency will commence the process to amend the Redevelopment Plan for the Richards Boulevard Redevelopment Project to exclude the Railyards Area and to adopt a new redevelopment plan for the Railyards Area.

The Railyards Area contains the Sacramento Union Pacific Railyards and several historic buildings that were the heart of the City's early industrial movement in the late 1800's. Efforts to redevelop the Railyards Area over the past 17 years have not resulted in any substantive change due to unique obstacles that make it different from the rest of the Richards Boulevard Redevelopment Project Area. These obstacles include a severe lack of infrastructure, environmental contamination and a need to realign the area's levee system.

The principal purposes of adopting a separate and distinct redevelopment plan for the Railyards Area are (1) to enable the Railyards Area to be developed and to provide support and assistance to that development as feasible, necessary and appropriate; and (2) to protect the remainder of the Richards Boulevard Redevelopment Project Area from the costs and other development constraints particularly affecting the proposed Railyards Area.

In accordance with Section 33324 of the California Community Redevelopment Law (Health and Safety Code § 33000 *et seq.*; "Law"), this Plan need not be detailed and is sufficient if it:

- Describes the boundaries of the Railyards Area;
- Contains a general statement of the land uses, layout of principal streets, population densities and building intensities, and standards proposed as the basis for the redevelopment of the Railyards Area;
- Shows how the purposes of the Law would be attained by redevelopment of the Railyards Area;

- Shows that the proposed redevelopment of the Railyards Area is consistent with the community's general plan; and
- Describes, generally, the impact of the project upon the area's residents and upon the surrounding neighborhood.

Project Area Location and Description

The Railyards Area is located within the boundaries of the City of Sacramento ("City"), Sacramento County, California. The Railyards Area is approximately 300 acres, and generally bounded by the Sacramento River on the west, North B Street on the north and I street on the south. The eastern boundary varies between 7<sup>th</sup> Street and 12<sup>th</sup> Street. A map of the Railyards Area boundaries is attached hereto as Exhibit A and incorporated herein by this reference, and a metes and bounds legal description of the Railyards Area boundaries is attached hereto as Exhibit B and incorporated herein by this reference.

General Statement of Proposed Planning Elements

This Plan envisions that planning elements to be contained in the redevelopment plan will be identical to the applicable provisions of the City of Sacramento General Plan ("General Plan") and all other state and local codes and guidelines, as they may be amended from time to time. The Railyards Area is also currently subject to the Railyards Specific Plan, which was adopted in 1994. The Railyards Specific Plan was adopted to cover a development proposal that is no longer anticipated to occur, and will likely be replaced in the future by a new plan that will correspond to the current proposed development for the Railyards Area. As such, this Plan will refer only to the General Plan.

Land Uses

Within the Railyards Area, land uses shall be those permitted by the General Plan, as they exist today or are hereafter amended. Currently, the General Plan permits the following uses in the Railyards Area:

- Residential Office
- Office
- Service Commercial
- Highway Commercial
- Transportation/Rail Intermodal

General Statement of Proposed Layout of Principal Streets

The map in Exhibit A presents the principal streets within the Railyards Area. These include: Interstate 5, North B Street, H Street, and 7<sup>th</sup> Street. If a redevelopment plan is adopted for the Railyards Area, these and other existing streets may be widened or otherwise modified and additional streets may be created as necessary for proper pedestrian and/or vehicular circulation in a manner consistent with the General Plan.

The layout of principal streets and those that may be developed in the future shall conform to the General Plan as currently adopted or hereafter amended.

General Statement of Proposed Population Densities

If a redevelopment plan is adopted for the Railyards Area, permitted densities within the Railyards Area will conform to the General Plan, as currently adopted or as hereafter amended, and other applicable codes and ordinances. This Plan does not propose any changes to permitted population densities.

General Statement of Proposed Building Intensities

Building intensity shall be controlled by limits on the:

- Percentage of the building site covered by the building (land coverage);
- Size and location of the buildable area on the building site; and
- Height of the building.

The limits on building intensity shall be established in accordance with the provisions of the General Plan, as currently adopted or hereafter amended. This Plan does not propose any changes to current controls on building intensities.

General Statement of Proposed Building Standards

Building standards shall conform to the building requirements of applicable codes and ordinances.

Attainment of the Purposes of Redevelopment Law

Redevelopment of the Railyards Area would attain the purposes of the Law by alleviating blighting conditions that government agencies and/or the private sector cannot reasonably be expected to alleviate without the assistance of redevelopment. The purposes of the Law would be attained through:

- The provision of opportunities for the participation of owners and tenants in the revitalization of their properties;
- The elimination or alleviation of blighting influences and environmental deficiencies;
- The installation of new or replacement of existing public improvements, facilities and utilities in areas that are currently inadequately served with regard to such improvements, facilities and utilities;
- The development and rehabilitation of housing in the Railyards Area and the City of Sacramento for low or moderate income persons and families;
- The replanning, redesign and development of undeveloped or underdeveloped areas which are stagnant or improperly utilized; and

- The encouragement of modern, integrated development with improved pedestrian and vehicular circulation.

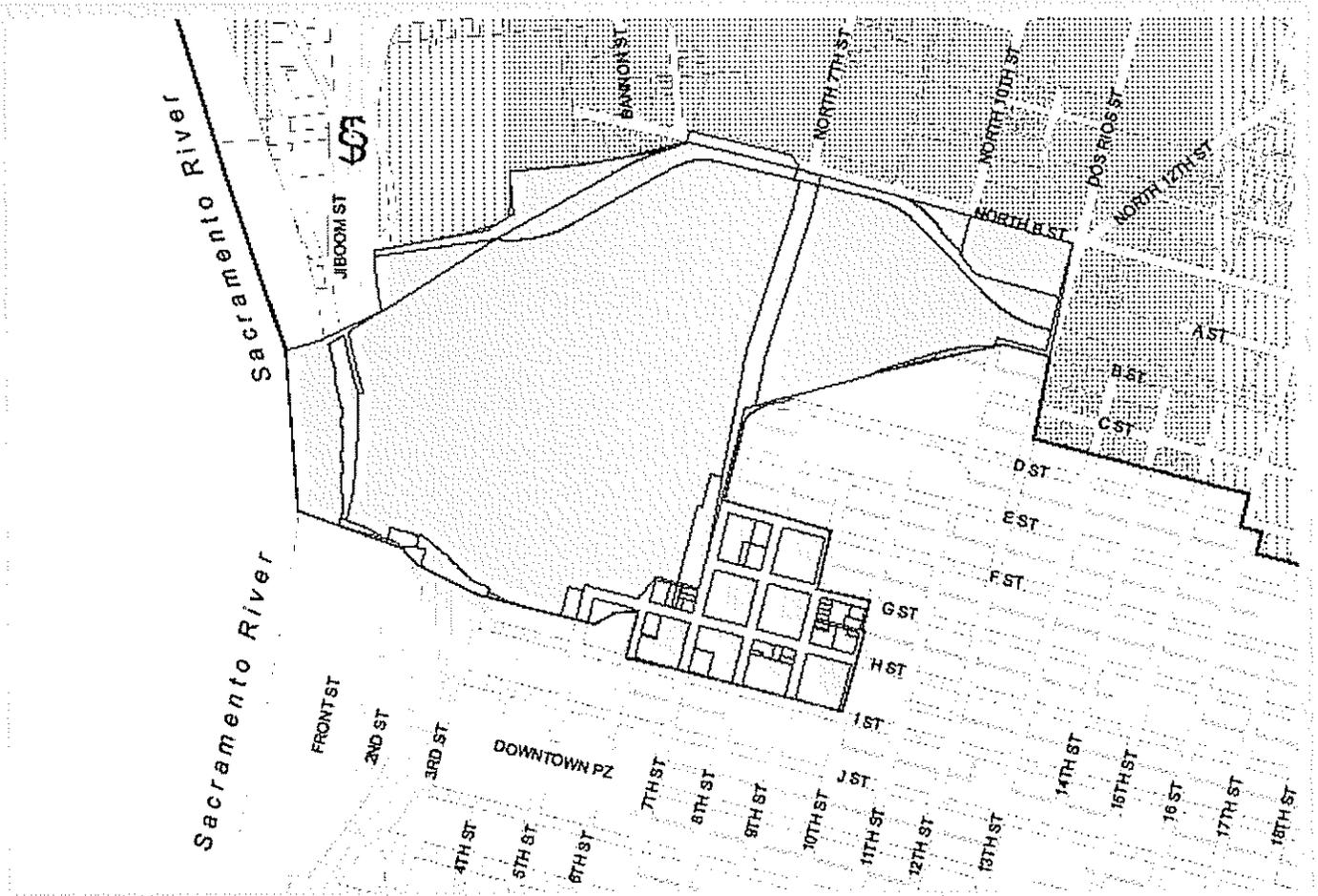
Consistency With the General Plan of the City

Because land uses, transportation, and other development standards proposed for the Railyards Area incorporate existing General Plan policies, this Plan is consistent with the General Plan. This Plan does not propose to institute additional land use policies not otherwise permitted by the General Plan, or other applicable codes and guidelines.

General Impact of the Proposed Railyards Project Upon the Residents of the Railyards Area and Surrounding Neighborhoods

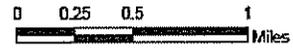
Impacts on residents within, and adjacent to, the Railyards Area will generally be improved economic and physical conditions. There are few residents within the Railyards Area, and there is a fairly distinct segregation of the Railyards Area from adjacent neighborhoods. It is anticipated that housing and neighborhood and transportation services will be provided as part of the Railyards Project and that the Railyards Area will become better connected to and serve the adjacent neighborhoods. These impacts on residents will be more particularly analyzed in the Environmental Impact Report on the Railyards Project and in the Agency's Report to the City Council on the proposed redevelopment plan for the Railyards Project.

# Exhibit A: Project Area Map



## Proposed Railyards Redevelopment Project

Source: Sacramento County GIS, RSG



-  Proposed Railyards Project Area
-  Richards Boulevard Project Area

EXHIBIT B

LEGAL DESCRIPTION OF THE RAILYARDS  
REDEVELOPMENT PROJECT AREA BOUNDARIES

ALL THAT CERTAIN LAND SITUATED IN THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

**BEGINNING AT A POINT** AT THE INTERSECTION OF THE CENTERLINE OF SACRAMENTO RIVER AND THE "I" STREET BRIDGE;

(1) THENCE SOUTHEASTERLY ALONG THE CENTERLINE OF SAID "I" STREET BRIDGE, SOUTH 56°28'51" EAST, 1,318.00 FEET, TO A POINT ON THE WESTERLY PROLONGATION OF THE NORTHERLY LINE OF CAMELLIA PLACE AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 26, PAGE 18, OF RECORDS OF SURVEYS, RECORDS OF SAID COUNTY;

(2) THENCE EASTERLY ALONG SAID WESTERLY PROLONGATION AND NORTHERLY LINE, SOUTH 71°32'48" EAST, 516.54 FEET;

(3) THENCE CONTINUING EASTERLY ALONG SAID NORTHERLY LINE SOUTH 71°30'19" EAST, 401.19 FEET, TO A POINT ON THE CENTERLINE OF 5<sup>TH</sup> STREET AS SHOWN ON SAID RECORD OF SURVEY;

(4) THENCE NORTHEASTERLY ALONG SAID CENTERLINE OF 5<sup>TH</sup> STREET, NORTH 18°26'34" EAST, 469 FEET, TO THE CENTERLINE OF "H" STREET;

(5) THENCE SOUTHERLY ALONG SAID CENTERLINE OF 6<sup>TH</sup> STREET, SOUTH 18°28'08" WEST, 420 FEET, TO THE CENTERLINE OF "I" STREET;

(6) THENCE EASTERLY ALONG SAID CENTERLINE OF "I" STREET, SOUTH 71°30'52" EAST, 1,560.00 FEET, TO A POINT ON THE SOUTHERLY PROLONGATION OF THE WESTERLY RIGHT-OF-WAY LINE OF 10<sup>TH</sup> STREET;

(7) THENCE NORTHERLY ALONG SAID SOUTHERLY PROLONGATION AND WESTERLY RIGHT-OF-WAY LINE, NORTH 18°30'00" EAST, 800.00 FEET, TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF "G" STREET;

(8) THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, NORTH 71°32'55" WEST, 400.00 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF 9<sup>TH</sup> STREET;

(9) THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE, NORTH 18°30'00" EAST, 420.00 FEET, TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF "F" STREET,

- (10) THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND ITS WESTERLY PROLONGATION, NORTH 72°06'45" WEST, 800.00 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF 7<sup>TH</sup> STREET AS SHOWN ON A PARCEL MAP FILED IN BOOK 120, PAGE 10, OF PARCEL MAPS, RECORDS OF SAID COUNTY;
- (11) THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE, NORTH 18°19'02" EAST, 580.00 FEET;
- (12) THENCE NORTH 40°07'56" EAST, 34.84 FEET, TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 347.00 FEET, AS SHOWN ON SAID PARCEL MAP;
- (13) THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 64°56'51", AN ARC DISTANCE OF 393.34 FEET;
- (14) THENCE NORTH 81°33'29" EAST, 60.44 FEET, TO THE MOST NORTHEASTERLY CORNER OF PARCEL A, OF SAID PARCEL MAP;
- (15) THENCE WESTERLY ALONG THE NORTHERLY LINE OF SAID PARCEL A, NORTH 71°33'53" WEST, 30.45 FEET, TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF THE SOUTHERN PACIFIC RAILROAD, AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 51, PAGE 10, OF RECORDS OF SURVEYS, RECORDS OF SAID COUNTY;
- (16) THENCE NORTHEASTERLY ALONG SAID SOUTHERN LINE, NORTH 78°44'26" EAST, 184.38 FEET, TO A POINT ON THE CENTERLINE OF 8<sup>TH</sup> STREET AS SHOWN ON SAID RECORD OF SURVEY;
- (17) THENCE NORTHERLY ALONG SAID CENTERLINE OF 8<sup>TH</sup> STREET, NORTH 18°20'04" EAST, 2.91 FEET;
- (18) THENCE NORTH 78°44'26" EAST, 459.20 FEET, TO A POINT ON THE CENTERLINE OF 9<sup>TH</sup> STREET AS SHOWN ON SAID RECORD OF SURVEY;
- (19) THENCE NORTHERLY ALONG SAID CENTERLINE OF 9<sup>TH</sup> STREET, NORTH 18°16'26" EAST, 13.22 FEET;
- (20) THENCE NORTH 78°44'26" EAST, 93.14 FEET;
- (21) THENCE NORTH 71°39'20" EAST, 32.04 FEET;
- (22) THENCE NORTH 74°47'23" EAST, 165.45 FEET;
- (23) THENCE NORTH 81°47'13" EAST, 91.61 FEET;

- (24) THENCE NORTH 84°27'01" EAST, 83.62 FEET, TO A POINT ON THE CENTERLINE OF 10<sup>TH</sup> STREET;
- (25) THENCE NORTHERLY ALONG SAID CENTERLINE OF 10<sup>TH</sup> STREET NORTH 18°20'40" EAST, 42.10 FEET;
- (26) THENCE SOUTH 82°18'34" EAST, 40.70 FEET;
- (27) THENCE NORTH 79°18'07" EAST, 46.26 FEET;
- (28) THENCE NORTH 84°52'06" EAST, 174.68 FEET;
- (29) THENCE NORTH 69°11'12" EAST, 59.50 FEET;
- (30) THENCE SOUTH 84°24'44" EAST, 67.86 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF 11<sup>TH</sup> STREET;
- (31) THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE, NORTH 18°27'07" EAST, 16.28 FEET;
- (32) THENCE SOUTH 71°32'53" EAST, 40.00 FEET, TO A POINT ON THE CENTERLINE OF SAID 11<sup>TH</sup> STREET;
- (33) THENCE NORTHERLY ALONG SAID CENTERLINE OF 11<sup>TH</sup> STREET, NORTH 18°27'07" EAST, 62.81 FEET, TO A POINT ON THE CENTERLINE OF "B" STREET;
- (34) THENCE EASTERLY ALONG SAID CENTERLINE OF "B" STREET, SOUTH 71°38'41" EAST, 401.01 FEET, TO A POINT ON THE CENTERLINE OF 12<sup>TH</sup> STREET AS SHOWN ON SAID RECORD OF SURVEY;
- (35) THENCE NORTHERLY ALONG SAID CENTERLINE OF 12<sup>TH</sup> STREET, NORTH 18°26'40" EAST, 842.52 FEET, TO THE CENTERLINE OF NORTH "B" STREET;
- (36) THENCE WESTERLY ALONG SAID CENTERLINE OF NORTH "B" STREET, NORTH 71°39'03" WEST, 2,016.88 FEET, TO A POINT ON THE CENTERLINE OF 7<sup>TH</sup> STREET;
- (37) THENCE NORTHERLY ALONG THE CENTERLINE OF 7<sup>TH</sup> STREET NORTH 18°15'57" EAST, 40.00 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF SAID NORTH "B" STREET;
- (38) THENCE WESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE FOLLOWING ALL OF ITS VARIOUS COURSES, 914.00 FEET;

- (39) THENCE SOUTH 21°10'36" WEST, 95.89 FEET;
- (40) THENCE SOUTH 83°22'17" WEST, 808.60 FEET;
- (41) THENCE SOUTH 89°35'016" WEST, 488.40 FEET;
- (42) THENCE SOUTH 00°24'59" EAST, 347.74 FEET;
- (43) THENCE SOUTH 72°22'30" WEST, 192.56 FEET;
- (44) THENCE SOUTH 83°14'45" WEST, 849.81 FEET, TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF INTERSTATE 5;
- (45) THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE SOUTH 02°54'31" WEST, 106.93 FEET;
- (46) THENCE SOUTH 04°20'18" EAST, 258.98 FEET, TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 200.00 FEET;
- (47) THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 49°18'52", AN ARC DISTANCE OF 172.14 FEET;
- (48) THENCE SOUTH 83°57'15" WEST, 691.00 FEET, TO A POINT ON THE CENTERLINE OF THE SACRAMENTO RIVER;
- (49) THENCE SOUTHERLY ALONG SAID CENTERLINE OF THE SACRAMENTO RIVER FOLLOWING ALL OF ITS VARIOUS COURSES 1,050.00 FEET TO THE **POINT OF BEGINNING.**

PROJECT AREA CONTAINS: 300 ACRES, MORE OR LESS.

**RESOLUTION NO. 2007-**

**Adopted By the Redevelopment Agency  
of the City of Sacramento**

**August 14, 2007**

**ACCEPTING THE AMENDED AND RESTATED PRELIMINARY PLAN  
FOR THE RICHARDS BOULEVARD REDEVELOPMENT PROJECT  
AND THE PRELIMINARY PLAN FOR THE PROPOSED  
RAILYARDS REDEVELOPMENT PROJECT**

**BACKGROUND**

- A. The City Council of the City of Sacramento (the "City Council"), by Resolution No. 89-040, adopted on January 10, 1989, as amended by Resolution No. 89-718, adopted on September 12, 1989, designated the Richards Boulevard Redevelopment Survey Area for redevelopment study purposes; and
- B. Sections 33322 and 33323 of the California Community Redevelopment Law (Health and Safety Code Section 33000 *et seq.*; "CRL") provide that the Planning Commission of the City of Sacramento (the "Planning Commission") may, in cooperation with the Redevelopment Agency of the City of Sacramento (the "Agency"), select one or more project areas comprised of all or part of a redevelopment survey area and shall formulate a preliminary plan for the redevelopment of each selected project area; and
- C. The properties included within the Richards Boulevard Redevelopment Survey Area were subsequently adopted as the Richards Boulevard Redevelopment Project Area (City Council Ordinance No. 90-037, adopted on July 17, 1990); and
- D. The southwest portion of the Richards Boulevard Redevelopment Project Area is more particularly known as the "Railyards Area"; and
- E. For the reasons enumerated in the staff report accompanying this Resolution, it is now proposed that the Railyards Area be removed from the Richards Boulevard Redevelopment Project Area and adopted as a separate redevelopment project area; and
- F. On July 26, 2007, the Planning Commission (a) amended the boundaries of the Richards Boulevard Redevelopment Project Area and the Preliminary Plan therefor to exclude the Railyards Area and (b) selected and designated the boundaries of the Railyards Area as a separate redevelopment project area and approved a new Preliminary Plan therefor; and

- G. The adoption of a new redevelopment plan for the Railyards Area is contingent upon the amendment of the Redevelopment Plan for the Richards Boulevard Redevelopment Project Area and both of those actions are subject to numerous specific procedures prescribed by the CRL that will be undertaken during the next ten to twelve months and will become final only upon adoption by the City Council of ordinances amending/adopting said redevelopment plans;

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO RESOLVES AS FOLLOWS:**

**Section 1.** The Amended and Restated Preliminary Plan for the Richards Boulevard Redevelopment Project and the Preliminary Plan for the Railyards Redevelopment Project, as formulated and approved by the Planning Commission on July 26, 2007, are hereby accepted by the Agency. The Agency hereby directs that an official amendment to the Redevelopment Plan for the Richards Boulevard Redevelopment Project and a new Redevelopment Plan for the Railyards Redevelopment Project be prepared.

**Section 2.** The Executive Director of the Agency is hereby authorized and directed to file the information required by CRL Sections 33327, 33328, 33328.1 and 33328.3 with the appropriate taxing officials, taxing entities, the State Department of Finance and the State Board of Equalization, and to pay any fees required in connection therewith.

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CHAIRPERSON

ATTEST:

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SECRETARY

