



## REPORT TO COUNCIL City of Sacramento

915 I Street, Sacramento, CA 95814-2604  
www. CityofSacramento.org

PUBLIC HEARING  
November 20, 2007

Honorable Mayor and  
Members of the City Council

**Title: Sacramento Railyards P05-097**

**Location/Council District:** Generally east of the Sacramento River, south of the City Water Treatment Plant and North B Street, west of 12th Street, north and west of the Alkali Flat neighborhood, north of H Street between 5<sup>th</sup> and 7<sup>th</sup> Street, and northwest of 5<sup>th</sup> & I Street. Council District 1

**Recommendation:** Conduct a public hearing and upon conclusion 1) adopt a **Resolution** certifying the Environmental Impact Report and adopting Findings of Fact, Statements of Overriding Considerations and the Mitigation Monitoring Plan; 2) adopt a **Resolution** amending the General Plan Circulation Element to relocate the Intermodal Facility; 3) adopt a **Resolution** amending the Central City Community Plan to incorporate the Sacramento Railyards Specific Plan; 4) adopt a **Resolution** amending the 1994 Facility Element of the Railyards Specific Plan and the Richards Boulevard Area Plan to revise the Circulation and Light Rail network; 5) adopt a **Resolution** amending the Bikeway Master Plan for the Railyards Specific Plan Area; 6) adopt a **Resolution** repealing the 1994 Railyards Specific Plan and adopting the Sacramento Railyards Specific Plan; 7) adopt a **Resolution** adopting the Sacramento Railyards Design Guidelines; 8) adopt an **Ordinance** establishing the Sacramento Railyards Design Review District; 9) adopt an **Ordinance** amending Sections 17.20.010 and 17.20.030 and Chapter 17.124 of Title 17 of the Sacramento City Code (The Zoning Code) relating to the Sacramento Railyards Special Planning District; 10) adopt an **Ordinance** adding Section 15.148.195 to Title 15 of the Sacramento City Code relating to signs in the Sacramento Railyards Special Planning District; 11) adopt an **Ordinance** placing the Central Shops Historic District in the Sacramento Register of Historic and Cultural Resources; 12) adopt a **Resolution** adopting the Railyards Specific Plan Public Facilities Financing Plan; 13) adopt a **Resolution** approving the Railyards Inclusionary Housing Plan; 14) adopt an **Ordinance** approving the development agreement with S. Thomas Enterprises of Sacramento, LLC; 15) adopt an **Ordinance** repealing Ordinance No. 95-063 and amending section 18.16.010 of the Sacramento City Code regarding the procedures for adoption and review of Development Agreements in the Sacramento Railyards; 16) adopt an **Ordinance** rezoning from C-3 SPD and M-2 SPD to ORMU-SPD, RCMU-SPD, RMU-SPD; 17) adopt a **Resolution** approving the Sacramento Railyards Tentative Master Parcel Map and Subdivision Modifications; 18) adopt a **Resolution**



rescinding Resolutions No. 94-737 and 2000-578 and approving a Memorandum of Understanding regarding remediation of the Sacramento Railyards; 19) adopt an **Ordinance** repealing Chapter 18.48 of the Sacramento City Code, Development in Downtown Railyards; 20) adopt a **Resolution** approving the Water Assessment Report for the Sacramento Railyards Project.

**Contact:** Nedzlene Ferrario, Senior Planner, (916) 808-7826; Greg Bitter, Principal Planner (916) 808-7816.

**Presenters:** Greg Bitter, Principal Planner

**Department:** Development Services

**Division:** Current Planning

**Organization No:** 4881

### **Description/Analysis**

**Issue:** The 244-acre Sacramento Railyards Specific Plan proposes development of a transit oriented mixed use urban environment that would include between 10,000 - 12,100 dwelling units, 2.3 million square feet of office, 1.3 million square feet of retail, 1,100 hotel rooms, 491,000 square feet of mixed use flex space, 485,390 square feet of historic/cultural uses, and 46 acres of open space. There are four main governing documents proposed to form the policy and regulatory framework for this project. These documents are the Sacramento Railyards Specific Plan, the Sacramento Railyards Design Guidelines, the Sacramento Railyards Special Planning District and the Central Shops Historic District Ordinance. Other key entitlements necessary for the development of the Sacramento Railyards include; an Inclusionary Housing Plan, the Public Facilities Finance Plan, a Development Agreement between S. Thomas Enterprises of Sacramento, LLC and the City of Sacramento, a rezone of the property consistent with the Specific Plan, and a master tentative parcel map to subdivide the approximately 244 acre site into 108 parcels. There are several other plan and code amendments necessary to allow the development of the Sacramento Railyards. A full description and analysis of all the proposed entitlements is provided in the List of Entitlements and Background section of this report (pages 8-26 of this report).

Staff is bringing this project forward to City Council in a series of three public hearings, on November 20, 2007, December 4, 2007 and December 11, 2007. The public hearing on November 20, 2007 is scheduled to focus on the major planning and land use entitlements, including the Specific Plan, Design Guidelines, Special Planning District, Historic District Nomination, Inclusionary Housing Plan, rezone and the various plan/code conformity entitlements, and the Development Agreement provisions that relate to these entitlements. The public hearing on December 4, 2007 is scheduled to focus on the proposed Public Facilities Finance Plan and the City and Redevelopment Agency funding commitments in the Development Agreement and Owner Participation Agreement. Staff is not requesting the Council to take any formal action until the December 11, 2007 public hearing.

**Policy Considerations:** The Sacramento City Council adopted a set of Smart Growth Principles in December 2001 to promote growth that is economically sound, environmentally friendly, and supportive of community livability. The proposed project is consistent with the Smart Growth Principles in that it: provides a high intensity transit oriented mix of land uses that creates a range of housing opportunities and choices with a diversity of affordable housing near employment centers, concentrated new development and targeting infrastructure investments within the urban core of the region; fosters a walkable community; emphasizes multi-modal transportation and land use patterns that support walking, cycling, and public transit, provides a variety of transportation choices for people to bike, walk, take transit, or drive. This project has regional benefits and is a poster child for the Sacramento Blueprint effort. Support for such projects allows for progressive growth management.

The site is located in the Central City Infill Strategy Target Area and the plan is consistent with the City's Infill policy which promotes rehabilitation, reuse of an existing asset such as recycling the 244-acre brownfield site located in Sacramento's urban core into a compact, mixed-use transit oriented development and capitalizing the historical significance of the site, specifically, by proposing to preserve the Central Shops and transforming it in to a vibrant center.

The City adopted the General Plan Update Vision and Guiding Principles in 2005 to capture a vision for the City's key values and aspirations for Sacramento's future. The plan is consistent with many of the adopted principles and the following are the highlights:

- Encourage sustainable levels of energy and resource consumption through efficient land-use, transportation, building design, construction techniques, waste management, and other infrastructure systems
- Preserve and protect important historic and cultural resources that serve as significant, visible reminders of the City's social and architectural history.
- Improve and expand the urban forest that contributes to the uniqueness of Sacramento: the City of Trees.
- Improve the jobs-housing balance by siting housing near employment centers.
- Expand and improve existing transit systems to encourage higher ridership that will lead to less dependence on the automobile and fossil fuels, and to better air quality.
- Include a mix of housing types within neighborhoods to promote a diversity of household types and housing choices for residents of all ages and income levels in order to promote stable neighborhoods.

- Recognize and preserve those areas of the City with a 'sense of place' that are based largely upon their historical and cultural resources.
- Locate and design buildings, streetscapes, and public spaces that contribute to walkable neighborhoods.
- Create a vibrant downtown that serves as a regional destination for the arts, culture, and entertainment while accommodating residents that live, work, and gather in the city center.
- Focus higher density developments and mixed-use projects in areas adjacent to transit stations, along transit corridors and commercial corridors, near job centers, and in strategic opportunity areas throughout the city.

Finally, the plan is consistent with the Preservation Element Goal of the General Plan to preserve and protect the city's heritage and recognize its importance to the city's unique character, identity, economy and quality of life.

**Environmental Considerations:** In accordance with California Environmental Quality Act (CEQA) Guidelines, Section 15081, the City, as Lead Agency, determined that an Environmental Impact Report (EIR) should be prepared for the proposed project. The Draft EIR (DEIR) identified significant impacts to air quality; biological resources; cultural resources; seismicity, soils, and geology; hazards and hazardous substances; hydrology and water quality; noise and vibration; parks and open space; public services; public utilities; transportation and circulation; and urban design and visual resources. Mitigation measures were identified to reduce project impacts to a less than significant impact; however, significant and unavoidable impacts remain for air quality, noise and vibration, and transportation and circulation. A Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and required implementing actions was prepared and is attached. The DEIR was prepared and released for a forty-five (45) day public review period, established by the State Clearinghouse, beginning on August 20, 2007 and ending on October 3, 2007.

Numerous comment letters were received on the DEIR. The comment letters and responses to comments are included in the Final EIR (FEIR). The FEIR responds to all comments received on the DEIR and revises text and/or analyses where warranted. Consistent with (CEQA) Guidelines Section 15025(c) where an advisory body such as a planning commission is required to make a recommendation on a project to the decision making body, the advisory body shall also review and consider the EIR. A draft resolution certifying the EIR, and approving the Mitigation Monitoring Plan and Findings of Fact and Statement of Overriding Considerations is attached as **Attachment 3** (provided in a separate document). Future development applications will be evaluated to determine whether supplemental environmental review is required or if the project's impacts were adequately addressed in this Specific Plan EIR. The nomination part of the Sacramento Railyards property as a historic district in of itself is exempt per Section 15308, Actions by Regulatory Agencies for Protection of

the Environment. Nomination of Historic Resources for listing in the Sacramento Register is not a project per Section 15378.

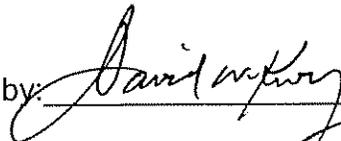
**Commission/Committee Action:** On September 26, 2007 the Preservation Director made a preliminary determination that the Central Shops Historic District nomination is eligible for listing in the Sacramento Register. On November 7, 2007, the Preservation Commission voted unanimously (5-0) to recommend approval of both the proposed Central Shops Historic District nomination and the Railyards Design Guidelines. The Planning Commission held a hearing on the plans and entitlements for the Railyards project at a special meeting on November 13, 2007 and recommended unanimously (7-0) for approval. The Planning Commission also will submit a letter outlining issues for the Council's consideration. The Design Commission was scheduled to hear and make a recommendation on the Railyards Design Guidelines and Design Review District on November 14, 2007. Staff will report out on the Design Commission actions.

The Parks and Recreation Commission reviewed the Railyards open space plan, and the Development Oversight Commission reviewed the Planning Director's Urban Design Permit process. Both Commissions are supportive of the project and letters of support are included as **Attachment 26 and 27**, respectively (pages 221 and 223 of this report).

**Rationale for Recommendation:** The proposed project is consistent with the General Plan, City's adopted Smart Growth Principles, City's adopted Vision and Guiding Principles, and the Infill Strategy and Preservation Element of the General Plan. Additionally, the Historic District nomination is consistent with processes established in the Historic Preservation Chapter of the City Code and the property meets the eligibility criteria for listing in the Sacramento Register as a Historic District.

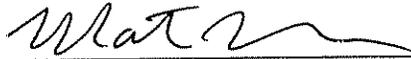
**Financial Considerations:** A separate report regarding the financial considerations of this project will be prepared for the December 4, 2007 meeting.

**Emerging Small Business Development (ESBD):** Not applicable

Respectfully Submitted by:   
David Kwong  
Planning Manager

Approved by:   
William Thomas  
Development Director

Recommendation Approved:



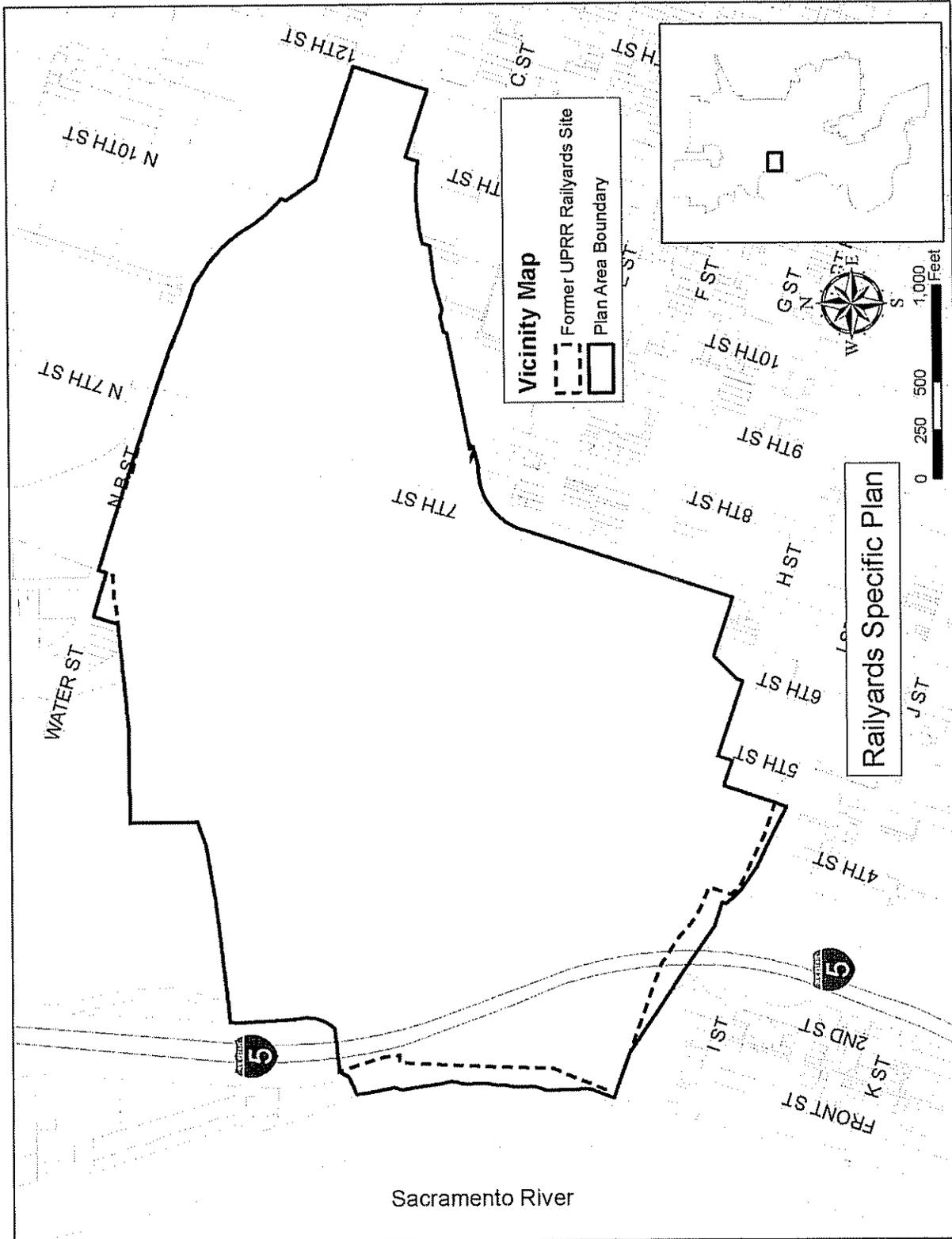

Ray Kerridge  
City Manager

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ATTACHMENT 1

Vicinity Map



**ATTACHMENT 2****List of Actions & Background**

**City Council List of Actions:** Staff recommends that the City Council recommend APPROVAL of the following items:

1. **Environmental Determination:** Certify the Environmental Impact Report and adopt Findings of Fact, Mitigation Monitoring Program and Statement of Overriding Considerations.
2. **General Plan Text Amendment** to change the location of the Sacramento Intermodal Facility from 7<sup>th</sup> & North B Streets to 5th and I Streets.
3. **Central City Map Amendments** to 1) incorporate the new Sacramento Railyards Specific Plan, and 2) Redesignate 244 acres from Downtown Commercial Mixed Use, Transit Oriented Commercial Mixed-Use District, Riverfront Commercial District, Transportation Rail Intermodal, Office, Public Utilities, Residential Mixed Use District, Central Shops District, Open Space and Parks to Special Planning District.
4. **1994 Facility Element of the Railyards Specific Plan and the Richards Boulevard Area Plan Text Amendments** to 1) Delete the Railyards Specific Plan Area from the Facility Element so that it only pertains to the Richards Boulevard Plan Area. 2) Revise the Vehicular Circulation Plan and the Light Rail System Plan within the Richards Blvd Plan Area to incorporate the changes set out in the Sacramento Railyards Specific Plan.
5. **Bikeway Master Plan Map Amendments to incorporate the Sacramento Railyards Specific Plan Bicycle Network.**
6. **Rescind the 1994 Railyards Specific Plan (repealing Resolutions 94-0736 and 96-0645) and Adopt the Sacramento Railyards Specific Plan.**
7. **Adopt the Sacramento Railyards Design Guidelines.**
8. **Establish the Sacramento Railyards Design Review District.**
9. **Adopt the Sacramento Railyards Special Planning District (City Zoning Code (Title 17) Amendment) as follows:** 1) Amending Sections 17.20.010 and 17.20.030 and 2) Repealing and Reenacting Chapter 17.124 , Railyards Special Planning District (SPD) and establishing the following new zoning districts for the Railyards SPD (M07-097): Residential Commercial Mixed Use (RCMU); Residential Mixed Use (RMU) and Office Residential Mixed Use (ORMU)

- 10. Adopt City Sign Code (Title 15) Amendment to add Section 15.148.195 to Chapter 15.148 (the Sign Code) of Title 15 of the Sacramento.**
- 11. Adopt the Central Shops Historic District Ordinance and add the District to the Sacramento Register of Historic and Cultural Resources.**
- 12. Adopt Railyards Specific Plan Public Facilities Financing Plan.**
- 13. Adopt Railyards Inclusionary Housing Plan pursuant to Chapter 17.190 Mixed Income Housing Ordinance.**
- 14. Approve Development Agreement between City of Sacramento and S. Thomas Enterprises of Sacramento, LLC.**
- 15. Repealing Ordinance No 95-063 and Amending Section 18.16.010 of Chapter 18.16 of the Sacramento City Code Regarding Procedures for Adoption and Review of Railyards Development Agreements.**
- 16. Rezone the Railyards property owned by S. Thomas Enterprises of Sacramento, LLC comprising 179.82 net acres from C-3 SPD & M-2-SPD to the following zoning districts:**
  - Office/Residential Mixed Use (ORMU-SPD) 21.88 acres
  - Residential Commercial Mixed Use (RCMU-SPD) 81.03 acres
  - Residential Mixed Use (RMU-SPD) 44.02 acres
  - Transportation Corridor (TC-SPD) 17.47 acres
- 17. Approve the Master Parcel Tentative Map to create 108 lots from 179.82 net acres and Modifications of City Subdivision Code (Title 16) of the City Code for the Railyards Master Parcel Tentative Map.**
- 18. Repealing and Restating the Memorandum of Understanding between the State Department of Toxic Substances Control, the City of Sacramento, and Thomas Regarding Remediation and Redevelopment of the Sacramento Locomotive Works and Repealing the 2000 Environmental Oversight Agreement.**
- 19. Repealing Chapter 18.48 of the City Code, Development in the Sacramento Railyards.**
- 20. Approve the Water Assessment Report for the Sacramento Railyards Project.**

**Plan Summary:** The 244-acre Sacramento Railyards Specific Plan proposes development of a transit oriented mixed use urban environment that would include between 10,000 - 12,100 dwelling units, 2.3 million square feet of office, 1.3 million square feet of retail, 1,100 hotel rooms, 491,000 square feet of mixed use flex space, 485,390 square feet of historic/cultural uses, and 46 acres of open space. The overall average density of the project is 67 dwelling units per acre and range between 25-300 dwelling units per acre. Floor Area Ratios (FARs) range up to 8.0. The proposed Sacramento Railyards Specific Plan includes the City's proposed Sacramento Intermodal Facility at 5th and I Street covering 32 acres. Buildout is expected within four phases over a 20 year timeframe.

The plan is framed within the context of five districts as follows:

- The Depot District contains the Intermodal Facility and rail corridor site, and several blocks between 5<sup>th</sup> and 7<sup>th</sup> Streets. Land uses consist of primarily office, residential and retail mixed-use. This district builds upon the Intermodal Facility as the transit hub, and proposes intense densities such as a maximum of 230 dwelling units per acre and 8.0 maximum Floor Area Ratios (FARs) for non-residential development. Building heights are unrestricted except for the blocks across Alkali Edge (lot 46a and 46b) where maximum heights are 85 feet to respect the adjacent historic neighborhood.
- The West End District primarily focuses on mixed use residential/commercial and includes an intensive Main Street component along Camille Lane. Maximum residential densities are proposed at 230 dwelling units per acre and commercial FARs maximum of 5.0. Building heights are unrestricted except when adjacent to the Central Shops Historic District.
- The Central Shops Historic District boundary coincides with the Central Shops Historic Preservation District; thus, the Central Shops buildings form the centerpiece of this district. Residential densities shall not exceed 230 dwelling units per acre, and FARs maximum of 5.0. Building heights for new construction, surrounding the Shops, were lowered to optimize views of the Central Shops. There are two options for building heights on Lots 13 and 14. Refer to Special Planning District Section C 2(a) for building height discussion.
- The East End District is predominately mid-rise to high rise residential with density potential up to 310 dwelling units per acre. Building heights are unrestricted except for the blocks across the parks, where 120 foot tall buildings or 8 story maximums are proposed. Residential densities maximum 310 dwelling units per acre, FARs 1.0.
- The Riverfront District is a mixed use district along the Sacramento River planned to activate the Sacramento Riverfront with potential for 2 high rises (450 and 350 feet maximum) clustered around a public space. The Specific Plan requires buildings to be stepped down towards the River and connections between Old Sacramento and

the Central Shops. Residential densities have a maximum of 310 dwelling units per acre, FARs 1.0.

**Background:** This Project represents a public private partnership between Thomas Enterprises and the City of Sacramento. During the past five years, the Project has undergone extensive review and public comment. A community workshop was held on June 7, 2007. The Planning Commission held hearings to review and/or solicit public comment on the Project on July 12, 2007, July 26, 2007, August 23, 2007, September 11, 2007, October 2, 2007, and October 22, 2007. The Planning Commission held a hearing specifically to solicit comment on the Railyards Environmental Impact Report (EIR) on September 13, 2007. Because there are legislative entitlements, the City Council shall act as the final hearing authority on the requested master entitlements after receiving the recommendations of the City Planning Commission.

**Environmental Considerations:** In accordance with CEQA Guidelines, Section 15081, the City, as Lead Agency, determined that an EIR should be prepared for the proposed project. The Draft EIR identified significant impacts to air quality; biological resources; cultural resources; seismicity, soils, and geology; hazards and hazardous substances; hydrology and water quality; noise and vibration; parks and open space; public services; public utilities; transportation and circulation; and urban design and visual resources. Mitigation measures were identified to reduce project impacts to a less than significant impact; however, significant and unavoidable impacts remain for air quality, noise and vibration, and transportation and circulation. A Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and required implementing actions was prepared and is attached. The Draft EIR was prepared and released for a forty-five (45) day public review period, established by the State Clearinghouse, beginning on August 20, 2007 and ending on October 3, 2007.

Numerous comment letters were received on the DEIR. The comment letters and responses to comments are included in the Final EIR. The FEIR responds to all comments received on the Draft EIR and revises text and/or analyses where warranted. A draft resolution certifying the EIR, Mitigation Monitoring Plan and Findings of Fact and Statement of Overriding Considerations is attached as **Attachment 3** (provided as a separate document).

**The new planning area:** The 244 acre Railyards Specific Plan area was once part of a larger 1600 acre planning effort in 1994, which established the Railyards Specific Plan (aka Roma Plan) and Richards Boulevard Area Plan. Infrastructure planning policies were adopted as a separate document known as The Facility Element for the Railyards Specific Plan and the Richards Boulevard Area Plan. Separate Special Planning District zones were established for Railyards and Richards Boulevard Area. The current boundaries of the Sacramento Railyards Specific Plan focuses on the properties owned by Thomas Enterprises, City owned property (8 acre Depot site) and a parcel of land along the riverfront currently owned by State Parks but slated to be transferred to the City.

The boundaries differ slightly from the Roma Plan by deleting the following areas:

1. The Federal Courthouse site on the block H, I, 5<sup>th</sup> and 6<sup>th</sup> Street.
2. REA building located east of the Depot.
3. The blocks bounded by 7<sup>th</sup>, 8<sup>th</sup>, D, E and F Streets in Alkali Flat (Alkali Edge)

Amendments to the Central City Community Plan, the Richards Boulevard Area Plan and the Railyards/Richards Boulevard Facility Element, and the Railyards Special Planning District are necessary to incorporate the new Specific Plan. No land use or zoning changes are proposed for the areas outside of the current Railyards Plan Area. With the change in the Railyards Special Planning District boundaries, the SPD designation will no longer apply to the Alkali Edge parcels. The new Railyards Specific Plan Area also includes:

- 3 acres of state owned land adjacent to the Sacramento River.
- A segment of Caltrans owned property south of the Depot.
- Approximately ¼ block located southeast of 5<sup>th</sup> Street and North B Street.

#### **Policy considerations:**

Smart Growth Principles: Sacramento City Council adopted a set of Smart Growth Principles in December 2001 in order to promote growth that is economically sound, environmentally friendly, and supportive of community livability. The Smart Growth Principles encourage:

- Providing a mix of land uses;
- Create a range of housing opportunities and choices with a diversity of affordable housing near employment centers;
- Concentrating new development and targeting infrastructure investments within the urban core of the region;
- Fostering a walkable community;
- Multi-modal transportation and land use patterns that support walking, cycling, and public transit.
- Provide a variety of transportation choices for people to bike, walk, take transit, or drive.

The Railyards Specific Plan embodies these principles with mixed use land designations that allow and encourage a broad mixture of uses to ensure a dynamic urban environment. For example, Goal CC-1 in the Specific Plan provides the following: **“Create a mixed-use urban environment that will become an integral part of the Central City.”** (Railyards Specific Plan, p. 38) The Specific Plan then sets forth 8 policies to implement this mixed use goal. In addition, Chapter 5 sets forth the land use designations for the Specific Plan. These designations all allow a broad mix of uses, while identifying specific use types that will be emphasized within the designation.

The Specific Plan creates blocks that are of a similar scale and size as the blocks of the Central City. In addition, the densities proposed for the Plan area include residential units up

to 310 du/ac and non-residential development up to 8.0 FAR. These densities in conjunction with the block sizes ensure a concentration of high intensity uses for the Plan area, as well as high densities adjacent to the Intermodal Facility and the RT Light Rail Station planned for Seventh Street.

Goal HO-2 in the Specific Plan provides, **“Provide housing affordable to a range of income groups.”** (Railyards Specific Plan, p. 41) The Specific Plan goes on to provide specific policies ensuring this diversity of housing type is available long term and is on par in terms of quality with the other development in the plan area.

Additionally, as demonstrated by the 2000 Census, the Central City housing stock is primarily rental vs ownership; thus, is in need of more owner occupied housing. Eleven (11%) percent of the housing in the Central City is owner-occupied and 89% is renter-occupied. Condos (owner-occupied multi-family units) only represented slightly over 1% of the total housing stock. Railyards proposes a potential between 10, 000 – 12,100 attached units would represent a significant contribution towards the housing need. The proposal is consistent with the City’s goal to provide housing mix, and economic diversity in the neighborhoods and move up housing within the community plan area. Finally, the plan would also achieve Job-Housing balance by providing places for people to work and live within the same community. At maximum buildout, the job to housing ratio would be 0.9.

The Railyards Design Guidelines were developed in conjunction with the City’s efforts to develop Urban Design Standards for the Central City. These Design Guidelines establish and ensure a quality of design that is consistent and reflective of the Specific Plan and the downtown area.

In order to achieve the objectives, the design guidelines clearly articulates the overall vision for the physical form and character of the Railyards area, define key components for the public realm by street typology, pedestrian realm-frontage zone, pedestrian zones and public amenity zone, and parks; private realm - placement of buildings, design of buildings, off-street parking, architectural controls such as transparency, bulk controls, streetwall height and articulation, private open space areas; historic resources guidance by establishing a historic district and transition zone for new construction, and signage that would establish unique wayfinding techniques and identity.

The Specific Plan area provides and encourages multiple modes of transportation. Thomas Enterprises, working closely with City staff, developed a circulation system that supports pedestrian, bicycle, mass transit, and vehicular traffic. As demonstrative of this, the below goals contained in the Specific Plan demonstrate the emphasis of this element in the Specific Plan:

**Goal C-1: Reinforce downtown Sacramento as the regional transportation hub with improved light rail, street car, intercity rail, commuter rail and intercity and local bus service.**

**Goal C-2: Organize roadway and pedestrian circulation systems that extend the downtown grid system to serve the Plan Area.**

**Goal C-3: Create a street system that extends the unique qualities of downtown neighborhood street, gives structure and orientation to the downtown experience and enhances the pedestrian environment.**

**Goal C-4: Extend and improve the existing system of bicycle circulation in downtown Sacramento that is safe and efficient.**

**Goal C-5: Create and reinforce safe and efficient pedestrian connections within the Plan Area and in relation to the surrounding districts.**

These goals, along with supporting policies are found on pages 42-44 of the Specific Plan. With these goals and policies in mind, a circulation system was developed to encourage and allow the interaction of all transportation types within the Plan area.

In addition, the Plan area includes the City's Sacramento Intermodal Transportation Facility ("SITF"), SACOG's number one priority for transportation projects, and a new RT Light Rail station on 7<sup>th</sup> Street.

**Sustainability and Natural Resources Conservation:** This principle encourages the promotion of environmentally friendly practices such as energy efficient design, water conservation and stormwater management, and shade trees to reduce the ground temperatures in the summer.

The proposed Plan promotes sustainable development and conservation oriented development within the Plan area. Goal S-1 of the Specific Plan specifically provides the following: "**Maximize the use of sustainable development practices in the Plan Area to the extent feasible.**" (Railyards Specific Plan, page36.) The Plan then sets forth seven policies to implement this goal. The Specific Plan also sets forth specific conservation goals and policies on pages 36-38, which include, among others, water conservation policies.

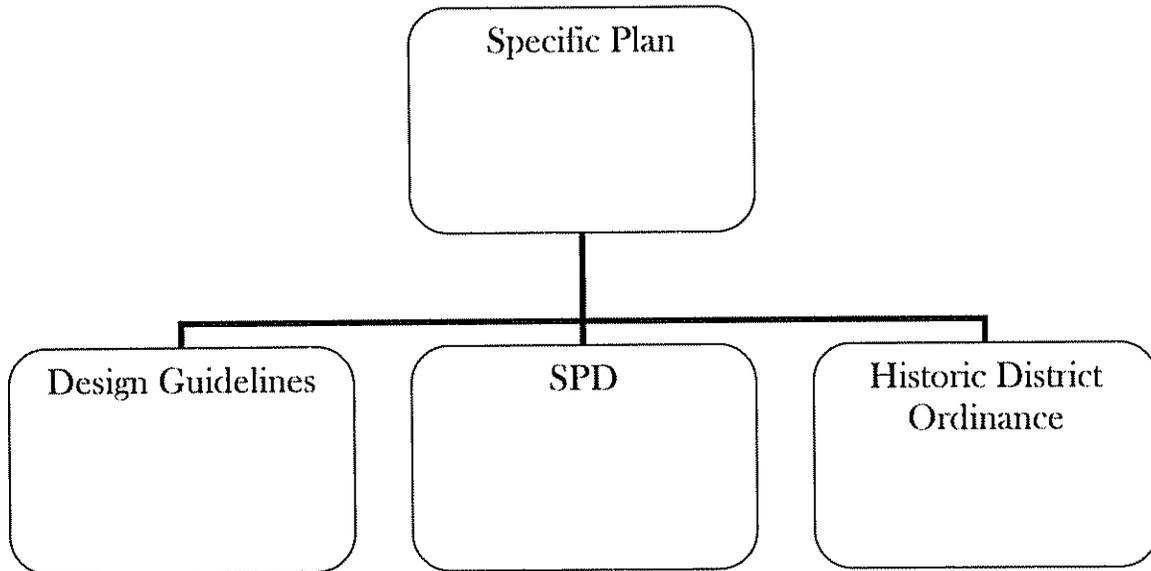
Infill Policies: The site is located in the Central City Infill Strategy Target Area and the plan is consistent with the City's Infill policy which promotes rehabilitation and reuse of existing assets. The proposed project will result in the redevelopment of a 244-acre brownfield site located in Sacramento's urban core into a compact, mixed-use transit oriented development. This redevelopment will transform the Railyards into a vibrant city center that capitalizes on the historical significance of the site, specifically, by proposing to preserve the Central Shops.

Sacramento Vision and Guiding Principles: The City adopted a set of guiding principles in 2005 to capture a vision for the City's key values and aspirations for Sacramento's future. The plan is consistent with many of the adopted principles and the following are the highlights:

- Encourage sustainable levels of energy and resource consumption through efficient land-use, transportation, building design, construction techniques, waste management, and other infrastructure systems
- Preserve and protect important historic and cultural resources that serve as significant, visible reminders of the City's social and architectural history.
- Improve and expand the urban forest that contributes to the uniqueness of Sacramento: the City of Trees.
- Improve the jobs-housing balance by siting housing near employment centers.
- Expand and improve existing transit systems to encourage higher ridership that will lead to less dependence on the automobile and fossil fuels, and to better air quality.
- Include a mix of housing types within neighborhoods to promote a diversity of household types and housing choices for residents of all ages and income levels in order to promote stable neighborhoods.
- Recognize and preserve those areas of the City with a 'sense of place' that are based largely upon their historical and cultural resources.
- Locate and design buildings, streetscapes, and public spaces that contribute to walkable neighborhoods.
- Create a vibrant downtown that serves as a regional destination for the arts, culture, and entertainment while accommodating residents that live, work, and gather in the city center.
- Focus higher density developments and mixed-use projects in areas adjacent to transit stations, along transit corridors and commercial corridors, near job centers, and in strategic opportunity areas throughout the city.

**Governing Documents:**

The Railyards Plan area has four over-arching policy documents that are specific to the Railyards and that will shape future development of individual projects within the Railyards, as well as a Development Agreement that will vest various development rights. All future individual projects must be consistent with each of these policy documents and the terms of the Development Agreement. These policy documents are the following:



All future individual projects will be reviewed to determine consistency with these documents. In addition, each of these documents contains specific areas of guidance for development. The Specific Plan contains goals and policies that every project must be consistent with to receive approval. The Design Guidelines contain specific design guidance for specific areas of the planning area to guide future individual development. The Railyards SPD sets forth specific allowed uses, development standards, and approval processes for the planning area. And finally, the Development Agreement sets forth certain rights and obligations of the City with respect to future development in the plan area. These policy documents form a detailed policy framework that is more extensive than other similar forms of master planning, such as a Planned Unit Development (“PUD”), while also providing future flexibility in an urban environment.

**Planning Entitlements Discussion:**

**General Plan Text Amendment:** Amending the General Plan for this project is limited to recognizing the locational change of the future Intermodal Facility to 5<sup>th</sup> and I Streets, consistent with the Principles of Agreement adopted by City Council 2001 and the 2004 concept plan for the Intermodal Planning effort endorsed by City Council. Prior to 2001, planning efforts recognized that the Intermodal would be located on 7<sup>th</sup> and North B Streets. Locating the Intermodal Facility at 5<sup>th</sup> and I Streets respects the historical significance of the

lower 32 acres of the Railyards site as the transportation hub, and protects the integrity of the Southern Pacific Depot as a transportation landmark. The design and layout of the current parcel configuration takes into account the new Intermodal location and is consistent with the 2004 concept plan. No land use map changes are proposed. The current land use designation, Special Planning District is consistent with the proposal and new designations consistent with the Specific Plan will be applied in conjunction with the General Plan Update efforts currently underway. A draft resolution approving the General Plan is attached as **Attachment 4** (page 27 of this report).

**Central City Community Plan Text and Map Amendment:** The new Sacramento Railyards Specific Plan will be incorporated into the Central Community Plan. The new Railyards Plan Area will be shown in the Central City Community Plan as one land use designation, Special Planning District, rather than creating new community plan land use designations. The proposed Railyards Specific Plan incorporates many of the same principles contained in the prior Roma Plan; therefore, is consistent with the goals of the Central City Community Plan. A draft resolution approving the Community Plan amendment is attached as **Attachment 5** (page 29 of this report).

**Facility Element for the 1994 Railyards/Richards Boulevard Area Plan and Richards Blvd Area Plan amendments:** The Facility Element encompassed infrastructure components such as street network, transit system, including light rail alignment and the intermodal stations within both Plan Areas, consistent with the 1994 Roma Plan. The prior planning effort identified a circulation pattern with 5<sup>th</sup> and 10<sup>th</sup> Street extensions to Richards Boulevard. Updates to the Facility Element are necessary due to the new Railyards Specific Plan Area boundary, street grid design, and relocation of the intermodal facility. The amendment is consistent with the Downtown-Natomas-Airport Locally Preferred Alternative. It should be noted the Richards Blvd Plan Area, now known as the River District, will be updated in the context of the General Plan Update. A draft resolution approving the Facility Element amendment is attached as **Attachment 6** (page 32 of this report).

**Bikeway Master Plan Amendment:** The current Bikeway Master Plan is based on the 1994 Roma Plan bicycle network. Modifications to the bikeway map are necessary to incorporate the bicycle plan in the Railyards Specific Plan. It should be noted that the Sacramento City and County Bicycle Advisory Committee are supportive of the Railyards Bicycle Plan. The Committee included a recommendation for an east-west bike network along the rail corridor. City staff will explore this option as a separate planning effort. A draft resolution approving the Bikeway Master Plan amendment is attached as **Attachment 7** (page 36 of this report).

**Design Guidelines and Design Review District:** The Design Guidelines for the Sacramento Railyards articulates the overall vision for the physical form and character of the public and private improvements within the Plan Area. The Design Guidelines, which were developed in conjunction with the City's efforts to develop Urban Design Standards for the Central City, will ensure a quality of design that is consistent and reflective of the Railyards Specific Plan and the larger Central City area.

Guiding principles for the Design Guidelines include: celebrating the City's railroad heritage, sustainability, streetscape & connectivity, transit orientation, pedestrian friendliness,

respecting existing context, utilizing history as inspiration in urban open spaces and building elements, signage and public art.

The Design Guidelines define key components for the public realm by street typology, pedestrian realm-frontage zone, pedestrian zones and public amenity zone, and parks. Key components of the private realm include placement and design of buildings, off-street parking, architectural controls such as transparency, bulk controls, streetwall height and articulation, private open space areas; and signage that would establish unique wayfinding techniques and identity.

The Preservation Commission recommended approval of the Design Guidelines on November 8, 2007. The Design Commission is scheduled to forward formal recommendations to City Council on November 14, 2007. A copy of the Resolution and Ordinance is included as **Attachment 9 and Attachment 10**, respectively (pages 42 and 44 of this report).

**Special Planning District.** The Sacramento Railyards Special Planning District, currently Chapter 17.124 of Title 17 of the City Code, is to be completely revised to reflect the new Specific Plan zoning categories, development standards, and the new Planning Director's Urban Permit process. The SPD development standards implement the goals and policies of the Specific Plan and Design Guidelines. Enactment of the SPD will allow the City to review proposed development plans via a new permitting process to ensure consistency with the Specific Plan, Design Guidelines, General Plan, Community Plan and other rules and regulations.

Since the October 22, 2007 joint hearing, the Draft Special Planning District has been revised to address the following concerns:

1. All property owners within the SPD and within 500' of boundaries of the SPD rather than 500' from individual project boundary will receive public notices.
2. Both Design Director and Preservation Director review and input to Planning Director on projects in the Transition Zone rather than just Preservation Director.
3. Legislative entitlements (General Plan or Community Plan amendment, Specific Plan amendment and Rezone) approval by City Council prior to Planning Director hearing on the Urban Development Permit.
4. 50% Class I bicycle parking will be required. However, Class I bike lockers may be satisfied by providing bike racks within a secure and lockable area.
5. Changes in height limits in Central Shops Historic District and Transition zone. Add height discussion

A red-line version of the Special Planning District is included as **Attachment 11** (page 46 of this report) and the draft Ordinance for the Special Planning District is included as **Attachment 12** (page 48 of this report).

**Sign Code Amendments:** Due to the site's proximity to the Central Business District, staff determined the regulatory requirements for tenant signage in the Railyards should be subject to the same requirements of the Central Business District Special Planning District. Amendments to the Sign Code are proposed to incorporate the quantity, spacing, size and quality.

It should be noted that there are 2 billboards on-site located north and west of Lot 2a. The applicant intends to retain these signs and relocation if needed would be subject to relocation agreement as permitted in the Sign Code.

The Draft Ordinance approving the Sign Code amendment is attached as **Attachment 13** (page 80 of this report).

**Central Shops Historic District and Nomination (M07-097)** On September 4, 2007, Thomas Enterprises submitted a nomination application to the City's Preservation Office to list the Central Shops as a Historic District on the Sacramento Register. On September 26, 2007, the Preservation Director made a preliminary determination regarding the proposed Central Shops Historic District's eligibility to the Sacramento Register. The nomination was originally scheduled to be heard by the Preservation Commission on October 3, 2007; however Thomas Enterprises chose to withdraw the item from that hearing date in order to address various public concerns regarding their proposed historic district boundaries. On October 29, 2007, Thomas Enterprises submitted a revised historic district nomination application that includes expanded boundaries for the proposed Central Shops Historic District.

The proposed amended boundaries are: to the north by the proposed "Camille Lane," to the West by Bercut Drive, to the South by the proposed alignment of the UPRR railroad tracks, and to the east by the proposed 5th Street; and will include all or parts of proposed Parcels 12, 13, 14, 20, 21a, 21b, 21c, 22, 23, 24, 25, 26, 27, 28, and 29.

Sacramento's Historic Preservation Chapter of the City Code, Chapter 17.134, regulates the approval and issuance of permits and entitlements involving resources included in the Register, including building permits for new construction; exterior alterations of existing buildings or structures, including work on windows; work affecting certain significant publicly-accessible interiors and site work; relocation of any structure; demolition or wrecking of any building or structure; sewer connection or disconnection; sign permits; and certificates of use or occupancy.

Specific uses and development standards (e.g., densities, intensities, and building heights) within the proposed Central Shops Historic District will be governed by the Railyards Specific Plan, the Railyards Design Guidelines, and the Railyards Special Planning District Ordinance. The uses and development standards set forth in these documents will ensure that new development within the proposed Central Shops Historic District is compatible with the historic uses, features, and spatial relationships which characterize the Central Shops complex.

The Central Shops Historic District Ordinance is included as **Attachment 13** (page 85 of this

report) and the Preservation Commission Resolution unanimously recommended approval on November 7, 2007 is attached as **Attachment 15** (page 27 of this report). A copy of the Nomination packet is **Attachment 16** and was previously transmitted to the City Council.

**Public Facilities Financing Plan:** The goals of the Financing Plan are as follows:

- Secure funding from Federal and State agencies to contribute to the financing of major freeway, roadway, transit facilities, other transportation improvements, utilities, and other infrastructure;
- Provide Tax Increment funding and other City funding for infrastructure and public facilities to assist in creating a feasible project;
- Make appropriate use of municipal debt financing mechanisms to reimburse developers for construction of facilities;
- Build in flexibility to allow for changing real estate market conditions and public and private financing opportunities; and
- Assure that new development pays its proportionate share of backbone infrastructure and public facility improvement costs without rendering the development project infeasible.

Among other actions, the Financing Plan proposes that the City update existing development impact fee programs and create new special financing districts to provide equal participation in financing the proposed public facilities. To the extent that other funding is available from special local, State, and Federal sources, the costs funded through the aforementioned fee programs and special financing districts may be reduced.

The Draft Financing Plan for the public facilities and infrastructure required to implement the Railyards Specific Plan identifies a total of \$745 million dollars in backbone infrastructure costs for improvements such as storm drainage, sanitary sewer, water, streets and freeway interchanges (both on-site and off-site), transit facilities, Central Shops improvements, community center (30,000 square feet), parks and open space, schools, library (assumed to be a community reading room) and police and fire station.

The Financing Plan identifies the potential revenue sources and applies those sources to the applicable infrastructure category. The Plan identifies the set of infrastructure required for the Initial Phase (Phases 1 and 2) and at Buildout (plus Phases 3 and 4). The Plan assumes that the State will allocate \$150 million in Proposition 1C funds for infrastructure. If this amount of funding is not approved, the Financing Plan would need to be adjusted to increase the development fees and community facilities district funding sources. A draft resolution approving the Financing Plan is attached as **Attachment 17** (see separate attached document).

**Inclusionary Housing Plan:** The applicant has revised the prior drafts of the Inclusionary Housing Plan to eliminate all exceptions to the Mixed Income Ordinance. The proposed plan

included in this staff report is consistent with the City's Mixed Income Ordinance and supported by City and SHRA staff. The Inclusionary Housing Plan also provides for longer duration for affordability covenants (55 years for rental units and 45 years for ownership units) than required by the Inclusionary Housing Ordinance's affordability covenant duration for only 30 years. The mix, siting, phasing and design of each project will be subject to subsequent plan approvals at the discretion of the Planning Director consistent with the Mixed Income Ordinance requirements in conjunction with the future Urban Permit public hearing process.

The request to count the 150 SRO units at the SHRA 7<sup>th</sup> and H Street project against the Railyard's inclusionary requirement has been eliminated. All inclusionary housing required will be located within the Railyards. The 1.5 credit unit credit for special needs housing has also been eliminated, although the need for such housing and the additional costs to build such housing would be evaluated as part of the Housing Element update.

The only other request in the Railyards Inclusionary Housing Plan is a commitment to use all of the Housing Trust Fund and redevelopment housing set-aside revenues generated within the Railyards to help meet the inclusionary housing requirement. This commitment will also be set out in the Development Agreement with the City and the Owner Participation Agreement with the Redevelopment Agency. A draft resolution approving the Inclusionary Housing Plan is attached as **Attachment 18** (page 112 of this report).

**Development Agreement:** The proposed Development Agreement is a contract that grants a vested right to develop the Railyards in accordance with Thomas' proposed land use plan, as analyzed in the Specific Plan EIR. The term "vested right" means that the Specific Plan and zoning districts can't be amended in the future and applied in a manner that would prevent Thomas from completing its development plan. There are certain exceptions, such as preventing risks to the public health and safety, and compliance with CEQA and other environmental regulations. The total amount of development that would be vested is as follows:

<u>Phase</u>	<u>Retail Sq. Ft.</u>	<u>Office Sq. Ft.</u>	<u>Mixed Use</u>	<u>Residential</u>	<u>Hotel</u>
1A.1	291,200	492,900	0	433	0
1B.1	761,626	0	202,550	239	100
1B.2	376,991	0	270,450	793	500
2	112,543	1,045,200	18,000	1,474	0
3	40,000	800,000	0	4,586	500
4	<u>125,000</u>	<u>0</u>	<u>0</u>	<u>4,438</u>	<u>0</u>
<b>TOTAL</b>	<b>1,707,360</b>	<b>2,337,200</b>	<b>491,000</b>	<b>11,963</b>	<b>1,100</b>

The term of the Agreement is limited to an Initial Term of 10 years with the option for four- 5 year extensions, for a total term of 30 years, if Thomas continues to develop the property. The development milestones are based on completing roughly 40% of the retail, 50% of the office and 70% of the housing proposed in Thomas' development plan as follows:

<u>Extension Period</u>	<u>Retail Sq. Ft.</u>	<u>Office Sq. Ft.</u>	<u>Residential Units</u>
1 <sup>st</sup> By 2018	350,000	200,000	400

2 <sup>nd</sup> By 2023	150,000	500,000	1,000
3 <sup>rd</sup> By 2028	20,000	400,000	2,700
4 <sup>th</sup> By 2033	<u>50,000</u>	<u>80,000</u>	<u>3,000</u>
TOTAL	570,000	1,180,000	7,100

Retail can be credited against office during 1<sup>st</sup> & 2<sup>nd</sup> periods. Office can be credited against retail during 3<sup>rd</sup> & 4<sup>th</sup> periods. If build more than minimum during any one period, that amount can be credited for meeting the next period requirements.

Regulatory Changes - Development agreements also freeze the ordinances in effect at the time the agreement is approved so that new regulations would not apply. Besides health and safety exclusions from such limitation, the agreement specifically provides that the City can't impose any new regulations until after the end of the Initial Term, except as follows:

- Design Guidelines - Since the Railyards Design Guidelines are patterned after the draft Central City Urban Plan and Design Guidelines, but will be approved in advance, the Development Agreement provides that the City can make consistent conforming changes so we have one set of substantially similar Design Guidelines for the entire Central City. After the Initial Term, the City can amend the Design Guidelines as long as the changes don't prevent implementation of Thomas' development plan.
- SPD Process - The Council can change the entitlement review process after the first five years. Since infrastructure has to be constructed before Thomas can apply for a Planning Director's Urban Development Permit, likely the trial period for this new process will extend for about three years.
- Green Building Ordinance - If the Council adopts an ordinance to address sustainability in regards to building design and construction, it would apply to the Railyards in the same manner as it applies to the Central City.
- Historic District Ordinance - If the Central Shops Historic District is approved to be included in the National Register of Historic Places, the Council may amend the local District Boundaries to be consistent with the boundaries of the National District.

Parks and Open Space - The Development Agreement, which is adopted by ordinance, allows for variations to the Quimby land dedication requirements in the City Code. The Agreement provides for the 2.5 acre per 1,000 dedication requirement, which is consistent within Specific Plan, and waives the Quimby in-lieu fee in consideration for Thomas' development of all of the parks and open spaces, plus the riverfront parcel that the City expects to obtain from State Parks and improvement of a pedestrian trail along Sacramento River from Old Sacramento to Tiscornia Park. The Draft Ordinance approving the Development Agreement and Draft Development Agreement is attached as **Attachment 19** (page 119 of this report).

**Repeal of Railyards Development Agreement Procedural Ordinance:** In November of 1995, the City Council adopted an ordinance (95-063) to establish the procedures for adoption and review of a development agreement for the Railyards to implement the 1994 Railyards Specific Plan. A development agreement with the prior property owner, the Southern Pacific Transportation Railroad Company, was never approved. The City subsequently enacted Chapter 18.16 of the City Code to establish procedures for approval and review of development agreements, which are prescribed in the Government Code (Section 65000 et. seq.). The provisions of Ordinance 95-063 are substantially the same as Chapter 18.16. Refer to **Attachment 20** (page 27 of this report) for clean and redline versions of the ordinance.

To facilitate the annual review of the proposed Railyards Development Agreement, it is preferable if staff can refer to the existing City Code rather than the 1995 ordinance. Therefore, staff recommends adoption of the ordinance to repeal Ordinance No. 95-063 and amend Section 18.16.010 of the City Code to eliminate the Railyards exception. Because the Railyards Development Agreement is being adopted under the existing 1995 ordinance, the effective date of this code amendment has been set as January 1, 2008.

**Rezone:** The rezone request applies to the properties owned by Thomas Enterprises within the Plan Area, except for the Intermodal and rail corridor parcel. The City is under contract to purchase parcel B (lot 39) and the current M-2 designation does not need to be changed. The remaining property owned by the applicant will be rezoned to categories consistent with the Specific Plan Land Use Designations and the SPD. The Draft Ordinance approving the rezone is attached as **Attachment 21** (page 124 of this report).

**Tentative Master Parcel Map:** The tentative map is a master parcel map to establish 108 buildable lots consistent with the Specific Plan. On November 2, 2007, the Subdivision Review Committee reviewed the map and conditions, and voted to forward a recommendation to approve the master tentative map subject to the conditions attached to this report.

The conditions of approval of the Sacramento Railyards Tentative Master Parcel Map include conditions the applicant objects to, which are highlighted in bold in the Tentative Master Parcel Map resolution. Staff will report out to the Commission if there is resolution on any of the disputed conditions. The disputed conditions are discussed below:

State Lands (no. 136): - One of the disputed conditions is the requirement to either remove the State Lands Commission's claim of a public trust interest over certain parcels or to verify that such claim is not a property interest that the City must protect. The claim involves the fact that the American River previously flowed through the Railyards at the time of statehood. Section 66430 of the Subdivision Map Act provides that: "No final map or parcel map... shall be filed with the local agency without the written consent of all parties having any *recorded* title interest in the real property proposed to be subdivided." (emphasis added). The State Lands Commission filed a map showing the location of the former bed of the American River on November 30, 2004; however their claim may not constitute a recorded interest under the Map Act. The City may nonetheless have a fiduciary duty as a trustee to protect the public trust claim.

Police & Fire Station (cond. no. 124): Full implementation of the Specific Plan is expected to generate an estimated 12,500 residences, as well as additional office, retail, and other uses that would require fire protection services. The Specific Plan has identified two potential locations for a new fire station. If a new fire station is developed within the Specific Plan area, it will be co-located with a new police sub-station and other uses. In the event a fire station is not constructed, the fire station at North C Street will serve the Specific Plan area. Under the Richards Boulevard Area Plan, the station at North C Street is to be relocated to a more central location with greater access to highways and key transportation corridors. Police and Fire representatives have indicated that substations are necessary with the first 5 years of development and a total of 5 acres necessary for joint use substation (Lot 49a1 and 49a2). Substation locations and parcel sizes are under discussions between City staff and applicant.

School (cond.no.135): The Sacramento City Unified School district projected a potential need for 2 elementary school sites to be reserved in the Plan area. The Board approved capacity for K-6 elementary school is 450 students. Alternatively, the District might consider 900-capacity K-8 schools or combination of the two. State guidelines recommend 9.6 acres for elementary school, 20.9 acres for typical middle school. However, the School District recognizes that the eventual acreage might need to be less than the State guidelines. The proposed Specific Plan and Draft EIR assume a lesser generation rate, and estimates 1,250 elementary, 250 middle, and 375 high school students. The Specific Plan proposes a potential elementary school site in the Railyards on 2.5 acres per Figure 8-4, page 112, southeast of Railyards Boulevard and 7<sup>th</sup> Street located adjacent to the light rail line, heavy rail corridor and arterial, potentially combined with Police and Fire Stations. The School District has indicated that siting a school at this location would require safety precautions from potential derailment and noise, and co-location with Police and Fire facilities may not be the optimal condition. Discussions regarding school location and potential for co-locating facilities are currently underway. If a school were constructed on-site, it would likely be an urban school, with multi-story classrooms and compact hardscape recreation areas. Further, consistent with the California Education Code, the Department of Toxic Substances Control and the Sacramento Unified School District will take preventative measures to ensure that students and faculty will not be exposed to hazardous substances.

The Tentative Map includes a reservation for locating a school site at Lot 67N & 67S, totaling 2.44 acre for a multi-story urban school concept. This location is optimal due to siting across from a park, low volume street, in a residential neighborhood and yet in proximity to a future transit station. However, if the applicant and the School District may develop an agreement for a different location, the map condition could be waived or amended accordingly. A draft resolution approving the Tentative Master Map is attached as **Attachment 22** (page 127 of this report).

**Subdivision Modifications:** The request includes modifications of City Subdivision Code (Title 16 of the City Code) for the Sacramento Railyards Tentative Master Parcel Map (P-05-097) to allow non-standard intersections, non-standard block corner radii and non-standard street curve radii. Specifically, the request applies to:

- Non-standard intersections: To allow the following Railyards street intersections to intersect at less/greater than a right angle: South Park Street and 5th Street, Railyards Blvd & 5th Street, Camille Lane & 5th Street, G Street & 5th Street, North 10th & Railyards Blvd, Camille Lane & Bercut Drive, Stevens Street & 5th Street, Huntington & Camille, South Park & Judah, Camille & Jibboom, Jibboom & Railroads, Bercut & Railroads, South Park & Bercut, South Park & Crocker, Stanford & Railyards, Stanford & Camille, Railyards & Judah, North B & 6th, North B & 8th.
- Non-standard block corner radii: To allow the property line block corners within the Railyards to have less than a minimum (20) twenty foot radius at property line intersections.
- Non standards curve radii: To allow 5th Street centerline curve approaching UPRR tracks and Railyards Blvd merging with N. 12th street centerline radii to be less than the required 600' minimum (5th Street) and 1,000' (Railyards Blvd).

The modification will not be detrimental to the public health, safety, or welfare or be injurious to other properties in the vicinity; and granting the modification is in accord with the intent and purposes of these regulations and is consistent with the General Plan and with all other applicable specific plans of the City. A draft resolution approving the Subdivision Modification is attached as **Attachment 22** (page 127 of this report).

**DTSC MOU (aka Tri Party MOU) and Repeal of Chapter 18.48:** In 1994, the City of Sacramento entered into the Memorandum of Understanding with the State Department of Toxic Substances Control (DTSC) and the prior property owner, the Southern Pacific Transportation Company (SPTC), to ensure that the Railyards site is properly remediated to allow for redevelopment in a manner that is protective of human health and the environment. Thereafter, in 2000 the same parties entered into an Environmental Oversight Agreement that prescribed how the site could be developed to install utility corridors to protect construction workers and to allow for residential and park and open space uses. In the interim, extensive site characterization studies and remediation work has been completed, and many of the requirements in these agreements are no longer necessary or applicable.

Under the current Remedial Action Plans approved by DTSC, the Railyards site will be remediated to levels acceptable for exposures typical of commercial land uses and will be protective of construction workers. For residential development, housing units will not be permitted on the ground floor. The first floor of a residential building will have to be a commercial use or a parking garage to separate housing units from soil conditions. Public parks and open spaces, as well as private common areas, will require layers of imported clean fill material. Certain sensitive land uses, such as day care centers, schools and nursing homes, would not be permitted without DTSC approval, which would involve site specific design plans, special vapor barriers and ventilation systems, and perhaps additional soil remediation or imported clean fill material.

The MOU has been revised to reflect the current site conditions and DTSC's regulatory process, and includes an obligation by Thomas to complete site remediation and to work with DTSC to develop the land use controls and the land use specific remediation approaches

that will allow for development of the site in accordance with the Specific Plan. In addition to repealing the old MOU, the current City Code Chapter 18.48, which was also adopted in 1994 to implement the prior MOU, should also be repealed. The process for ensuring that a parcel has been properly remediated for the proposed land use is now set out in the Railyards Special Planning District. A draft resolution approving the MOU is attached as **Attachment 22** and Draft Ordinance is attached as **Attachment 24** (page 206 of this report).

**Water Assessment Report:** Under SB 610, a water supply assessment is required for proposed residential developments with more than 500 units and office developments of more than 250,000 square feet. In addition, SB 221 requires written verification of sufficient water supply before a project is approved. This assessment and written verification is included in the Draft EIR, which concluded that the City has sufficient water allocations available to serve the proposed Project, as well as projected future growth. A draft resolution approving the Water Supply Assessment is attached as **Attachment 25** (page 214 of this report).

**ATTACHMENT 4**

**RESOLUTION NO. 2007- \_\_\_\_**

Adopted by the Sacramento City Council

**AMENDING THE GENERAL PLAN CIRCULATION ELEMENT TO CHANGE THE LOCATION OF THE SACRAMENTO INTERMODAL FACILITY LOCATION FROM 7<sup>th</sup> AND NORTH B STREET TO 5<sup>th</sup> and I STREETS (P05-097)**

**BACKGROUND**

- A. On September 11, 2007, October 2, 2007 and October 22, 2007, the City Planning Commission participated in the public hearings on the Sacramento Railyards Specific Plan at the joint meetings with the Design Commission and Preservation Commission.
- B. On November 13, 2007, the City Planning Commission held a noticed public hearing on the Sacramento Railyards Specific Plan in accordance with Government Code Sections 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to approve proposed amendments to the Circulation Element of the General Plan.
- C. On November 20, December 4, and December 11, 2007, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453 and Sacramento City Code sections 2.112.110, 17.204.020, and 17.200.010(C)(2)(a) , and received and considered evidence concerning the Sacramento Railyards Specific Plan and the proposed amendments to the Circulation Element of the General Plan.

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

Section 1. Based on the verbal and documentary evidence received at the hearings on the Sacramento Railyards Specific Plan, the City Council finds that the proposed amendment to the General Plan Circulation Element to change the location of the proposed Sacramento Intermodal Transportation Facility from 7<sup>th</sup> and North B Streets to 5<sup>th</sup> and I Streets so that the location is consistent with the Alignment Option C as directed in the Principles of Agreement Related to the Sacramento Intermodal Facility (Resolution 2001-313) adopted May 21, 2001. These amendments to the Circulation Element are consistent with:

- A. The Circulation Element goal to create a multi-model transportation center in the Central City. A multi-model transportation center would provide access to all forms of

transportation at a place convenient for travelers into the downtown area.

- B. Sacramento Intermodal Transportation Facility concept design alternative (Sacramento Northern Design) as approved by Council (Resolution 2004-853) adopted on November 4, 2004.

Section 2. The Environmental Impact Report and Mitigation Monitoring Program for the Sacramento Railyards Specific Plan, which included the impacts associated with these Circulation Element amendments, have been adopted by resolution as of the same date set out above.

Section 3. The Circulation Element of the General Plan is hereby amended to be consistent with the Sacramento Railyards Specific Plan, including relocation of the Sacramento Intermodal Transportation Facility from 7<sup>th</sup> and North B Streets to 5<sup>th</sup> and I Streets.

**ATTACHMENT 5**

**RESOLUTION NO. 2007- \_\_\_\_**

Adopted by the Sacramento City Council

**AMENDING THE CENTRAL CITY COMMUNITY PLAN TO INCORPORATE THE SACRAMENTO RAILYARDS SPECIFIC PLAN (P05-097) , INCLUDING AMENDING LAND USE DESIGNATIONS FOR A TOTAL OF 244 ACRES FROM DOWNTOWN COMMERCIAL MIXED-USE, TRANSIT ORIENTED DEVELOPMENT, RIVERFRONT, TRANSPORTATION RAIL INTERMODAL, OFFICE, PUBLIC UTILITIES, RESIDENTIAL MIXED USE DISTRICT, CENTRAL SHOPS DISTRICT, OPEN SPACE TO SPECIAL PLANNING DISTRICT (APNS: 002-0010-044, 046, 047, 049 AND 051)**

**BACKGROUND**

- A. On September 11, 2007, October 2, 2007 and October 22, 2007, the City Planning Commission participated in the public hearings on the Sacramento Railyards Specific Plan at the joint meetings with the Design Commission and Preservation Commission.
- B. On November 13, 2007, the City Planning Commission held a noticed public hearing on the Sacramento Railyards Specific Plan in accordance with Government Code Sections 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to approve amending the Central City Community Plan to incorporate the Sacramento Railyards Specific Plan.
- C. On November 20, 2007, December 4, and December 11, 2007, the City Council conducted noticed public hearings in accordance with Government Code Sections 65355 and 65453 and Sacramento City Code sections 2.112.110, 17.204.020, and 17.200.010(C)(2)(a) and received and considered evidence concerning the Sacramento Railyards Specific Plan and the proposed amendments to the Central City Community Plan.

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

Section 1. Based on the verbal and documentary evidence received at the hearings on the Sacramento Railyards Specific Plan, the City Council finds that the proposed amendments to the Central Community Plan is consistent with the goals of the Central City Community Plan to:

- 1. Revitalize the Central City Area as a viable living, working, shopping and cultural environment with a full range of day and night activities.

2. Provide adequate housing for all residents of the Central City at all socio-economic levels, and in particular provide the opportunity for low and moderate income persons to reside within the Central City. And further, provide a choice of housing types by developing new housing and conserving existing housing.
3. Provide for a range of commercial activities which meet the needs of the residents, employees and visitors to the Central City.
4. Provide the opportunity for office development in appropriate areas of the Central City, placing emphasis for development in and around the Central Business District.
5. Encourage the development of an overall balanced system of transportation which emphasizes public transit, protects residential neighborhoods, promotes alternatives to the single occupant automobile commuter; and which provides for safe, convenient and efficient movement of people and goods in and through the Central City.
6. Provide adequate community services and facilities within convenient access to serve the general and specialized needs of all residents.
7. Maintain quality educational/vocational facilities and services for Central City residents.
8. Provide adequate parks and recreation facilities and services within convenient access of Central City residents.
9. Improve the physical quality of the environment for Central City residents, shoppers, employees and visitors.
8. Create an attractive urban setting through the preservation of existing amenities in the Central City and development of an urban design addendum to the Central City Plan.
9. Encourage efficient use of energy and natural resources in the Central City.
10. Provide an implementation strategy in the Central City Plan which can be utilized by public and private agencies to guide development.

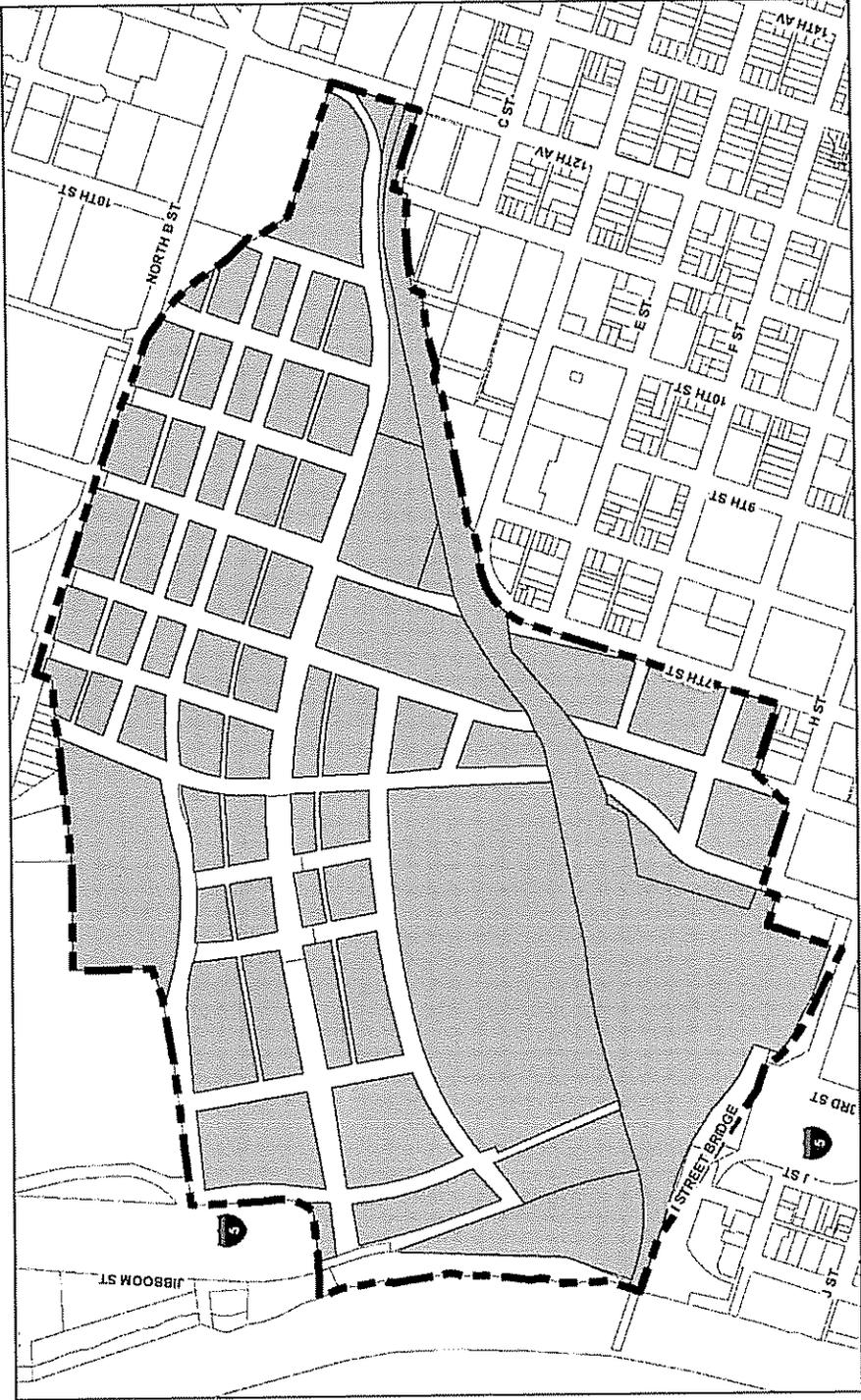
Section 2. The Environmental Impact Report and Mitigation Monitoring Program for the Sacramento Railyards Specific Plan, which included the proposed changes to the Central City Plan, have been adopted by resolution as of the same date set out above.

Section 3. The Central City Community Plan is hereby amended to incorporate the Sacramento Railyards Specific Plan, including amending the land use designations and circulation system in the Central City Community Plan to be consistent with Sacramento Railyards Specific Plan.

**Table of Contents:**

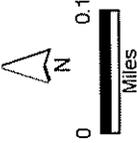
Exhibit A: Central City Community Plan Amendment

Exhibit A: Central City Community Plan Amendment



Sacramento Railyards Special Planning District

-  Railyards Special Planning District
-  Railyards Project Boundary



**ATTACHMENT 6**

**RESOLUTION NO. 2007- \_\_\_\_**

Adopted by the Sacramento City Council

**AMENDING THE 1994 FACILITY ELEMENT OF THE RAILYARDS SPECIFIC PLAN AND RICHARDS BOULEVARD AREA PLAN TO DELETE THE RAILYARDS SPECIFIC PLAN AREA FROM THE FACILITY ELEMENT AND REVISE THE CIRCULATION LIGHT RAIL SYSTEM PLANS TO INCORPORATE THE SACRAMENTO RAILYARDS SPECIFIC PLAN MODIFICATIONS**

**BACKGROUND**

- A. On September 11, 2007, October 2, 2007 and October 22, 2007, the City Planning Commission participated in the public hearings on the Sacramento Railyards Specific Plan at the joint meetings with the Design Commission and Preservation Commission.
- B. On November 13, 2007, the City Planning Commission held a noticed public hearing on the Sacramento Railyards Specific Plan in accordance with Government Code Sections 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to approve amending the Facility Element of the Railyards Specific Plan and the Richards Boulevard Area Plan (the "Facility Element").
- C. On November 20, 2007, December 4, and December 11, 2007, the City Council conducted noticed public hearings in accordance with Government Code Sections 65355 and 65453 and received and considered evidence concerning the Sacramento Railyards Specific Plan and the proposed amendments to the Facility Element.

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

Section 1. Based on the verbal and documentary evidence received at the hearings on the Sacramento Railyards Specific Plan, the City Council finds that the proposed amendment to the Facility Element to remove the Railyards Specific Plan Area so that it only encompasses the Richards Boulevard Area Plan is consistent with the following objectives:

- a Accommodate the extension of the light rail system from the downtown to the airport in a manner which maximizes service to existing and future uses.
- b Complete the Central City arterial street system in a manner which relieves existing congestion and serves the future land use needs.

Section 2. The Environmental Impact Report and Mitigation Monitoring Program for the Sacramento Railyards Specific Plan, which included the proposed changes to the Facility Element, have been adopted by resolution as of the same date set out above.

Section 3. The Facility Element is hereby amended to:

a. Delete the Railyards Specific Plan Area from the Facility Element. As a result, as amended, the Facility Element will only pertain to the Richards Boulevard Plan Area.

b. Revise the Vehicular Circulation Plan within the Richards Blvd Plan Area to incorporate the changes set out in the Sacramento Railyards Specific Plan in regards to the street network, as shown in the Sacramento Railyards Specific Plan that is located within the Richards Boulevard Area Plan.

c. Revise Light Rail System Plan within the Richards Blvd Plan Area relocate the Sacramento Intermodal Transportation Facility from 7<sup>th</sup> and North B Streets to 5<sup>th</sup> and I Streets.

**Table of Contents:**

- Exhibit A: Vehicular Circulation Plan
- Exhibit B: Light Rail System Plan

EXHIBIT A

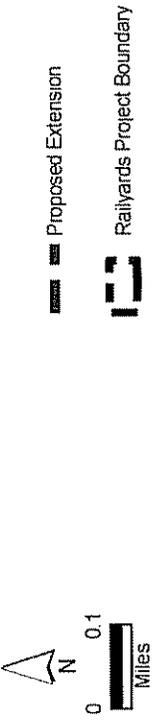
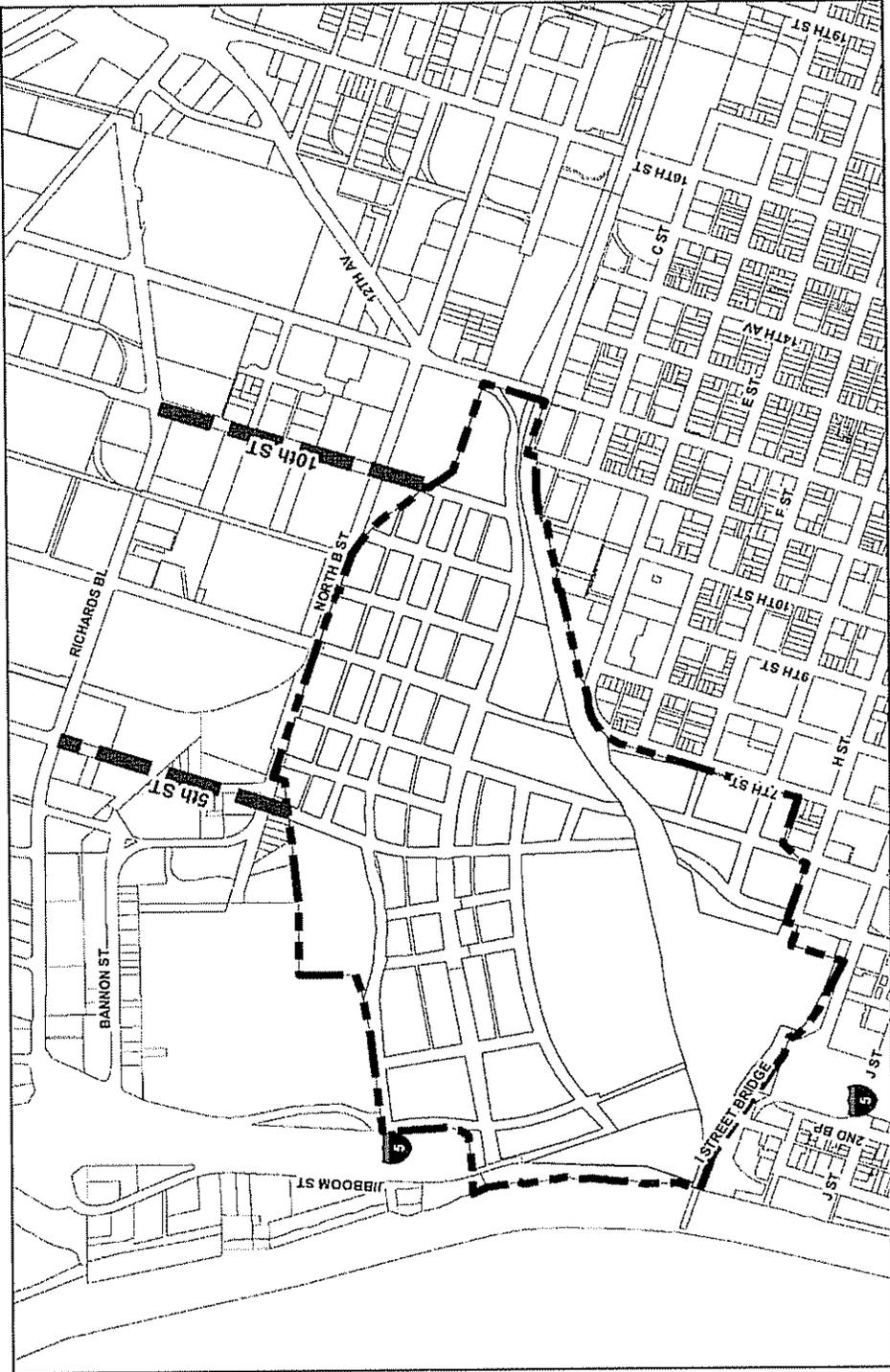
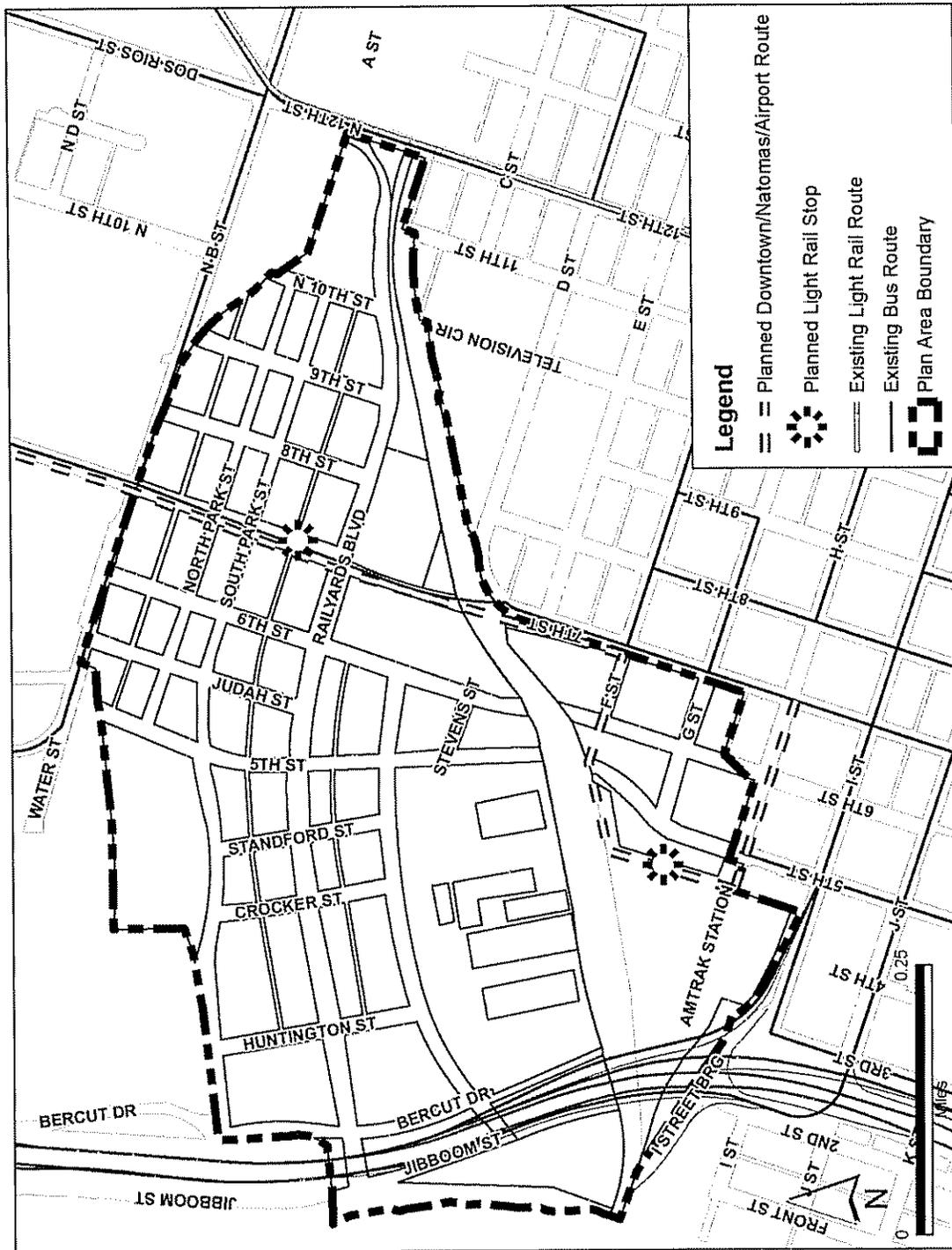


EXHIBIT B



**ATTACHMENT 7**

**RESOLUTION NO. 2007- \_\_\_\_**

Adopted by the Sacramento City Council

**AMENDING THE CITYBIKEWAY MASTER PLAN TO INCORPORATE THE BIKEWAY NETWORK IN THE SACRAMENTO RAILYARDS SPECIFIC PLAN**

**BACKGROUND**

- A. On September 11, 2007, October 2, 2007 and October 22, 2007, the City Planning Commission participated in the public hearings on the Sacramento Railyards Specific Plan at the joint meetings with the Design Commission and Preservation Commission.
- B. On November 13, 2007, the City Planning Commission held a noticed public hearing on the Sacramento Railyards Specific Plan in accordance with Government Code Sections 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to adopt the Sacramento Railyards Specific Plan.
- C. On November 20, December 4, and December 11, 2007, the City Council conducted noticed public hearings in accordance with Government Code Sections 65355 and 65453 and received and considered evidence concerning adoption of the Sacramento Railyards Specific Plan, which includes changes to the City's Bikeway Master Plan.

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

Section 1. Based on the verbal and documentary evidence received at the hearings on the Sacramento Railyards Specific Plan, the City Council finds that amending the City Bikeway Master Plan to incorporate the bikeway network in the Sacramento Railyards Specific Plan is consistent with the City's General Plan goals to:

1. Develop bicycling as a major transportation and recreational mode.
2. Provide a network of safe and convenient bikeways.
3. Promote bicycling as a feasible transportation alternative which conserves energy, improves air quality, reduces traffic congestion, and improves public health.

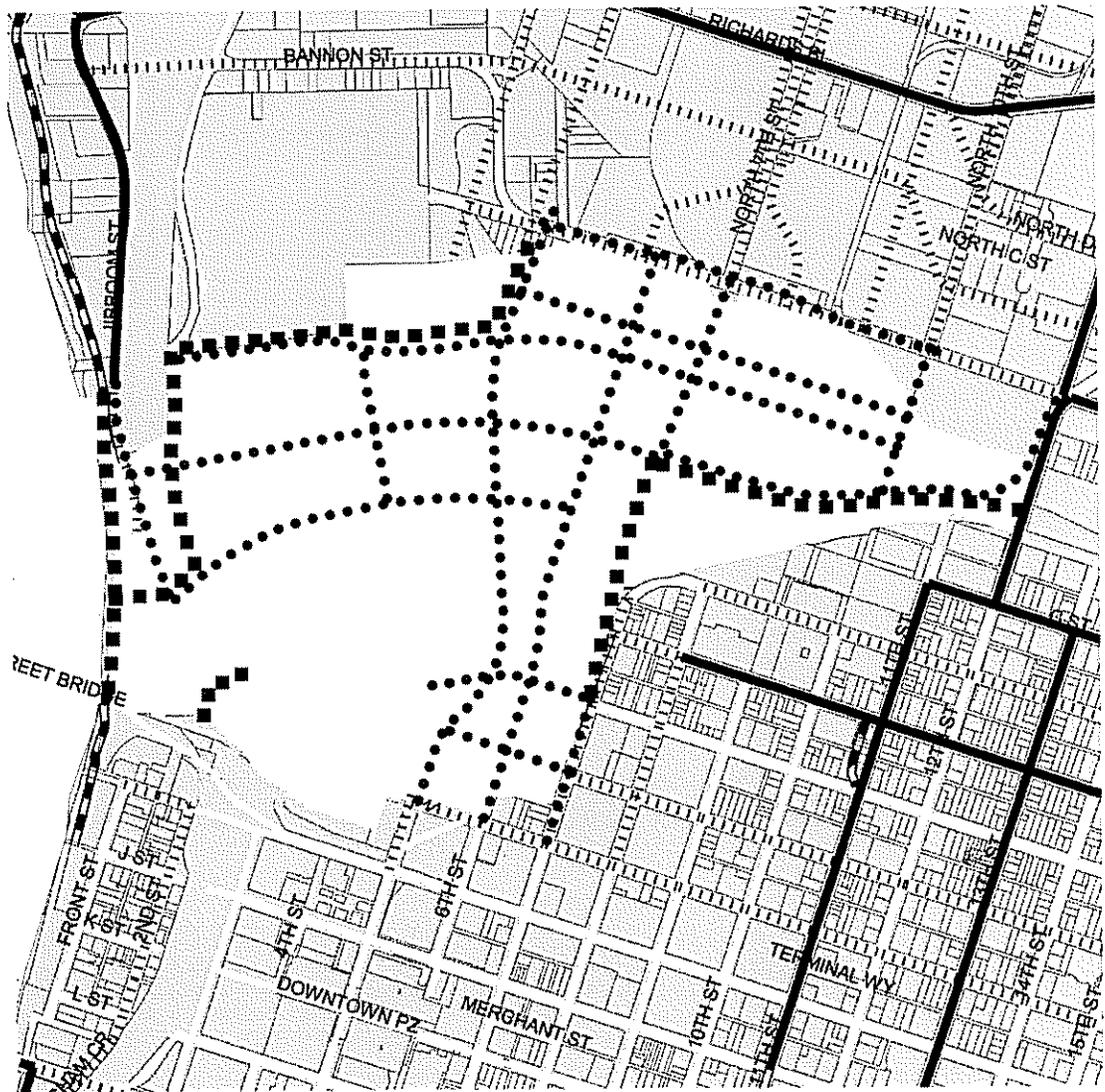
Section 2. The Environmental Impact Report and Mitigation Monitoring Program for the Sacramento Railyards Specific Plan, which included the proposed changes to the City's Bikeway Master Plan, have been adopted by resolution as of the same date set out above.

Section 3. City Council hereby amends the City's Bikeway Master Plan to incorporate the Sacramento Railyards Specific Plan bikeway network as shown in Exhibit A

**Table of Contents:**

Exhibit A: Sacramento Railyards Bikeway Plan – Sacramento Railyards

EXHIBIT A



Proposed Bikeways in the Railyards

LEGEND

-  Existing on-street bikeway
-  Existing off-street bikeway
-  Proposed on-street bikeway
-  Proposed off-street bikeway
-  Proposed on-street bikeway
-  Proposed off-street bikeway

**ATTACHMENT 8**

**RESOLUTION NO. 2007- \_\_\_\_**

Adopted by the Sacramento City Council

**RESCINDING THE 1994 RAILYARDS SPECIFIC PLAN BY REPEALING  
RESOLUTIONS 94-0736 AND 96-0645 AND ADOPTING THE SACRAMENTO  
RAILYARDS SPECIFIC PLAN**

**BACKGROUND**

- A. On September 11, 2007, October 2, 2007 and October 22, 2007, the City Planning Commission participated in the public hearings on the Sacramento Railyards Specific Plan at the joint meetings with the Design Commission and Preservation Commission.
- B. On November 13, 2007, the City Planning Commission held a noticed public hearing on the Sacramento Railyards Project in accordance with Government Code Sections 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to adopt the Sacramento Railyards Specific Plan, thereby repealing the 1994 as approved by Resolution 94-0736 and amended by Resolution 96-0645.
- C. On November 20, December 4, and December 11, 2007, the City Council conducted noticed public hearings in accordance with Government Code Sections 65355 and 65453 and Sacramento City Code section 2.112.110 and received and considered evidence concerning the Sacramento Railyards Specific Plan.

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

Section 1. Based on the verbal and documentary evidence received at the hearings on the Sacramento Railyards Specific Plan, the City Council finds that adoption of the Sacramento Railyards Specific Plan is consistent with the following City goals and policies:

- A. Sacramento City Council adopted a set of Smart Growth Principles in December 2001 in order to promote growth that is economically sound, environmentally friendly, and supportive of community livability. The Smart Growth Principles encourage:
  - Providing a mix of land uses;

- Create a range of housing opportunities and choices with a diversity of affordable housing near employment centers;
  - Concentrating new development and targeting infrastructure investments within the urban core of the region;
  - Fostering a walkable community;
  - Multi-modal transportation and land use patterns that support walking, cycling, and public transit.
  - Provide a variety of transportation choices for people to bike, walk, take transit, or drive.
- B. The site is located in the Central City Infill Strategy Target Area and the plan is consistent with the City's Infill policy which promotes rehabilitation, reuse of an existing asset such as recycling the 244-acre brownfield site located in Sacramento's urban core into a compact, mixed-use transit oriented development and capitalizing the historical significance of the site, specifically, by proposing to preserve Central Shops and transforming it in to a vibrant center.
- C. The City adopted a set of Guiding Principles in 2005 to capture a vision for the City's key values and aspirations for Sacramento's future. The plan is consistent with many of the adopted principles and the following are the highlights:
- Encourage sustainable levels of energy and resource consumption through efficient land-use, transportation, building design, construction techniques, waste management, and other infrastructure systems
  - Preserve and protect important historic and cultural resources that serve as significant, visible reminders of the City's social and architectural history.
  - Improve and expand the urban forest that contributes to the uniqueness of Sacramento: the City of Trees.
  - Improve the jobs-housing balance by siting housing near employment centers.
  - Expand and improve existing transit systems to encourage higher ridership that will lead to less dependence on the automobile and fossil fuels, and to better air quality.
  - Include a mix of housing types within neighborhoods to promote a diversity of household types and housing choices for residents of all ages and income levels in order to promote stable neighborhoods.

- Recognize and preserve those areas of the City with a 'sense of place' that are based largely upon their historical and cultural resources.
- Locate and design buildings, streetscapes, and public spaces that contribute to walkable neighborhoods.
- Create a vibrant downtown that serves as a regional destination for the arts, culture, and entertainment while accommodating residents that live, work, and gather in the city center.
- Focus higher density developments and mixed-use projects in areas adjacent to transit stations, along transit corridors and commercial corridors, near job centers, and in strategic opportunity areas throughout the city.

D. The Preservation Element Goal of the General Plan to preserve and protect the City's heritage and recognize its importance to the City's unique character, identity, economy and quality of life.

Section 2. The Environmental Impact Report and Mitigation Monitoring Program for the Sacramento Railyards Specific Plan, which included all of the impacts associated with adoption and implementation of the proposed Specific Plan, have been adopted by resolution as of the same date set out above.

Section 3. The City Council hereby repeals Resolutions 94-0736 and 96-0645, thereby repealing the 1994 Railyards Specific Plan, and hereby adopts the Sacramento Railyards Specific Plan as set out in Exhibit A.

**Table of Contents:**

Exhibit A: Sacramento Railyards Specific Plan – **Delivered Separately**

**ATTACHMENT 9**

**RESOLUTION NO. 2007- \_\_\_\_**

Adopted by the Sacramento City Council

**APPROVING THE SACRAMENTO RAILYARDS  
DESIGN GUIDELINES (P05-097)**

**BACKGROUND**

- A. On September 11, 2007, October 2, 2007 and October 22, 2007, the City Planning Commission, Design Commission and Preservation Commission participated in the joint public hearings on the Sacramento Railyards Specific Plan, the Central Shops Historic District and the Sacramento Railyards Design Guidelines.
- B. On November 7, 2007, the Preservation Commission held a noticed public hearing on the Sacramento Railyards Project, received and considered evidence, and forwarded to the City Council a recommendation to establish the Central Shops Historic District and to adopt the Sacramento Railyards Design Guidelines, which include provision for the rehabilitation and design of buildings within the Central Shops Historic District.
- C. On November 13, 2007, the City Planning Commission held a noticed public hearing on the Sacramento Railyards Project, received and considered evidence, and forwarded to the City Council a recommendation to adopt the Sacramento Railyards Specific Plan and the Sacramento Railyards Design Guidelines.
- D. On November 14, 2007, the Design Commission held a noticed public hearing on the Sacramento Railyards Project, received and considered evidence, and forwarded to the City Council a recommendation to establish the Sacramento Railyards Design Review District and to adopt the Sacramento Railyards Design Guidelines for that District.
- E. On November 20, December 4, and December 11, 2007, the City Council conducted noticed public hearings in accordance with Government Code Sections 65355 and 65453 and Sacramento City Code sections 17.132.160 and 170, and received and considered evidence concerning the Sacramento Railyards Specific Plan, the Central Shops Historic District, Sacramento Railyards Design Review District, and the Sacramento Railyards Design Guidelines.

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

Section 1. Based on the verbal and documentary evidence received at the hearings on the Sacramento Railyards Specific Plan, the Central Shops Historic District, and the Sacramento Railyards Design Review District, the City Council finds that adoption of the Sacramento Railyards Design Guidelines is consistent with Chapter 17.132 of the City Code, the Sacramento Railyards Specific Plan, and the Central City Community Plan.

Section 2. The Environmental Impact Report and Mitigation Monitoring Program for the Sacramento Railyards Specific Plan, which included all of the impacts associated with adoption and implementation of the proposed Specific Plan, establishment of the Central Shops Historic District and the Sacramento Railyards Design Review District, and adoption of the Railyards Special Planning District and the Sacramento Railyards Design Guidelines, have been adopted by resolution as of the same date set out above.

Section 3. The City Council hereby adopts the Sacramento Railyards Design Guidelines as set out in Exhibit A, which Guidelines shall apply within the Sacramento Railyards Design Review District.

**Table of Contents:**

Exhibit A: Sacramento Railyards Design Guidelines – **Delivered Separately**

**ATTACHMENT 10**

**ORDINANCE NO. \_\_\_\_\_**

Adopted by the Sacramento City Council

**ESTABLISHING THE SACRAMENTO RAILYARDS  
DESIGN REVIEW DISTRICT  
(APN: 002-0010-044, 046, 047, 049 and 051) (M07-067)**

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

Section 1. In accordance with the procedures set out in Section 17.132.160 of the City Code, on November 14, 2007 the Design Commission held a noticed public hearing on the Statement of Initiation to establish a new design review district for the Sacramento Railyards, consistent with the boundaries of the Sacramento Railyards Specific Plan, and recommended that the City Council approve an ordinance to establish the Sacramento Railyards Design Review District.

Section 2. The City Council finds that establishment of the Sacramento Railyards Design Review District will further the goals and policies of the Railyards Specific Plan and the Central City Community Plan.

Section 3. The City Council approves establishment of the Sacramento Railyards Design Review District, which boundaries are generally the Sacramento River on the west, North B Street on the north, I Street on the south, and 12<sup>th</sup> Street on the east, as depicted in Exhibit A, which exhibit is attached and incorporated herein by this reference.

**Table of Contents:**

Exhibit A: Sacramento Railyards Design Review District map



**Redlined  
ORDINANCE NO.**

Adopted by the Sacramento City Council

Date Adopted

**AMENDING SECTIONS 17.20.010 AND 17.20.030 AND REPEALING AND REENACTING  
CHAPTER 17.124 OF TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE)  
RELATING TO THE SACRAMENTO RAILYARDS SPECIAL PLANNING DISTRICT (M07-  
067)**

**BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:**

**SECTION 1.** Section 17.20.010 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The RCMU, ORMU, and RMU zoning designations and their descriptions are added to Section 17.20.010 to read as follows:

RCMU-Residential/Commercial Mixed Use Zone. This zone corresponds to the Residential/Commercial Mixed Use land use designation in the Sacramento Railyards Specific Plan. This zone is designed to create an area that emphasizes a wide mixture of urban uses with an emphasis on commercial uses with a residential component. See Chapter 17.124 for use, density, intensity, applicable development standards, and other special regulations.

ORMU-Office/Residential Use Zone. This zone corresponds to the Office/Residential Mixed Use land use designation in the Sacramento Railyards Specific Plan. This zone allows for a broad range of office, residential, hotel, and supporting retail with an emphasis on office and residential. See Chapter 17.124 for use, density, intensity, applicable development standards, and other special regulations.

RMU-Residential Mixed Use Zone. This zone corresponds to the Residential Mixed Use land use designation in the Sacramento Railyards Specific Plan. This zone allows for a broad range of residential mixed uses including high-density residential, neighborhood-serving retail uses, and restaurants with an emphasis on residential. See Chapter 17.124 for use, density, intensity, applicable development standards, and other special regulations.

B. Except as specifically amended as stated in subsection (A), section 17.20.010 shall remain unchanged and in full force and effect.

**SECTION 2.** Section 17.20.030 of Title 17 of the Sacramento City Code (the Zoning Code)

is amended to read as follows:

17.20.030 Special planning districts.

The following special planning districts (SPDs) are discussed in more detail in Chapters 17.92 through 17.128 ~~130~~ of this title and are listed here for convenience only:

Broadway-Stockton SPD	Ch. 17.94
Central business district SPD	Ch. 17.96
Northgate Boulevard SPD	Ch. 17.100
Alhambra Corridor SPD	Ch. 17.104
Del Paso Boulevard SPD	Ch. 17.108
Del Paso Nuevo SPD	Ch. 17.112
Sacramento Army Depot SPD	Ch. 17.116
Richards Boulevard SPD	Ch. 17.120
Sacramento Railyards SPD	Ch. 17.124
R Street Corridor SPD	Ch. 17.128
Freeport SPD	Ch. 17.130

**SECTION 3.** Chapter 17.124 of Title 17 of the Sacramento City Code (the Zoning Code) is repealed and reenacted. The contents of Section 3 are found in the following ordinance (**Attachment 12**)

**ATTACHMENT 12**

**ORDINANCE NO.**

Adopted by the Sacramento City Council

Date Adopted

**AMENDING SECTIONS 17.20.010 AND 17.20.030 AND REPEALING AND REENACTING CHAPTER 17.124 OF TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO THE SACRAMENTO RAILYARDS SPECIAL PLANNING DISTRICT (M07-067)**

**BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:**

**SECTION 1.** Section 17.20.010 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The RCMU, ORMU, and RMU zoning designations and their descriptions are added to Section 17.20.010 to read as follows:

RCMU-Residential/Commercial Mixed Use Zone. This zone corresponds to the Residential/Commercial Mixed Use land use designation in the Sacramento Railyards Specific Plan. This zone is designed to create an area that emphasizes a wide mixture of urban uses with an emphasis on commercial uses with a residential component. See Chapter 17.124 for use, density, intensity, applicable development standards, and other special regulations.

ORMU-Office/Residential Use Zone. This zone corresponds to the Office/Residential Mixed Use land use designation in the Sacramento Railyards Specific Plan. This zone allows for a broad range of office, residential, hotel, and supporting retail with an emphasis on office and residential. See Chapter 17.124 for use, density, intensity, applicable development standards, and other special regulations.

RMU-Residential Mixed Use Zone. This zone corresponds to the Residential Mixed Use land use designation in the Sacramento Railyards Specific Plan. This zone allows for a broad range of residential mixed uses including high-density residential, neighborhood-serving retail uses, and restaurants with an emphasis on residential. See Chapter 17.124 for use, density, intensity, applicable development standards, and other special regulations.

B. Except as specifically amended as stated in subsection (A), section 17.20.010 shall remain unchanged and in full force and effect.

**SECTION 2.** Section 17.20.030 of Title 17 of the Sacramento City Code (the Zoning Code)

is amended to read as follows:

17.20.030 Special planning districts.

The following special planning districts (SPDs) are discussed in more detail in Chapters 17.92 through 17.130 of this title and are listed here for convenience only:

Broadway-Stockton SPD	Ch. 17.94
Central business district SPD	Ch. 17.96
Northgate Boulevard SPD	Ch. 17.100
Alhambra Corridor SPD	Ch. 17.104
Del Paso Boulevard SPD	Ch. 17.108
Del Paso Nuevo SPD	Ch. 17.112
Sacramento Army Depot SPD	Ch. 17.116
Richards Boulevard SPD	Ch. 17.120
Sacramento Railyards SPD	Ch. 17.124
R Street Corridor SPD	Ch. 17.128
Freeport SPD	Ch. 17.130

**SECTION 3.** Chapter 17.124 of Title 17 of the Sacramento City Code (the Zoning Code) is repealed and reenacted to read as follows:

**Chapter 17.124 Sacramento Railyards Special Planning District-**

**17.124.010 Purpose and intent.**

A. The Sacramento Railyards Special Planning District ("SPD") establishes procedures to implement the policies, development standards, and design guidelines of the Sacramento Railyards Specific Plan, which governs reuse of the Sacramento Railyards site as a transit-oriented mixed-use district. The Sacramento Railyards Specific Plan designates the land uses within the boundaries of the Sacramento Railyards Specific Plan area and is the primary policy and regulatory document used to guide redevelopment of properties within the Sacramento Railyards site.

B. The goals of the Sacramento Railyards Special Planning District are as follows:

1. Create, facilitate, and encourage the infill development of a dynamic 24-hour mixed-use urban environment that provides a range of complimentary uses that will make the site a regional destination.
2. Create cohesive mixed use neighborhoods that contain integrated housing types.

3. Protect the historic integrity of the site and ensure that new construction complements existing historic resources.
4. Provide connectivity between the districts utilizing pedestrian friendly streetscapes.
5. Provide a mixture of transit oriented uses that compliment and support the Sacramento Intermodal Facility and planned 7<sup>th</sup> Street transit station.
6. Create a sustainable community that utilizes green building technology and renewable energy sources.
7. Connect and integrate development with vibrant open space along the Sacramento River.
8. To facilitate infill redevelopment of the Sacramento Railyards by allowing a broad mixture of uses, flexible development standards, and an efficient approval process that provides certainty for the City, developers and lenders.

#### **17.124.020 Sacramento Railyards SPD boundaries.**

The Sacramento Railyards SPD consists of approximately 244 acres of land within the Sacramento Railyards Specific Plan area generally bounded by the Sacramento River to the west, North B Street to the north, the Alkali Flat neighborhood to the east and the existing Central City/Downtown area to the south. The map in Appendix A at the end of this chapter sets forth the boundaries of the Sacramento Railyards SPD.

#### **17.124.030 Conflicting requirements.**

Development within the Sacramento Railyards Specific Plan area shall be subject to the special rules and regulations set forth in this chapter, in addition to the other regulations of this title and code. If a conflict between the provisions of this chapter and other provisions of this title and code occurs, the provisions of this chapter shall prevail.

#### **17.124.040 Zoning and uses.**

##### **A. Land Use Zones.**

All parcels within the Sacramento Railyards Specific Plan shall be zoned consistently with their corresponding land use designation in the Sacramento Railyards Specific Plan as follows:

1. **RCMU-SPD –Residential/Commercial Mixed Use Zone.**

The RCMU-SPD zone corresponds to the Residential/Commercial Mixed Use land use designation in the Sacramento Railyards Specific Plan. This zone is designed to create an area that features a wide mixture of urban uses with an emphasis on commercial uses with a residential component.

## **2. ORMU-SPD – Office/Residential Use Zone.**

The ORMU-SPD zone corresponds to the Office/Residential Mixed Use land use designation in the Sacramento Railyards Specific Plan. This zone allows for a broad range of office, residential, hotel, and supporting retail with an emphasis on office and residential.

## **3. RMU-SPD – Residential Mixed Use Zone.**

The RMU-SPD zone corresponds to the Residential Mixed Use land use designation in the Sacramento Railyards Specific Plan. This zone allows for a broad range of residential mixed uses including high-density residential, neighborhood-serving retail uses, and restaurants with an emphasis on residential.

## **4. TC-SPD – Transportation Corridor and M-2-SPD - Industrial.**

The TC-SPD zone and the M-2 – SPD zone correspond to the Transportation Use land use designation in the Sacramento Railyards Specific Plan. These zones are intended to regulate land uses around, within, above, and below public transportation corridors to insure that the development is consistent with the Sacramento Railyards Specific Plan. This zone allows for dense transit-oriented development, including retail, office, hotel, and residential uses. See Chapter 17.44 of this title for more details.

## **5. Open Space Land Use Designation.**

The Sacramento Railyards Specific Plan Open Space land use designation encompasses both traditional public parks and other forms of urban open space. Parcels subject to the open space land use designation in the Sacramento Railyards Specific Plan shall have an underlying zone to indicate appropriate private development if the parcel is not used for public open space.

### **B. Allowed Uses.**

The Sacramento Railyards Specific Plan envisions a dynamic 24-hour mixed-use urban environment that provides a full range of complimentary uses in each land use designation. To realize this goal, the RCMU-SPD, ORMU-SPD, RMU-SPD, TC-SPD, and M-2-SPD zones are intended to allow for any type of urban function. Therefore, except as provided in subsections (C), (D), (E), and (F), below, all uses shall be allowed in each of these zones, subject to issuance of a planning director urban development permit as required under section 17.124.060. The purpose of the planning director urban development permit required under section 17.124.060 is to ensure that development is consistent with

the goals, policies, objectives and other provisions of the Sacramento Railyards Specific Plan, the Sacramento Railyards Design Guidelines, the Sacramento Railyards Specific Plan Environmental Impact Report and Mitigation Monitoring Program, any applicable development agreement, this title, and all other applicable plans, ordinances, and development regulations, and is compatible with surrounding development.

**C. Uses Requiring a Special Permit.**

The following uses shall require a planning director's special permit under this chapter in addition to a planning director urban development permit:

1. Mobile/manufactured home;
2. Temporary residential shelter;
3. Automobile sales, unless entirely within a building or parking structure;
4. Automobile service, repair, storage, or rental;
5. Bar, nightclub not exceeding four thousand (4,000) gross square feet;
6. Boat dock/marina;
7. Bus terminal – public and private;
8. Bus and other transit vehicle maintenance and storage;
9. Cemetery;
10. Cleaning plant;
11. Drive-in theater;
12. Drive-through service facility;
13. Equipment rental/sales yard;
14. Flea market;
15. Laundry, commercial;
16. Mini-storage/locker building on the street level;
17. Non-residential care facility;
18. Nursery for plants and flowers;

- 19. Outdoor amusement center;
- 20. Parking lot, garage, or facility (stand alone);
- 21. Railroad right-of-way;
- 22. Railroad yard or shops;
- 23. RV/mobile home sales yard;
- 24. RV storage (commercial);
- 25. Schools, private K-12;
- 26. Service stations, including car wash;
- 27. Social club greater than ten thousand (10,000) gross square feet;
- 28. Tire shop;
- 29. Any other use that the Planning Director determines is similar in nature, function and operation to the uses listed in this subsection.

**D. Uses Subject to Regulation under 17.24.050.**

The uses shown in the chart set out below are allowed only if the conditions set forth in the corresponding footnote(s) listed in section 17.24.050 are met. The number(s) appearing in the same row as a use correspond to the number(s) of the footnote that applies to that use. If two numbers are listed, both sets of conditions must be satisfied. The conditions required in this subsection (D) apply in addition to the planning director urban development permit.

Adult entertainment business	22
Adult related establishment	24
Alcoholic beverage sales (off-premises)	40
Antenna	58
Beer and wine (off-premises)	40
Bar, nightclub greater than 4,000 gross square feet	40
Building contractor shop	4
Cabinet shop	4
Furniture refinishing	4
Heliport	57
Home Occupation	6
Major Medical Facility	5

Non-profit organization—meal service facility	5
Non-profit organization--food storage and distribution	5
Non-profit organization--food prep for off-site consumption	5
Recycling facility	41
Residential hotel-SRO	50
Sidewalk café	55
Somatic practitioners	67
Superstores	81

#### **E. Prohibited Uses.**

The following uses are prohibited in the Sacramento Railyards SPD:

1. All uses, unless otherwise specified above, listed in the Industrial and Agricultural land use tables in sections 17.24.040A and 17.24.040B;
2. Mobile home park;
3. Penal institution;
4. Check cashing center and check cashing facility.

#### **F. Uses in the TC-SPD Zone and the M-2-SPD Zone.**

Only the uses permitted in the TC zone outside of the Sacramento Railyards SPD shall be permitted in the TC zone and the M-2 zone inside of the Sacramento Railyards SPD. If this title requires the approval of a special permit or other discretionary entitlement(s) or imposes other restrictions or requirements on the establishment of a particular use in the TC zone outside of the Sacramento Railyards SPD, approval of the same discretionary entitlements and compliance with the same restrictions or requirements shall be required to establish the use within the TC zone and the M-2 zone inside of the Sacramento Railyards SPD.

### **17.124.050 Development standards.**

#### **A. Floor Area Ratio (FAR) and Density.**

The Sacramento Railyards Specific Plan establishes maximum development densities and intensities for the specific plan area as a whole and in each of the plan's five districts and five land use designations. The specific plan also envisions a range of residential and hotel densities and nonresidential building intensities within each district and land use designation. The purpose and scope of the planning director urban development permit required under section 17.124.060 is to ensure that development is consistent with the goals, policies, objectives and other provisions of the Sacramento Railyards Specific Plan, the

Sacramento Railyards Design Guidelines, the Sacramento Railyards Specific Plan Environmental Impact Report and Mitigation Monitoring Program, any applicable development agreement, this title, and all other applicable plans, ordinances, and development regulations, and is compatible with surrounding development. Therefore, the planning director urban development permit may restrict residential and hotel densities and floor area ratios below the maximums stated in this section to ensure the development project is consistent with these governing documents.

**1. RCMU-SPD.**

- a. The maximum floor area ratio for nonresidential development, except hotels, is 5.0 per parcel.
- b. The maximum density for residential development and hotels (measured by number of rooms) is 230 dwelling units per acre.
- c. The maximum allowed development square footage in the RCMU-SPD zone is limited to the maximum development allowed in the Railyards Specific Plan RCMU land use designation.

**2. RCMU Flexible Mixed-Use.**

The Sacramento Railyards Specific Plan allows for the development of additional building square footage in the RCMU-SPD zone in areas designated as "mixed-use flex space." These areas are primarily focused on second floors on the parcels set forth in Appendix B at the end of this chapter. The aggregate additional square footage allowed in the RCMU mixed-use flex space is 491,000 square feet. Development within the mixed-use flex space in the RCMU-SPD zone is subject to the same density requirements established for the RCMU-SPD.

**3. RCMU – Central Shops Historic District.**

Development in the RCMU-SPD zone in the Central Shops Historic District shall not exceed an aggregate of 485,390 square feet. Development within the Central Shops Historic District under this subsection (3) is subject to the same density requirements established for the RCMU-SPD.

**4. ORMU-SPD.**

- a. The maximum floor area ratio for nonresidential development, except hotels, is 8.0 per parcel.
- b. The maximum density for residential development and hotels (measured by number of rooms) is 230 dwelling units per acre.
- c. The maximum allowed development square footage in the ORMU-SPD is limited to the maximum development allowed in the Railyards Specific Plan ORMU land

use designation.

d. In mixed-use office and residential projects, both the residential and the nonresidential uses must conform to the maximum floor area ratio while not exceeding the maximum density for the residential component.

## **5. RMU-SPD**

a. The maximum floor area ratio for nonresidential development, except hotels, is 1.0 per parcel.

b. The maximum density for residential development and hotels (measured by number of rooms) is 310 dwelling units per acre.

c. The maximum allowed development square footage in the RMU-SPD is limited to the maximum development allowed in the Railyards Specific Plan RMU land use designation.

## **6. TC-SPD and M-2-SPD**

The provisions of this title relating to height, yard, court, lot coverage/building size, and lot area per dwelling unit requirements for the TC zone set forth in this title shall apply in the TC and the M-2 zones in the Sacramento Railyards SPD.

## **B. Build-To Lines, Building Frontage, and Street Wall Heights.**

The following standards shall apply to build-to lines and street wall heights in the Sacramento Railyards SPD; provided that the planning director may modify these standards as a condition of the urban development permit.

### **1. Build-To Lines and Building Frontage.**

Except as specified below in subsection (b) for the Central Shops District and (d) for the Riverfront District, street walls and building frontages shall be permitted up to the property line or the edge of the public right of way. One hundred percent (100%) of the building frontage shall be permitted along the build-to line. Minimum building frontages at the build-to line are established as follows:

#### **a. Depot District.**

A minimum of ninety-five percent (95%) of the building frontage shall be established along the build-to line.

#### **b. Central Shops District.**

Street walls and building frontages on parcel 14 shall be separated by not less

than thirty (30) feet from any historic structure located on parcel 26, as shown in Appendix C.

**c. West End.**

A minimum of seventy percent (70%) of the building frontage shall be established along the build-to line.

**d. East End.**

A minimum of sixty percent (60%) of the building frontage shall be established along the build-to line.

**e. Riverfront District.**

Buildings and structures shall be set back a minimum of eighty (80) feet from the property line adjacent to the waterfront.

**2. Street Wall Height.**

**a. Street Wall Height – Depot District.**

The maximum street wall height in the Depot District is eighty-five (85) feet with the following exceptions:

i. The maximum street wall height for buildings facing existing blocks outside of the Sacramento Railyards SPD is sixty (60) feet, except buildings fronting on H Street between 5<sup>th</sup> and 6<sup>th</sup> Streets shall have a maximum street wall height of eighty-five (85) feet.

ii. The maximum street wall height of buildings fronting onto 7th Street between F Street and the railroad tracks is thirty-five (35) feet.

**b. Street Wall Height – Central Shops District.**

i. The maximum street wall height in the Central Shops District shall not exceed the tops of the historic Central Shops.

ii. Street walls along Camille Lane shall be limited to sixty (60) feet.

**c. Street Wall Height – West End District.**

Street wall height in the West End District shall be limited to eighty-five (85) feet, with the following exceptions:

i. Street walls along Camille Lane shall be limited to sixty (60) feet.

ii. Street walls of buildings facing the Central Shops District shall not exceed the tops of the historic Central Shops.

**d. Street Wall Height – East End District.**

The maximum street wall height in the East End District is eighty-five (85) feet, except buildings facing Boxcar Park shall have a maximum street wall height of sixty (60) feet.

**e. Street Wall Height – Riverfront District.**

The maximum street wall height in the Riverfront District is eighty-five (85) feet or the maximum building height, whichever is less.

**C. Building Height.**

1. Except as set forth below in (2), building heights in the Sacramento Railyards SPD shall be unrestricted; provided, that the planning director may establish a maximum building height as a condition of the urban development permit.

2. Maximum height for buildings in those areas described below and shown in Appendix C at the end of this chapter are set forth below:

**a. Depot District.**

The maximum height for buildings located on parcel 46 that front on 7th Street shall be eighty-five (85) feet.

**b. Central Shops District.**

i. The maximum height for buildings on parcels 12 and 22 shall be sixty-seven (67) feet.

ii. The maximum height for buildings on parcel 23 shall be seventy-eight (78) feet.

iii. The maximum height for buildings on parcels 13 and 14 shall be determined as follows:

(a) If parcel 13 is developed first, or if parcel 14 is developed first to a building height not exceeding sixty-seven (67) feet, then the maximum building height for parcel 13 shall be one hundred (100) feet; otherwise, the maximum building height for parcel 13 is sixty-seven (67) feet.

(b) If parcel 14 is developed first, or if parcel 13 is developed first to a building height not exceeding sixty-seven (67) feet, then the maximum building height for parcel 14 shall be one hundred twenty (120) feet; otherwise, the maximum building height for parcel 14 is sixty-seven (67) feet.

**c. West End District.**

i. The maximum height for buildings on parcel 18 shall be sixty-seven (67) feet.

ii. The maximum height for buildings on parcel 15 shall be eighty-five (85) feet.

**d. East End District.**

The maximum height for buildings that front on the north side of North Park Street and for buildings that front on the south side of South Park Street shall be one hundred twenty (120) feet and no greater than eight (8) stories.

**e. Riverfront District.**

The maximum height for buildings in the Riverfront District ranges from four hundred and fifty (450) feet to thirty-five (35) feet in a pattern that steps down towards the Sacramento River, as shown in Appendix C at the end of this chapter.

**D. Lot Coverage Requirements.**

The maximum ground floor lot coverage is one hundred percent (100%) exclusive of pedestrian, open space, recreation, and similar easements. The maximum lot coverage requirement for residential floors located above ground floor garages or retail spaces is seventy-five percent (75%). The planning director may modify these standards as a condition of the urban development permit.

**E. Open Space.**

**1. Office.**

a. Open space shall be provided for office development at a ratio of one square foot of open space per fifteen (15) square feet of the total square footage of development.

b. Open space shall be provided on site; provided, that the planning director may approve a special permit under this chapter to allow not more than twenty (20)

percent of the required open space off-site. Required off-site open space shall be located within the same Sacramento Railyards Specific Plan district as the proposed office development.

- c. Open space shall be in the form of courtyards or public plazas.

**2. Residential.**

a. Areas specifically designed for recreation or passive enjoyment of the outdoors are required for residential development.

b. A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

c. A minimum of fifty (50) square feet of private usable open space per unit is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible from the associated unit.

d. Common open space shall be provided on site or on the immediately adjacent parcel if the common open space is accessible to the residents in both of the adjoining parcels that the open space serves. The combined one hundred and thirty (130) square foot common and private open space per unit requirement may be met by any combination of common and private open space as long as each unit has some amount of private open space.

**F. Parking.**

**1. Vehicle Parking Requirements.**

a. Except as stated in the table, below, minimum vehicle parking requirements inside the Sacramento Railyards SPD shall be as set forth in section 17.64.020 of this title.

Retail	Hotel	Office	Theater	Restaurant, Bar, Nightclub	Museum/Exhibit	College
3.0	1.0	1.0	1.0	3.0	1	1
Per 1000 gross square feet	Per 2.5 rooms	Per 1000 gross square feet	Per 4 seats	Per 1000 gross square feet	Per 500 gross square feet	Per 15 students

b. The planning director may, through the urban development permit, either increase or decrease the required parking ratios based on the project's parking management

plan to ensure adequate parking capacity based on the goals and objectives of the Central City Parking Master Plan.

c. Required off-street parking is not required to be provided and maintained in the same ownership and on the same parcel as the land use it is intended to serve, if approved by the planning director through the urban development permit. In reviewing a request for off-site parking, the planning director shall consider the proximity of, and the existence of an accessible path of travel between, the off-site parking parcel and the land use it is intended to serve; and evidence that users of the subject land use will have an unrestricted exclusive right to use the other parcel(s) for required parking for a period of not less than ten (10) years.

## **2. Bicycle Parking Requirements.**

Bicycle parking facilities shall be provided as required by section 17.64.050 of this title, except for development within the Railyards SPD, a Class I bicycle parking facility may include a stationary rack, designed to secure the bicycle frame and at least one wheel where the bicyclist supplies only a lock, that is located within a completely enclosed and covered parking facility with fully secured access, or equivalent.

### **17.124.060 Development permitting process-General provisions.**

One of the goals of this chapter is to encourage infill development and the redevelopment of the Sacramento Railyards by establishing a streamlined and certain permit process that provides certainty for the city, developers, and lenders, while also maximizing public review and input. As such, development in the Sacramento Railyards SPD shall be subject to the discretionary entitlement processes set forth in this chapter.

#### **A. Urban Development Permit.**

A planning director urban development permit shall be required for all development in the Sacramento Railyards SPD, except that development in the TC-SPD and the M-2-SPD zones shall be subject to section 17.124.040(F) and Chapter 17.44 of this title and shall not require a planning director urban development permit. The purpose and scope of the planning director urban development permit is to ensure that development is consistent with the goals, policies, objectives and other provisions of the Sacramento Railyards Specific Plan, the Sacramento Railyards Design Guidelines, the Sacramento Railyards Specific Plan Environmental Impact Report and Mitigation Monitoring Program, any applicable development agreement, this title, and all other applicable plans, ordinances, and development regulations, and is compatible with surrounding development. The planning director urban development permit shall be processed, heard, and considered under sections 17.124.070 and 17.124.080 of this chapter.

#### **B. Design Review.**

The Sacramento Railyards SPD is included in the Sacramento Railyards Design

Review District. Design review shall be required for all development in the Sacramento Railyards SPD that is not subject to preservation review under Chapter 17.134. Design review shall be conducted under the provisions of this chapter and shall not be subject to the design review procedures of Chapter 17.132.

**C. Preservation Review.**

All development within the Central Shops Historic District shall be subject to preservation review under Chapter 17.134. All development within the Central Shops Transition Zone shall be subject to preservation review under the provisions of this chapter and shall not be subject to the preservation review procedures of Chapter 17.134. The Central Shops Transition Zone is that area generally bounded by Camille Lane, 5<sup>th</sup> Street, the relocated rail easement, and Interstate Highway 5, as shown in Appendix D at the end of this chapter.

**D. Planning Director Special Permit.**

A planning director special permit shall be required for any use listed in section 17.124.040(C) of this chapter. The special permit application shall be processed, heard, and considered under sections 17.124.070 and 17.124.090 of this chapter.

**E. Planning Director Variance.**

The planning director shall have the authority to approve a variance from the provisions of this title for development within the Sacramento Railyards SPD. The variance application shall be processed, heard, and considered under sections 17.124.070 and 17.124.100 of this chapter.

**F. Planning Director Approval of Tentative Subdivision and Tentative Parcel Maps.**

The planning director shall have the authority to hear and take action on all tentative subdivision maps, tentative parcel maps, and tentative master parcel maps, including requests for subdivision modifications relating to the tentative map, for property within the Sacramento Railyards SPD. The tentative map application shall be processed, heard, and considered under sections 17.124.070 and 17.124.110 of this chapter.

**G. Legislative Entitlements.**

If a development project for property within the Sacramento Railyards SPD requires one or more legislative entitlements that require approval by the city council in addition to approval of an entitlement under this chapter, a separate application for the legislative entitlements shall be submitted, processed, and heard pursuant to chapters 17.204 and 17.208 of this title. The development project application for the entitlements under this chapter shall not be scheduled for hearing before the planning director unless and until the application for the legislative entitlements are approved. For purposes of this section,

legislative entitlements include general plan, community plan, and specific plan amendments and rezonings.

#### **17.124.070 Applications.**

##### **A. Pre-Application Review and Comment.**

1. Prior to submitting an application for an urban development permit or a planning director special permit for new construction under this chapter, an applicant shall file with the planning director a request for a pre-application review and comment on the proposed project. The request shall be in writing on a form provided by the city. For purposes of this subsection (A), new construction shall mean the construction of a new building or structure, along with all associated facilities and appurtenances, such as walls, fences, and signs, but shall not include additions to existing buildings or structures.

2. A request for pre-application review and comment shall be accompanied by the initial concept drawings of the proposed project, including without limitation the exterior architectural design (including height), the site design (including build-to lines, street-wall heights, setbacks, and lot coverage), landscaping design, and sign design, as well as exhibits showing the proposed project in the context of the existing built environment surrounding the project site.

3. Upon receipt of a request for pre-application review and comment accompanied by all required initial concept drawings, the planning director shall schedule the request for a public hearing at the earliest convenient date. The public hearing shall be conducted by the Design Commission or, if the project location is within the Central Shops Historic District or is within the Transition Zone as described in section 17.124.060(C) and Appendix D, by the Preservation Commission. Notice of the hearing shall be given by posting and mail pursuant to sections 17.200.010(C)(2)(b) and (c), except that the notice by mail required by subsection (C)(2)(c)(i)(C) of Section 17.200.010 shall be given to all of the owners of real property located within the Sacramento Railyards SPD and within five hundred (500) feet of the boundary of the Sacramento Railyards SPD.

4. Based on the information received from city staff, the applicant, and members of the public at the hearing, the commission shall provide comments and recommendations for changes to the project based on the vision, goals, policies and objectives of the Sacramento Railyards Specific Plan, the Sacramento Railyards Design Guidelines, the Sacramento Railyards Specific Plan Environmental Impact Report and Mitigation Monitoring Program, any applicable development agreement, this title, and all other applicable plans, ordinances, or development regulations. Within two business days following the hearing, the secretary to the commission shall provide to the applicant a written summary of the comments and recommendations.

5. Review and comment by a commission under this subsection (A) shall not imply ultimate approval or denial of any project or project design. Nothing in this subsection (A) is intended to prevent the planning director, city council, or other authority from

concluding, upon further consideration during the normal application review process, that the project is consistent with, or in conflict with the Sacramento Railyards Specific Plan, the Sacramento Railyards Design Guidelines, the Sacramento Railyards Specific Plan Environmental Impact Report and Mitigation Monitoring Program, any applicable development agreement, this title, and all other applicable plans, ordinances, or development regulations, even though a different preliminary conclusion may have been reached during the review and comment process.

B. Applications-General.

The following provisions shall apply to applications for a planning director urban development permit, planning director special permit, and planning director variance, applications for modifications or extensions, and applications for tentative maps for development in the Sacramento Railyards SPD.

1. Application-Submittal.

The applicant shall submit an application and plans in conformance with Chapter 17.196. The plans shall be in sufficient detail to allow the planning director to consider all aspects of the proposed development project as described in this section. The application shall also include a list of the comments received in the pre-application review and comment proceeding under subsection (A) and a specific response to each comment.

2. Remediation.

Each application shall be supported by certification or other writing from the California Department of Toxic Substance Control, satisfactory to the planning director:

- a. That the site has been remediated pursuant to a DTSC-certified remedial action plan;
- b. That the proposed use of the project site and the design of the proposed development are consistent with the remediation level of the site and any applicable deed restrictions; and
- c. Except for projects within the Central Shops Historic District, that the appropriate remediation has been completed for the entire block containing the project site and full right-of-way of all surrounding streets.

**3. Conformity with the Sacramento Railyards Specific Plan Environmental Impact Report and Mitigation Monitoring Program.**

Each application shall include a report demonstrating that the proposed development is fully compliant with the Sacramento Railyards Specific Plan Environmental Impact Report and Mitigation Monitoring Program. The report shall include the following information:

- a. Parking.

A parking management plan demonstrating adequate parking capacity based on the goals and objectives of the Central City parking Master Plan and identifying parking management strategies.

b. Wind Analysis.

For all structures over one hundred (100) feet in height, an evaluation of the potential for the creation of uncomfortable and/or hazardous wind accelerations at ground level for pedestrians, vehicles, and structures, including wind tunnel testing at ground level and elevated levels. If it is determined that the proposed building design would generate wind tunnel impact potential, the building design will be modified to reduce or eliminate the adverse wind impacts.

c. Vibration Analysis.

A site specific vibration analysis for residential uses and historic structures that are within screening distance as shown on Appendix E for freight and passenger trains or light rail trains in conformance with the Sacramento Railyards Specific Plan Mitigation Monitoring Program. The results shall be incorporated in to the project design.

d. Noise.

The engineering and acoustical specifications for the project mechanical HVAC equipment that demonstrates that equipment design (types, location, enclosures, and specifications) will control noise in conformance with the Sacramento Railyards Specific Plan Mitigation Monitoring Program.

e. Light and Glare.

i. For projects adjacent to major roadways that propose glass walls, a design plan showing use of low emission (Low-E) glass. Highly reflective glass walls shall not be used as a primary building material for more than thirty-five percent (35%) of the building facades.

ii. A lighting plan that specifies the lighting type and placement to ensure that the effects of security and other outdoor lighting are minimized on adjacent uses and do not create spillover effects.

iii. For projects located east of 6<sup>th</sup> Street, a design plan demonstrating that all exterior lighting and advertising (including signage) shall be directed on to the specific location intended for illumination (e.g. parking lots, driveways and walkways) and shielded away from adjacent properties and public rights-of-ways to minimize light spillover onto adjacent areas. Light structures for surface parking areas, vehicular access ways and walkways shall not exceed 25 feet in height. In addition monument lighting and night-lit signage is prohibited on building facades that face existing residential neighborhoods.

4. Fees.

Each application shall require a filing and investigation fee as established in the fee and charge report.

5. Conditions May Be Imposed.

In approving an application, the planning director may impose such conditions as are reasonably necessary to carry out the intent and purpose of this chapter and title; provided, that conditions may not be imposed that would conflict with or would be contrary to the requirements of the Sacramento Railyards Specific Plan, the Sacramento Railyards Design Guidelines, the Sacramento Railyards Specific Plan Mitigation Monitoring Program, any applicable development agreement, this title, other applicable plans, ordinances, or development regulations, or with conditions of approval imposed by prior approvals other than approvals by the planning director under this chapter.

6. Withdrawal of Application.

The planning director may permit the withdrawal of an application, provided such request is made in writing by the applicant.

7. Resubmittal of Application.

If an application has been denied wholly or in part, no new application for substantially the same planning director urban development permit, planning director special permit, or modification or extension of either shall be resubmitted for a period of six months from the effective date of the final denial of the application, unless approval of an earlier filing has been granted by the planning director.

**17.124.080 Planning Director Urban Development Permit.**

A. Authority-Scope of Review.

The purpose and scope of the planning director urban development permit is to ensure that development is consistent with the goals, policies, objectives and other provisions of the Sacramento Railyards Specific Plan, the Sacramento Railyards Design Guidelines, the Sacramento Railyards Specific Plan Environmental Impact Report and Mitigation Monitoring Program, any applicable development agreement, this title, and all other applicable plans, ordinances, and development regulations, and is compatible with surrounding development. A planning director urban development permit is discretionary in nature.

B. Considerations.

In reviewing a planning director urban development permit application, the planning director shall consider how the proposed project conforms to and furthers the vision, goals,

policies and objectives of the Sacramento Railyards Specific Plan, the Sacramento Railyards Design Guidelines, the Sacramento Railyards Specific Plan Environmental Impact Report and Mitigation Monitoring Program, any applicable development agreement, this chapter, and all other applicable plans, ordinances, and development regulations, with respect to the following:

1. The proposed use: consideration of the proposed use or uses to ensure an appropriate mix (both horizontal and vertical) and balance of uses is achieved within each land use designation and each zone and compatibility with surrounding development.
2. The density and intensity of the proposed development: consideration of the density or floor area ratio for each parcel and development project to ensure that development capacity is appropriately allocated throughout each district, land use designation, and zone when considered in the context of all previously approved and reasonably foreseeable future projects.
3. The site layout and design: consideration of the location and the orientation of buildings and other structures, public and private open space, build-to lines, street wall heights, landscaping and other development features in relation to the physical characteristics of the site.
4. The building design: consideration of the building envelope and architectural design, including but not limited to building height, development of urban streetscape, articulation of building massing and details, and usage of quality materials.
5. Traffic safety, parking, and traffic congestion: consideration of the effect of the site development plan on traffic conditions on abutting streets; the locations and dimensions of vehicular and pedestrian entrances, exits, driveways, and walkways; the circulation patterns within the boundaries of the development; and the location, accessible path of travel to, and the adequacy of off-street parking facilities, including consideration of the parking management plan, increases or decreases in off-street parking ratios, and implementation of a transportation management plan.
6. Energy conservation: consideration of the use of green building technology and techniques and energy conservation, including without limitation the presence and orientation of structures, vegetation and other objects, both on and off the site, and building design and materials.
7. City services: consideration of the availability of city services, including, but not limited to, water, sewer, drainage, police and fire; and whether such services are adequate based upon applicable city standards.
8. Conformity with applicable plans and regulations: consideration of any other considerations necessary to ensure that the proposed development conforms to and furthers the vision, goals, policies and objectives of the Sacramento Railyards Specific Plan, the Sacramento Railyards Design Guidelines, the Sacramento Railyards Specific Plan Environmental Impact Report and Mitigation Monitoring Program, any applicable

development agreement, this chapter, and all other applicable plans, ordinances, and development regulations.

C. Design Director and Preservation Director Review.

1. Design Director Review.

Except for applications involving development within the Central Shops Historic District subject to preservation review under Chapter 17.134, each application for a planning director urban development permit shall be subject to design director review under this chapter. The design director shall review all urban design elements of a proposed project including without limitation the exterior architectural design (including height), the site design (including build-to lines, street-wall heights, setbacks, and lot coverage), landscaping design, and sign design. The design director shall prepare and submit to the planning director a report on the project design. The report shall include a detailed evaluation of the proposed project design and the design's consistency with the Sacramento Railyards Design Guidelines both as a stand-alone project and in the context of the Sacramento Railyards Specific Plan area and the Central City. The report shall make recommendations for conditions and design modifications as the design director finds appropriate to achieve the design goals of the Sacramento Railyards Specific Plan and Design Guidelines.

2. Preservation Director Review.

a. All development within the Central Shops Historic District shall be subject to preservation review under Chapter 17.134 in addition to this chapter.

b. In addition to design director review under subsection (C)(1), above, each application for a planning director urban development permit within the Central Shops Transition Zone, as described in section 17.124.060(C) and Appendix D, shall be subject to preservation review under this chapter. The preservation director shall review all urban design elements of a proposed project including without limitation the exterior architectural design (including height), the site design (including build-to lines, street-wall heights, setbacks, and lot coverage), landscaping design, and sign design. The preservation director shall prepare and submit to the planning director a report on the project design. The report shall include a detailed evaluation of the proposed project design and the design's consistency with the Sacramento Railyards Design Guidelines both as a stand-alone project and in its context within the Sacramento Railyards Plan area and the Central City. The report shall make recommendations for conditions and design modifications as the preservation director finds appropriate to achieve the design goals of the Sacramento Railyards Specific Plan and Design Guidelines.

D. Hearing and Decision - Urban Development Permit.

1. Notice and Hearing.

At least one public hearing shall be held on an application for a planning director urban development permit. The public hearing for the Planning Director urban development

hearing shall occur within 45 days from the date the City deems the application complete and the release of the required environmental document, if any. The procedural requirements for the hearing shall be governed by the provisions of Chapter 17.200 of this title. Notice of the hearing shall be given by posting and mail pursuant to subsections (C)(2)(b) and (c) of Section 17.200.010, except that the notice by mail required by subsection (C)(2)(c)(i)(C) of Section 17.200.010 shall be given to all of the owners of real property located within the Sacramento Railyards SPD and within five hundred (500) feet of the boundary of the Sacramento Railyards SPD.

2. Consideration of Report from Design Director or Preservation Director.

At the public hearing on an application for a planning director urban development permit, the planning director shall receive and consider as evidence the report submitted by the preservation director or the design director or both under subsection (C) of this section on the proposed development.

3. Decision and Notification.

The planning director shall issue a written decision at the conclusion of the hearing setting forth approval, conditional approval or disapproval of the application, and the findings supporting the decision, and shall transmit to the applicant written notice of the decision pursuant to Section 17.200.020(C). The planning director shall not approve a planning director urban development permit unless the planning director makes the findings required by this section.

4. Findings.

No planning director urban development permit shall be approved by the planning director unless the following findings are made:

a. The proposed development, including the proposed use, the density and intensity of the development, the site design and layout, the height and architectural design of the buildings and structures, the landscaping, the parking, and the open space, is consistent with the goals, policies, objectives and other provisions of the Sacramento Railyards Specific Plan, the Sacramento Railyards Design Guidelines, the Sacramento Railyards Specific Plan Environmental Impact Report and Mitigation Monitoring Program, any applicable development agreement, this title, and all other applicable plans, ordinances, and development regulations, and is compatible with surrounding development;

b. Facilities, including utilities, access roads, sanitation and drainage are adequate and consistent with applicable city standards, and the proposed improvements are properly related to existing and proposed streets and highways;

c. The property involved is of adequate size and shape to accommodate the proposed use and required yard, building coverage, setback, parking area and other requirements of this chapter; and

d. Approval of the planning director urban permit review will not be contrary to the public health or safety or injurious to the property or improvements of adjacent properties.

5. Decision, Appeal, and Call-Up.

The approval, conditional approval, or denial by the planning director of a planning director urban development permit shall be subject to appeal pursuant to section 17.200.030 of this title, except that the appeal shall be made directly to the city council, and shall be subject to city council call-up pursuant to section 17.200.040 of this title. The appeal or call-up of the planning director's decision shall stay the proceedings until the determination of the matter on appeal or call-up is final. The decision of the planning director on a planning director urban development permit shall become final upon the expiration of the time within which an appeal or call-up may be taken if no appeal is filed and no call-up is requested. No building permit, license, or other permit may be issued for the development project until the decision approving or conditionally approving the planning director urban development permit is final.

E. Urban Development Permit - Modification.

No modification of a project for which a planning director urban development permit is approved may be made unless approved by the planning director.

1. Determination of Major or Minor Modification.

The planning director shall determine whether a proposed modification to an approved planning director urban development permit is a major or minor modification. No hearing shall be required for the determination and the decision of the planning director on whether the proposed modification is major or minor shall be final and shall not be subject to appeal or call-up.

2. Definition of Major Modification.

A major modification is one which will result in material change in the nature of the project when all circumstances surrounding the approval of the planning director urban development permit are considered. Set forth below is a list of changes which, by definition, shall be deemed to constitute major modifications for purposes of this provision. This list is not intended to be inclusive, and the fact that a particular change is not included does not limit the discretion or authority of the planning director to determine that a particular proposed change or set of changes constitutes a major modification. The following changes constitute major modifications for purposes of this provision:

- a. Any major change in the pattern or increase in the volume of traffic flow either on or off any property covered by the plan review;
- b. Any change in the nature of the use;

- c. Any increase in height of a structure that exceeds twenty-five percent (25%) of the height of such structure as approved or which exceeds one story, whichever is less;
- d. Any increase in gross floor area of a building which exceeds twenty-five percent (25%) of the approved gross floor area;
- e. Any increase in the density of dwelling units per acre;
- f. Any material changes in the orientation or location of structures on the parcel.
- g. Any material changes in the site and landscape plan approved for the project which includes changes that involve the location of walkways, plazas or planting areas and the types of plantings and hardscape approved for the project.
- h. In the Central Shops Transition Zone, any material changes in the final approved design of a project's site or exterior building/structure that involve changes to items a. through g. above; or changes to overall building and site design or changes in materials and their placement on the building or within the site that exceeds ten percent (10%) of the overall building exterior or site/landscape plan; changes in overall window and door opening patterns, or changes in window and door opening placement that involves more than ten percent (10%) of all window and door openings in the project; changes in roof forms; or any decrease in setbacks or stepbacks that exceeds ten percent (10%) of the approved setbacks or stepbacks.

### 3. Review and Approval of Proposed Modifications

The planning director shall have the authority to review and approve proposed modifications to a planning director urban development permit pursuant to the following provisions.

#### a. Minor Modification.

If the planning director determines that a proposed modification is a minor modification of an approved planning director urban development permit, then a planning director urban development permit minor modification, with no required public hearing, is required for approval of the minor modification. In considering the modification, the planning director shall take into consideration all aspects of the development project with the proposed modification and apply the standards set forth in this section for the approval of a planning director urban development permit. For modifications involving building or site design, the planning director will consider recommendations on the proposed modifications from the design director or preservation director. When approving a minor modification to a planning director urban development permit, the planning director may impose such additional conditions as may be required to mitigate any deleterious effect of the

modification.

b. Major Modification.

If the planning director determines that a proposed modification is a major modification of an approved planning director urban development permit, then a planning director urban development permit major modification, with a required public hearing, is required for approval of the major modification. The public hearing shall be noticed and heard in the same manner described in subsections (A) through and including (D) of this section. In considering the modification, the planning director shall take into consideration all aspects of the development project with the proposed modification and apply the standards set forth in this section for the approval of a planning director urban development permit. For modifications involving building or site design, the planning director will consider recommendations on the proposed modifications from the design director or preservation director. When granting a modification to a planning director urban development permit, the planning director may impose such additional conditions as may be required to mitigate any deleterious effect of the modification.

F. Time Within Which Urban Development Permit Must Be Established.

A use for which a planning director urban development permit is approved must be established within three years from the effective date of final approval of the planning director urban development permit. If not so established the planning director urban development permit shall be deemed to have expired and shall be null and void. A planning director urban development permit shall be deemed established when the building permit is secured and construction is physically commenced. The planning director shall determine whether a planning director urban development permit has been established, which decision shall be final and shall not be subject to appeal or call-up.

G. Extension of Time Within Which Planning Director Urban Development Permit Must Be Established.

Upon application filed prior to the expiration of a planning director urban development permit, the time within which the planning director urban development permit must be established as provided in subsection (A) of this section may be extended by the planning director upon a showing of good cause. One or more extensions may be granted for a planning director urban development permit up to a cumulative total extension period of five (5) years. An application for a time extension for a planning director urban development permit shall be noticed and heard, and shall be subject to appeal, in the same manner as an application for a planning director urban development permit. The request for an extension of time shall be subject to a filing and investigation fee as established in the fee and charge report.

**17.124.090 Planning director special permit.**

A planning director special permit required by this chapter, including an extension or modification, shall be processed, heard, and considered in the same manner as a planning director urban development permit, except that no special permit shall be approved by the

planning director under this chapter unless the findings required under chapter 17.212 of this title are made by the planning director in lieu of the findings required by section 17.124.070(D)(4). The approval, conditional approval, or denial by the planning director of a planning director special permit shall be subject to appeal pursuant to section 17.200.030 of this title, except that the appeal shall be made directly to the city council, and shall be subject to city council call-up pursuant to section 17.200.040 of this title. The appeal or call-up of the planning director's decision shall stay the proceedings until the determination of the matter on appeal or call-up is final. The decision of the planning director on a planning director special permit shall become final upon the expiration of the time within which an appeal or call-up may be taken if no appeal is filed and no call-up is requested. No building permit, license, or other permit may be issued for the development project until the decision approving or conditionally approving the planning director special permit is final.

#### **17.124.100 Planning director variance.**

The planning director shall have the authority to approve a variance from the provisions of this title for development within the Sacramento Railyards SPD. An application for a variance under this section, including an extension or modification, shall be processed, heard, and considered in the same manner as a planning director urban development permit, except that no variance shall be approved by the planning director under this section unless the findings required under chapter 17.216 of this title are made by the planning director in lieu of the findings required by section 17.124.070(D)(4). The approval, conditional approval, or denial by the planning director of a planning director variance shall be subject to appeal pursuant to section 17.200.030 of this title, except that the appeal shall be made directly to the city council, and shall be subject to city council call-up pursuant to section 17.200.040 of this title. The appeal or call-up of the planning director's decision shall stay the proceedings until the determination of the matter on appeal or call-up is final. The decision of the planning director on a planning director variance shall become final upon the expiration of the time within which an appeal or call-up may be taken if no appeal is filed and no call-up is requested. No building permit, license, or other permit may be issued for the development project until the decision approving or conditionally approving the planning director variance is final.

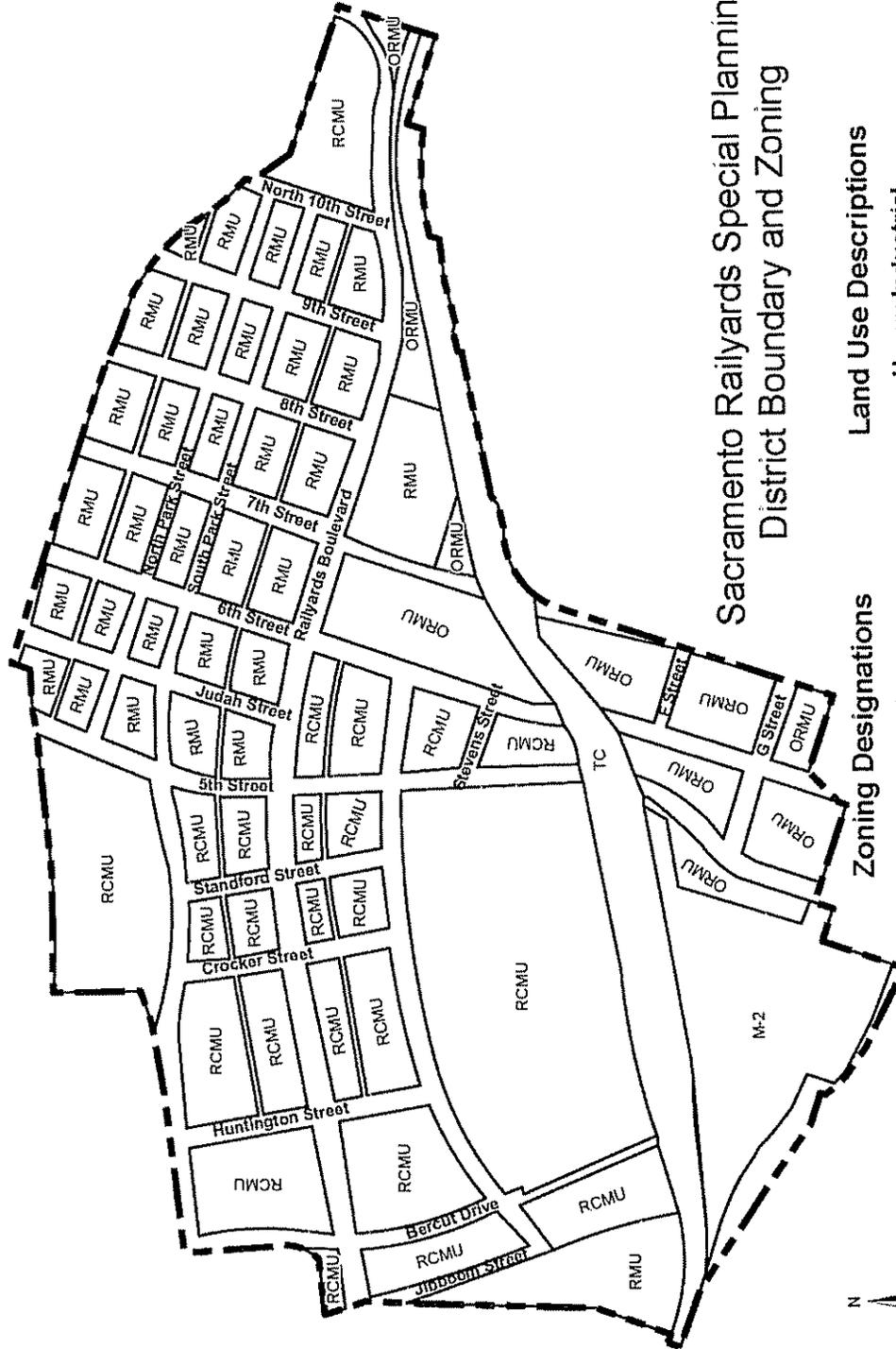
#### **17.124.110 Subdivision maps.**

Notwithstanding the provisions of Title 16 or any other provisions of this code to the contrary, the planning director shall hear and take action on all tentative subdivision maps, tentative parcel maps, and tentative master parcel maps, including requests for subdivision modifications relating to the tentative map, for property within the Sacramento Railyards SPD. The planning director shall comply with the provisions of Title 16 relating to notice, hearing, findings, and all other relevant procedural matters, except that the notice by mail required by section 16.24.090(A)(1), 16.24.095(A), and subsection (C)(2)(c)(i)(C) of Section 17.200.010 shall be given to all of the owners of real property located within the Sacramento Railyards SPD and within five hundred (500) feet of the boundary of the Sacramento Railyards SPD. Appeal from a decision of the planning director on a tentative map or subdivision modification shall be

processed and heard in the same manner as an appeal from a zoning administrator action on a tentative parcel map, except that the appeal shall be made directly to the city council.

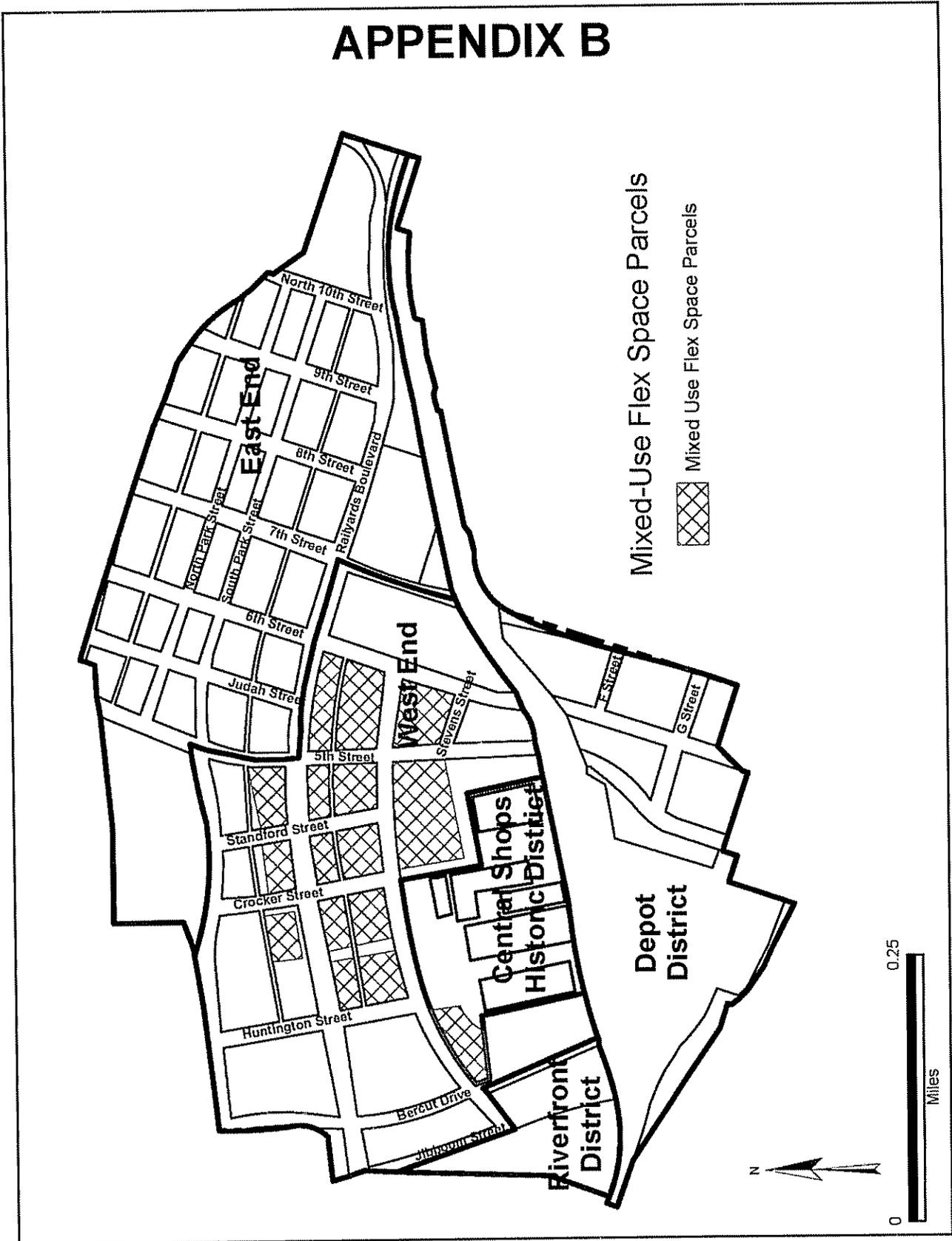
# APPENDIX A

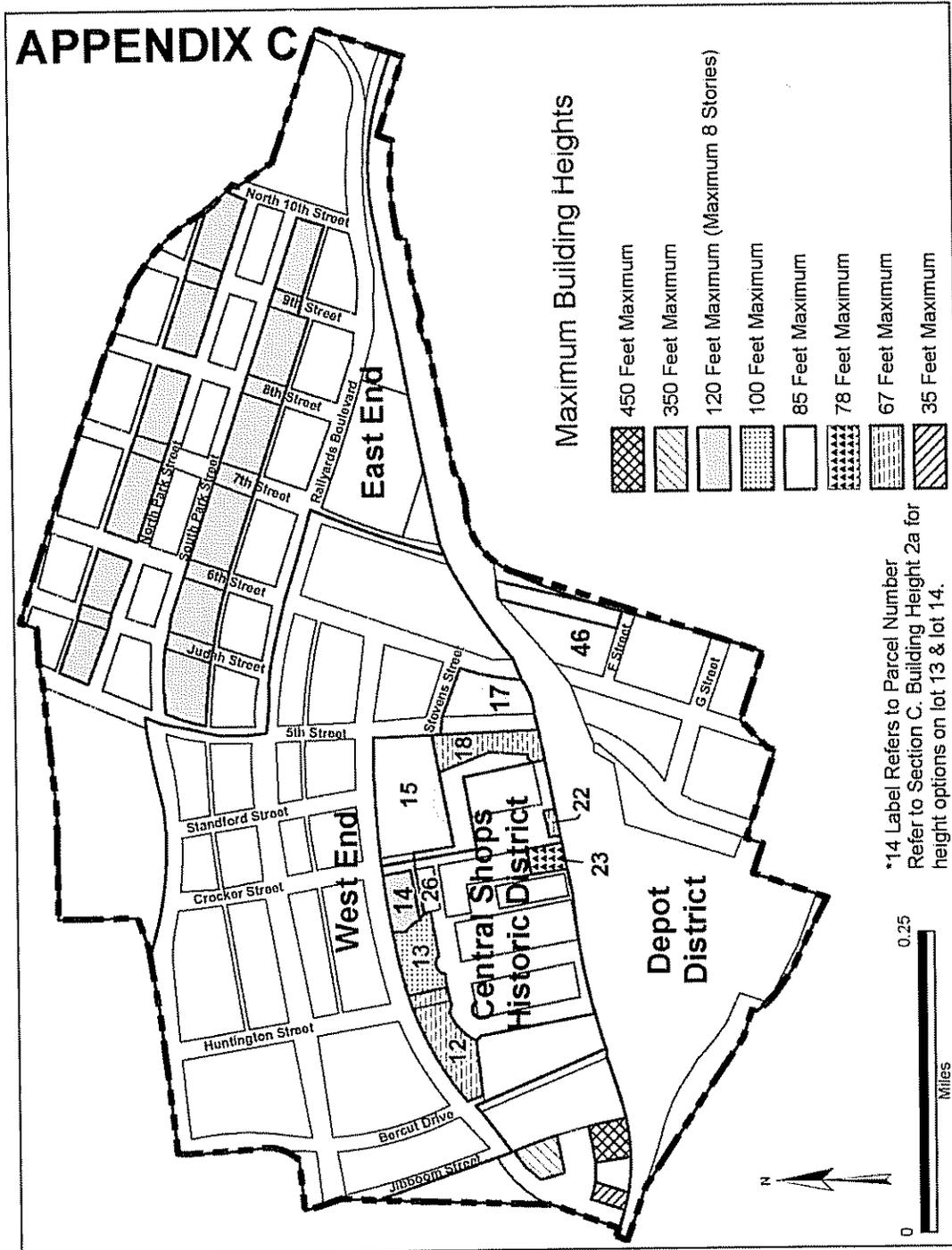
## Sacramento Railyards Special Planning District Boundary and Zoning

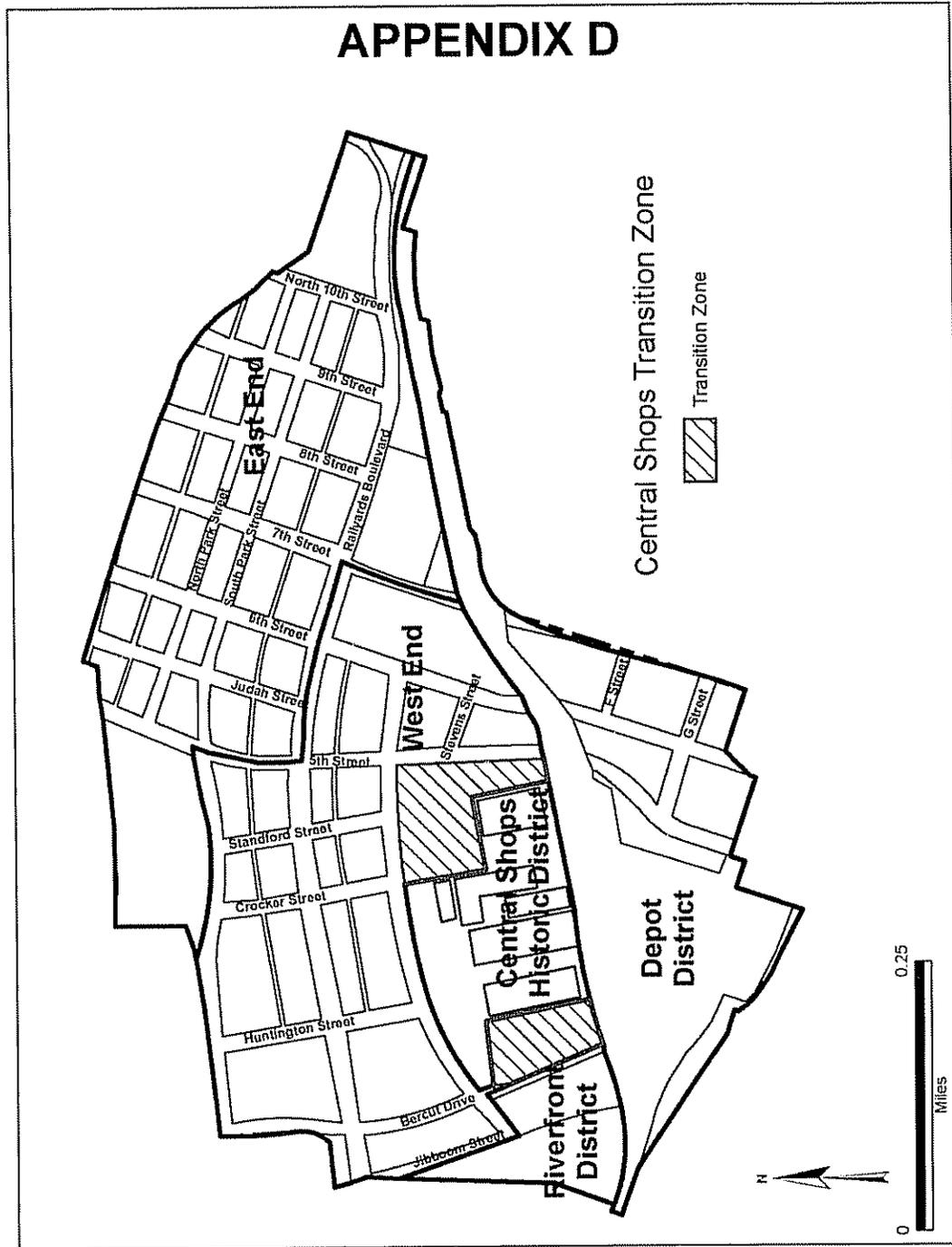


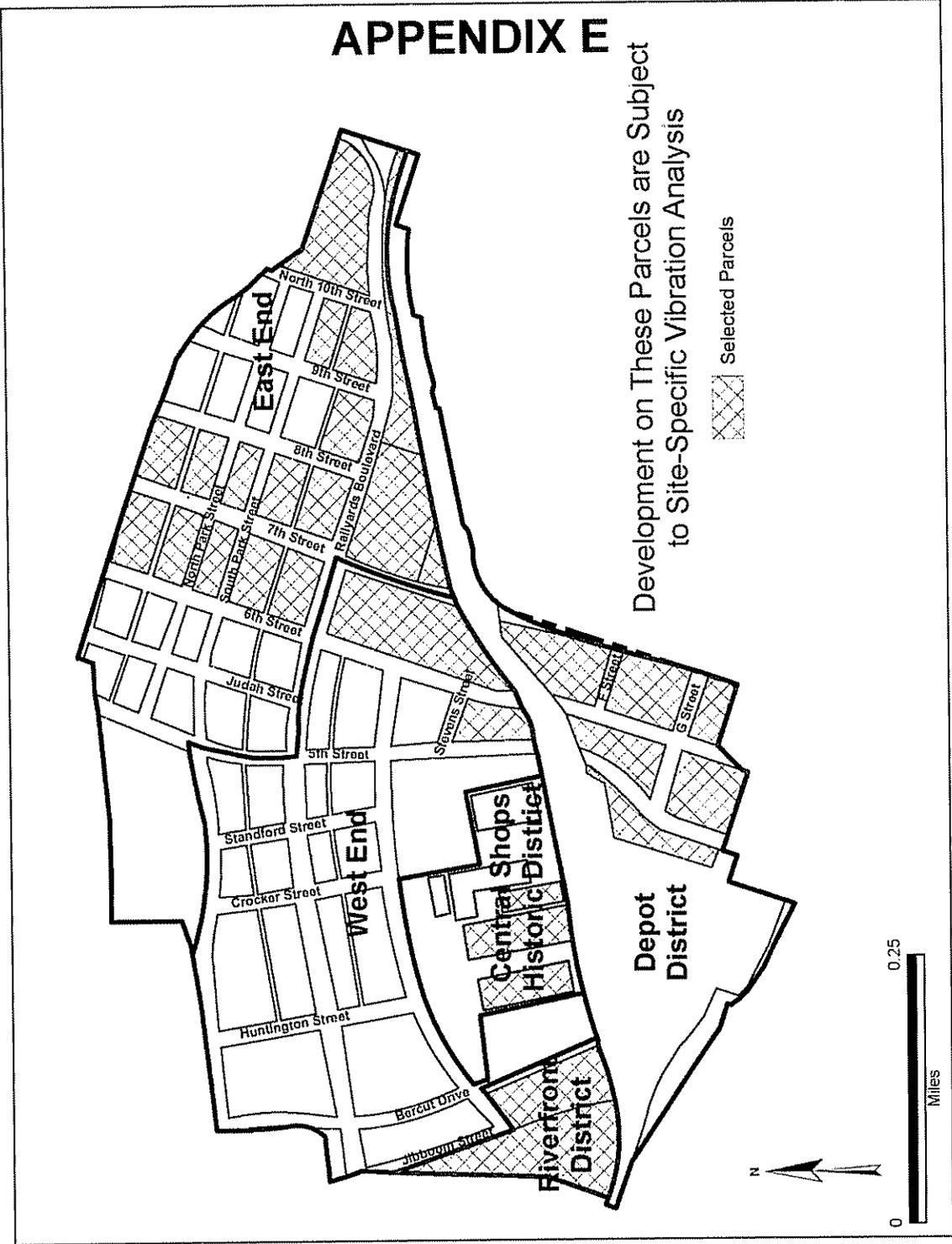
Zoning Designations	Land Use Descriptions	Area
M-2	Heavy Industrial	15.23 Acres
ORMU	Office / Residential Mixed Use	21.88 Acres
RCMU	Residential / Commercial Mixed Use	80.67 Acres
RMU	Residential Mixed Use	44.39 Acres
TC	Transportation Corridor	17.66 Acres

# APPENDIX B









**ORDINANCE NO.**

Adopted by the Sacramento City Council

**ADDING SECTION 15.148.193 TO CHAPTER 15.148 (THE SIGN CODE) OF TITLE 15 OF THE SACRAMENTO CITY CODE RELATING TO SIGNS IN THE RAILYARDS SPECIAL PLANNING DISTRICT (M07-067)**

**BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:**

**SECTION 1.** Section 15.148.195 is added to Chapter 15.148 (the Sign Code) of Title 15 of the Sacramento City code (the Zoning Code) to read as follows:

**15.148.193. Sacramento Railyards SPD.**

The following sign regulations shall apply in the Railyards SPD.

**A. General Requirements.**

1. A sign program shall be submitted with each individual project application for a planning director urban development permit. The sign program shall address:
  - a. Proposed location of signage;
  - b. Dimensions of signage area;
  - c. Materials and design guidelines including colors, letter types and sizes, use of logos/graphics, illumination method.

**B. Design Requirements.**

1. Sign design shall conform to the Railyards Design Guidelines.
2. The location of signs shall be only as shown on the approved plans by the planning director.
3. All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes.
4. Installation of all signage shall be in accordance with the approved drawings by the planning director.

**C. Types of Signage.**

1. Flat mounted wall signs;
2. Individual letters;
3. Wall plaques;
4. Logos;
5. Objects;
6. Window/awning graphics;
7. Projecting signs;

**D. Quality of Materials.**

High-quality materials and finishes are required, and signage material must be weather-proof.

**E. Location and Size.**

**1. Attached Signs.**

- a. Maximum number of flat/projecting signs: two per occupant, or one per building face plus one for each occupancy;
- b. Maximum area of flat sign: fifteen (15) square feet per 1,000 square feet of gross leasable area for the first 3,000 square feet, with an additional allowance of ten (10) square feet per 1,000 square feet of gross leasable area thereafter, not to exceed a total of one hundred (100) square feet;
- c. Maximum height of flat sign: three (3) feet.

**2. Projecting Sign (No More Than One Per Occupant).**

- a. Maximum area one side: twenty (20) square feet;
- b. Maximum height of sign: ten (10) feet;
- c. Maximum distance from building face to outer edge of sign: four (4) feet;
- d. Minimum height from sidewalk to bottom of sign: eight (8) feet.

3. **Suspended Signs.**

- a. Maximum number of suspended signs: one (1) per occupant;
- b. Maximum area each face: nine (9) square feet;
- c. Maximum height: one (1) foot six (6) inches;
- d. Minimum height from sidewalk to bottom of sign: eight (8) feet.

4. **Awning/Canopy Signage.**

- a. Maximum height of letters: twelve (12) inches;
- b. Logos/Graphics: an emblem, insignia, logo, graphic or other similar feature or copy not exceeding twenty-five percent (25%) of surface area may be painted, placed, or installed on any awning or canopy provided that such feature complies with all other applicable provisions of this division.

5. **Banners.**

- a. Total maximum area per banner: forty (40) square feet;
- b. Maximum number of banners: subject to planning director approval;
- c. Banners in Alleys. A banner which projects above a public alley shall be located not less than ten (10) feet above the alley grade, projecting pole mount must be no less than fourteen (14) feet above alley grade, and banner shall not project more than two (2) feet from the building face.

6. **Special Signage.**

- a. Subject to the review and approval of the planning director, retail businesses and facilities that are entertainment or culturally oriented and contribute to the active nightlife of the Railyards SPD area may be allowed creative signage which does not conform to the requirements of this chapter.
- b. Examples of special signs include but are not limited to the following: exposed neon tubing, flashing, or traveling lights on theater marquees or nightclubs, etc.

7. **Office Towers—Attached Signs.**

Signage on office buildings above the street-wall or building base is allowed subject to the following provisions:

- a. **Design.** The signage must be integral in design to the architectural

style of the building. The specific sign program shall be developed by a professional graphic artist or designer with demonstrated ability in sign design.

b. **Number.** No more than one sign per building face.

c. **Materials, Construction and Design.** Signs may be constructed of solid metal, marble, granite, ceramic tile or other comparable materials which convey a rich quality, complimentary to the material of the building exterior. Examples of acceptable metal materials are chrome, brass, stainless steel or fabricated and painted sheet metal. Plastic or wood signs are specifically prohibited.

d. **Illumination.** Signs may be nonilluminated or internally illuminated to create a halo backlighted effect. Internally illuminated signs shall be lighted with white neon tubing and thirty milliamperes transformers. Lighting shall not produce a glare on other properties in the vicinity, and the source of light shall not be visible from adjacent property or a public street. Internally lit plastic signs are prohibited.

e. **Location.** Signs must be attached to and parallel to a building face. A sign may not project above the wall on which it is located. A sign may be located in the "upper signage area." "Upper signage area" shall be defined as the area bounded by the (1) top of the windows of the tallest floor of the building; (2) the building parapet line; and (3) the two vertical edges of the building face on which the sign is attached. A sign may be located outside the "upper signage area" if in a sign zone approved as part of the building design approval, or in a location approved by the planning director.

f. **Maximum Sign Area.** A sign located in the "upper signage area" shall not exceed ten percent (10%) of that area. The length of sign shall not exceed twenty-five percent (25%) of the length of linear building face on which the sign is affixed. The planning director shall determine the maximum size of the following types of signs:

i. Signs located other than as specified above;

ii. Signs located on buildings with a unique or unusual architectural design.

g. If not specifically approved as part of the design approval for the building, the following types of signs shall require a zoning administrator's special permit pursuant to Chapter 17.212:

i. Signs not located in the "upper signage area," as defined in subsection (E)(7)(e) of this section.

ii. Signs which use construction materials other than marble, granite, ceramic tile or individual solid metal letters pursuant to subsection (E)(7)(c) of this section.

#### **F. Sidewalk Clocks/Thermometer.**

A sidewalk clock or thermometer consistent with the architectural design of a building,

storefront or streetscape theme is permitted subject to the review and approval of the planning director. If the sidewalk clock is to be located in the public right-of-way or on public property, a revocable permit shall be required.

**ATTACHMENT 14**

**ORDINANCE NO.**

Adopted by the Sacramento City Council on

**NOMINATING AND ADDING THE CENTRAL SHOPS HISTORIC DISTRICT TO THE  
SACRAMENTO REGISTER OF HISTORIC AND CULTURAL RESOURCES AS A  
HISTORIC DISTRICT  
(M07-072)**

**BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:**

**SECTION 1**

The Sacramento Register of Historic and Cultural Resources is amended by adding the Central Shops Historic District located at 105 Bercut Dr. as a Historic District.

Pursuant to Sacramento City Code Sections 17.134.170 and 17.134.180 and based on the duly noticed hearing conducted by the City Council, and the recommendation from the Preservation Commission, the staff reports and nomination materials attached thereto, and the testimony presented at the hearing on the nomination, the City Council makes the following findings in support of its action to designate the Central Shops Historic District and to place it in the Sacramento Register:

The property meets Criteria i, ii and iii of the Criteria for Sacramento Register Landmark eligibility pursuant to Sacramento City Code Title 17, Chapter 17.134, section 17.134.170-C (1-5):

- A. The nominated resource meets Criterion i for listing on the Sacramento Register: "It is associated with events that have made a significant contribution to the broad patters of the history of the city, the region, the state or the nation";
- B. The nominated resource meets Criterion ii for listing on the Sacramento Register: "It is associated with the lives of persons significant in the city's past";
- C. The nominated resource meets Criterion iii for listing on the Sacramento Register: "It embodies the distinctive characteristics of a type, period or method of construction";
- D. In addition, the District meets the Requirements and Factors to be Considered outlined in Section 17.134.170(B)(1) and (2):
  - 1. Requirements
    - a. The area is a geographically definable area;
    - b. The area possesses either:

- i. A significant concentration or continuity of buildings unified by:
  - a) past events; or b) aesthetically by plan or physical development;
- ii. The area is associated with an event, person, or period significant or important to city history; or
- c. The designation of the geographic area as a historic district is reasonable, appropriate and necessary to protect, promote and further the goals and purposes of this chapter and is not inconsistent with other goals and policies of the city.

2. Factors to be Considered

- a. The historic district has integrity of design, setting, materials, workmanship and association;
  - b. The collective historic value of the buildings and structures in the historic district taken together may be greater than the historic value of each individual building or structure.
- E. The Historic District Boundaries in the attached map, Exhibit 1, are consistent with Chapter 17.134.170(B) pertaining to Historic District boundaries; and comprises properties located within proposed Lots 12, 13, 14, 20, 21a, 21b, 21c, 22, 23, 24, 25, 26, 27, 28 and 29;
- F. The following Contributing Resources are designated, including the character-defining features listed in Exhibit 2:
- The Car Machine Shop
  - The Planing Mill
  - Privy
  - Car Shop No. 3
  - Blacksmith Shop
  - Paint Shop
  - Erecting Shop
  - Boiler Shop
  - Turntable
  - Water Tower
  - Site Features
- G. Sacramento City Code Section 17.134.180 prescribes that the Significant Feature(s) or Characteristic(s) of the resources to be added to the Sacramento Register shall be identified in the designating Ordinance. The significant features and characteristics of the Central Shops Historic District are included in Exhibit 2.
- H. The nominated resource has important historic or architectural worth, and its designation as a landmark is reasonable, appropriate, and necessary to protect,

promote, and further the goals of this chapter, pursuant to Sacramento City Code Title 17, Chapter 17.134, section 17.134.170-C (b-c).

## **SECTION 2**

The Central Shops are associated with important dates, people and features of the Transcontinental Railroad construction and initial operation, as well as the subsequent development of the nation's railroad system. The Central Shops served as the principal shops of the Pacific Lines of the Southern Pacific system between 1868 and 1990, overseeing subsidiary shops from Portland, Oregon, and Ogden, Utah, to San Francisco and Los Angeles, California, and east to El Paso, Texas, with additional major influence on the shops of the Atlantic Lines through Texas and Louisiana to New Orleans. Through its first 80 years or so the Central Shops complex has been recognized as the largest integrated industrial complex west of the Rocky Mountains, and perhaps west of the Mississippi River. As late as World War II they retained industrial capabilities found nowhere else in the West, such as the ability to produce the giant metal rollers for the wartime Kaiser steel plant built at Fontana in Southern California. The Central Shops were by far the largest single employer in the Sacramento region until after World War II, with workers playing a major part in the economic, social, cultural and political life and development of the Sacramento region. The shops were a major center for innovation, invention and development of railroad and related technologies, and also became an early center for systematic standards, supported by testing, with regional and national impacts. Chief mechanical officers based at Sacramento, notably A. J. Stevens and his successor H. J. Small, gained national recognition, the former for innovation, the latter for standardization. But on the national scene, the most important personage following the original founders of the railroad was E. H. Harriman, who promoted the Sacramento-originated standards all across his railroad system covering over half the country, and who instituted major capital improvements across the system including the last major expansion of the core historic shop buildings preserved today. Architecturally, the shop buildings qualify as being representative examples of typical mid-19th century to late Victorian industrial architecture, with some portions rebuilt in the early 20th century. They feature classic samples of decorative and architectural details from their various periods of construction.

## **SECTION 3**

Adoption of this Historic District promotes the maintenance and enhancement of the significant features and characteristics of the Historic District pursuant to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Adoption of the Historic District promotes the maintenance and enhancement of the historic materials and fabric, as well as the appearance, of the Historic District.

Adoption of the Historic District is consistent with the City's Preservation Element of the General Plan.

Adoption of the Historic District will afford the property the use of the California Historical

Building Code and eligibility for any future preservation incentives that may be adopted for listed properties.

Adoption of the Historic District helps to protect historic resources of the City of Sacramento.

**SECTION 4**

The Preservation Director of the City of Sacramento is hereby directed to add the Central Shops Historic District to the Sacramento Register.

Exhibit 1: Map of Boundaries

Exhibit 2: Significant Features and Characteristics



## Exhibit 2

### Significant Features and Characteristics

Sacramento City Code Section 17.134.180 prescribes that the Significant Feature(s) or Characteristic(s) of the resources to be added to the Sacramento Register shall be identified in the designating Ordinance. The significant features and characteristics of the Central Shops Historic District include the following:

Significant Features & Characteristics: All elements, materials, surfaces, and finishes, of the original design of the structures and landscape/site features shall be included. Specific features and elements include:

#### **Car Machine Shop - Exterior**

- free-standing building with four principal elevations
- gabled roof form with gabled clerestory running length of the ridge line
- masonry wall structure, common bond brick, with articulated brick piers
- (repeating) arched door and window openings.
- corbelled brick arches over door and window openings
- brick sills
- wood-framed, multi-lite, sash windows, with fixed upper sash, operable lower sash, on first story.
- wood-framed, multi-lite, sash windows, operable on second story
- wood door, hardware and strap hinges (south elevation).
- corrugated metal roof
- roof vents, conical caps
- tracks
- vent grilles
- cast iron tie ends, anchors and anchor plates, and bolts
- remnant cast iron hardware, pintles (upright pivot hinge), other hinges and hooks
- attached ladder
- gabled wood bridge connection to Planing Mill
- signage

#### **Car Machine Shop Interior - First Floor (Level)**

- masonry walls brick, painted white.
- engaged masonry (brick) pilasters, painted white.
- exposed second floor framing
- wood posts and brackets
- concrete floor
- tracks
- cast iron wheels, mobile, on tracks (2 sets)

- signage
- large open interior space (open space incorporates all levels/floors)
- extent mechanical equipment

#### **Car Machine Shop - Interior Second Floor (Level)**

- masonry walls brick, painted white.
- engaged masonry (brick) pilasters, painted white.
- roof framing and long span truss system
- wood posts and brackets
- wood floor
- wood wall sheathing
- wood casework
- partition walls, wood, inset with multi-lite glazing.
- attic truss system and wood floor/framing
- corrugated metal roof decking
- signage

While the information above lists character-defining features by "floor," none of the buildings have interior floors, with the exception of the Privy. They are large open spaces, which is a significant character-defining feature of the buildings. The extant mechanical equipment, including cranes, are also character-defining features.

#### **The Planing Mill – Exterior**

- free-standing building
- gabled roof form with gabled clerestory running length of the ridge line
- masonry wall structure, common bond brick, with articulated brick piers
- (repeating) arched door and window openings.
- corbelled brick arches over door and window openings
- brick sills
- wood-framed, multi-lite, sash windows, with fixed upper sash, operable lower sash, on first story.
- wood-framed, multi-lite, sash windows, operable on second story
- corrugated metal roof
- roof vents, conical
- tracks
- vent grilles
- cast iron tie ends, anchors and anchor plates, and bolts
- remnant cast iron hardware, pintles (upright pivot hinge), other hinges and hooks
- attached ladder
- gabled wood bridge connection to Car Machine Shop

#### **Planing Mill Interior - First Floor (Level)**

- masonry walls brick, painted white.
- engaged masonry (brick) pilasters, painted white.
- long span trusses
- exposed second floor framing

- wood posts and brackets
- suspended, gravity-operated steel fire door
- concrete floor
- tracks, two sets
- large open interior space (open space incorporates all levels/floors)
- extent mechanical equipment

### **Planing Mill Interior - Second Floor (Level)**

- masonry walls brick, painted white
- engaged masonry (brick) pilasters, painted white
- corrugated metal roof decking above ceiling
- roof framing and long span truss system
- wood posts and brackets, decking
- second floor ceiling, tongue-and-groove
- wood flooring
- wood wall sheathing painted white and green.
- wood-framed partition walls and office partitions.
- wood-framed casework and closets.
- suspended, gravity-operated steel fire doors
- swinging doors, half-glazed, pair
- cast iron fire protection threshold
- attic truss system and wood floor/framing

While the information above lists character-defining features by “floor,” none of the buildings have interior floors, with the exception of the Privy. They are large open spaces, which is a significant character-defining feature of the buildings. The extant mechanical equipment, including cranes, are also character-defining features.

### **Privy - Exterior**

- free-standing building with four symmetrical elevations
- gabled roof form
- boxed metal eaves
- masonry wall structure, common bond brick, with articulated brick piers
- stucco finish
- corbelled brickwork at cornice
- (repeating) arched door and window openings.
- recessed door and window openings.
- projecting sills
- wood-framed, multi-lite, sash windows, operable.
- connection to Planing Mill, wood-framed decking
- louvered vents in gable ends
- cast iron tie ends, bolts
- timber roofing members
- metal roof deck
- recessed vertical panels and moldings
- wood sash, double-hung windows
- segmented arched windows with projecting sills

- horizontal encircling belt course

### **Privy - Interior**

- masonry walls brick, painted white.
- wood door and window surrounds
- exposed wood framing/rafters at ceiling
- large interior open space
- extant mechanical equipment

### **Car Shop No. 3 - Exterior**

- double clerestory with low-pitched gabled roof and parapet
- lower level masonry wall structure, common bond brick, with articulated brick piers
- (repeating) arched door and window openings.
- tower, hipped (pyramidal) roof, with corrugated sheet metal siding
- wood "keystones" with painted numbers at each bay
- corbelled brick arches over door openings
- brick sills (west elevation)
- narrow lancet windows
- protective cast iron plates over sills
- wood-framed, multi-lite, sash windows, two-over-two, double-hung.
- wood-framed, multi-lite, clerestory windows.
- wood sash windows, multi-lite (west elevation).
- wood doors, large, squared openings, with diagonal framing.
- construction and inset doors (west elevation)
- concrete lintels (west elevation)
- corrugated metal roof and wall sheathing at elevator tower
- roof vents, conical caps
- exterior metal wall sheathing at second floor
- projecting fire walls, brick
- freestanding, gabled south wall, brick, with ghosted features and infilled arched door and window openings.
- suspended, gravity-operated steel fire doors (south elevation)
- tracks
- attached ladder
- cast iron tie ends, anchors and anchor plates, and bolts
- remnant cast iron hardware, pintles (upright pivot hinge), other hinges and hooks

### **Car Shop No. 3 Interior - First Floor (Level)**

- masonry walls brick, painted white and green
- engaged masonry (brick) pilasters, painted white
- roof framing and tension rod truss system
- ceiling framing/rafters
- wood posts and brackets
- crane, overhead with tracks
- concrete floor
- office partition walls with multi-lite glazing).

- Tracks
- large open interior space(open space incorporates all levels/floors)
- extent mechanical equipment

#### **Car Shop No. 3 Interior - Second Floor (Level)**

- masonry walls brick, painted white and green
- engaged masonry (brick) pilasters, painted white
- wood deck roof sheathing
- roof framing and long span truss system
- wood posts and brackets, decking
- wood flooring
- wood-framed partition walls and office partitions
- wood-framed casework and closets.

While the information above lists character-defining features by "floor," none of the buildings have interior floors, with the exception of the Privy. They are large open spaces, which is a significant character-defining feature of the buildings. The extant mechanical equipment, including cranes, are also character-defining features.

#### **Blacksmith Shop - Exterior**

- concrete walls with articulated piers, formwork markings
- steel industrial sash windows, multi-lite, with horizontal pivot, operable
- concrete sills
- gabled roof with gabled clerestory
- corrugated metal siding in gabled end
- roof vents, conical
- original door, wood, hardware and strap hinges
- roof vents
- attached ladder
- remnant signage

#### **Blacksmith Shop – Interior**

- concrete walls, painted white
- concrete floor
- crane, overhead
- steel framed roof (northeast addition)
- wood trusses, wood framing
- wood columns
- hewn wood beams
- corrugated transite roofing
- mechanisms to operate clerestory windows
- large open interior space (open space incorporates all levels/floors)
- extent mechanical equipment

#### **Paint Shop - Exterior**

- free-standing building with four principal elevations
- masonry wall structure, common bond brick, with articulated brick piers

- (repeating) arched door and window openings.
- arched original door with hardware and strap hinge (west elevation, southernmost bay)
- corbelled brick arches over door and window openings
- "keystones" with painted numbers at each bay
- brick sills
- roof, multi-planed, gabled, hipped and flat
- wood-framed, multi-lite, sash windows
- vent grilles
- cast iron tie ends, anchors and anchor plates, and bolts
- remnant cast iron hardware, pintles (upright pivot hinge), other hinges and hooks
- tracks

#### **Paint Shop Interior - First Floor (Level)**

- brick walls, painted white
- corbelled brickwork below infilled openings
- engaged masonry (brick) pilasters, painted white
- interior "passage" with arched openings, infilled and/or glazed.
- interior masonry (brick) partition wall of arches (former south elevation until 1890), painted white.
- industrial sash windows (east elevation).
- wood and steel trusses
- wood posts and brackets
- concrete floor
- large open interior space (open space incorporates all levels/floors)
- Skylights

#### **Paint Shop Interior - Second Floor (Level)**

- wood and brick walls, painted white and green
- wood wall sheathing and ceiling
- wood floor
- wood partition walls
- wood casework
- wood posts and brackets
- corrugated metal roof decking
- remnant historic signage (fire escape sign)
- extent mechanical equipment

While the information above lists character-defining features by "floor," none of the buildings have interior floors, with the exception of the Privy. They are large open spaces, which is a significant character-defining feature of the buildings. The extant mechanical equipment, including cranes, are also character-defining features.

#### **Erecting Shop, Exterior**

- brick walls
- steel framing
- metal gable roof over the Engine Rebuild Shop and Component Rebuild Shop

- metal deck roof of the Erecting Bays
- parallel roof systems
- gambrel roof at north end
- gabled clerestory with multi-paned windows.
- exterior articulated bays with arched multi-paned windows and brick pilasters
- brick moldings
- shallow stepped cornice
- double-hung windows with cast iron sills.
- large rectangular windows and articulated bays at east end

### **Erecting Shop, Interior**

- cast iron posts with paired brackets
- exposed wood truss system
- interior bays
- large interior open space (open space incorporates all levels/floors)
- extant mechanical equipment

### **Boiler Shop, Exterior**

- corrugated metal siding
- gable roof
- shed roof extensions on east and west elevations
- window openings
- signage

### **Boiler Shop, Interior**

- wood framed construction
- wood truss ceiling
- large interior open space (open space incorporates all levels/floors)
- extant mechanical equipment
- signage

### **Turntable**

- circular shape
- concrete pit
- tracks
- steel framework
- table
- metal cab

### **Water Tower**

- cylindrical tank of riveted metal panels
- trussed legs

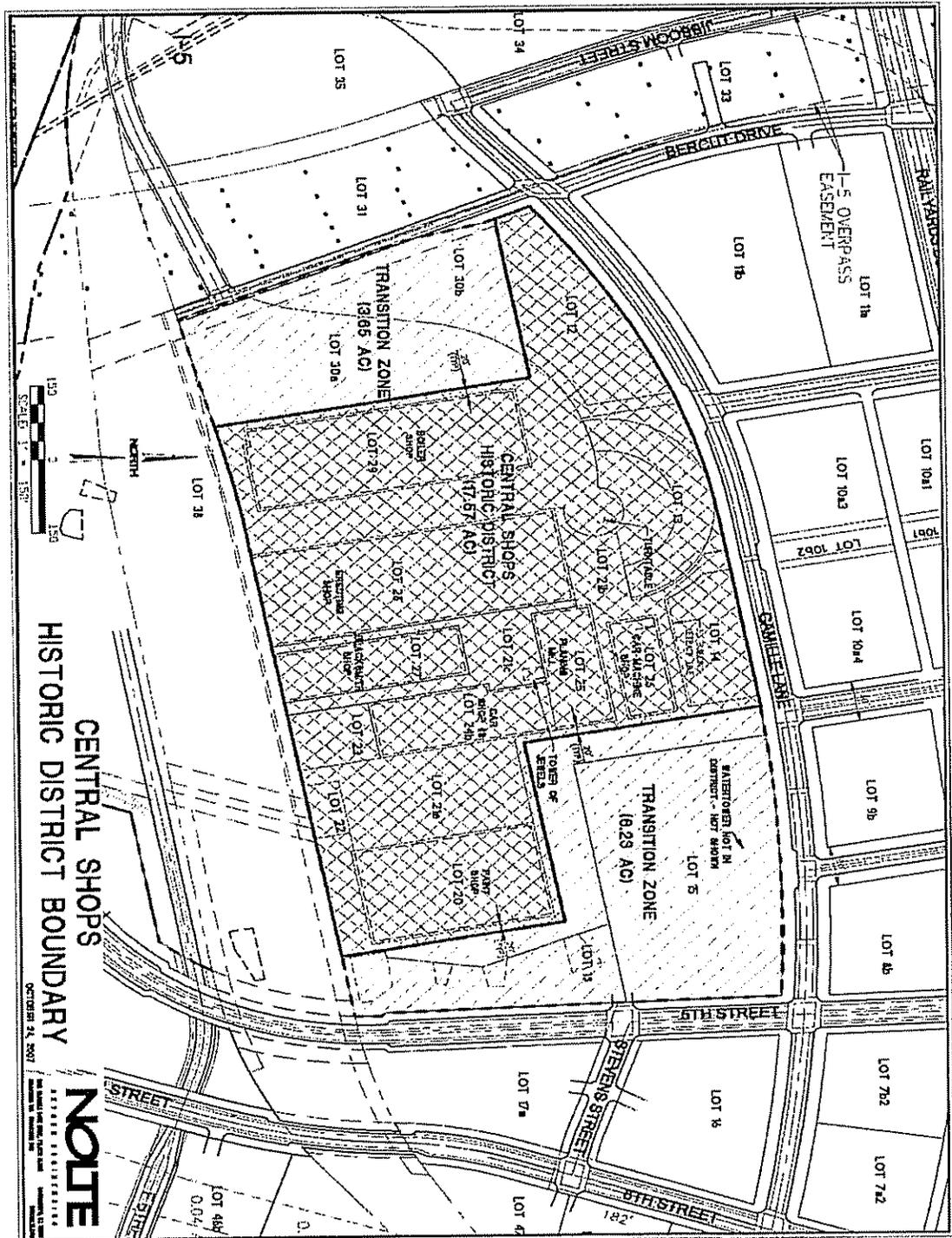
### **Site Features/Artifacts**

- Shed/Firing Line, North of Boiler Shop.
- Control Booth, North of Boiler Shop, north of firing line shed.

- Roundhouse brick foundation-remnant. North of Boiler Shop, north of firing line shed, running in a east-west direction
- Line of Poles. East side of the Erecting Shop.
- Turntable and associated pit and tracks. North of Erecting Shop.
- Three sets of turntable tracks. North of Erecting Shop
- Turntable pit. North of Erecting Shop
- Pipe, Riveted and Sautered. North elevation of Car Machine Shop.
- Water Tank. Northeast of Site
- R-used Tank Car. East of Paint Shop
- Tower for Overhead Wires. South end of Transfer Table between Car Shop No. 3 and Paint Shop
- Anvil/Hammer from Blacksmith Shop. South of Blacksmith and Erecting Shops in area proposed as site of line relocation
- Crane. West Elevation of Car Shop No. 3.
- Air Reservoir. West Elevation of Car Shop No. 3.
- Tracks and Alignments. Run from interior of Car Shop No. 3 east west, across "plaza" into corresponding bay of the Erecting Shop and thru to the Boiler Shop and Paint Shop.
- Transfer Table Pits, between the Boiler Shop and the Erecting Shop.

Exhibit 1

Map of Boundaries



M07-072

## **RESOLUTION NO. 07-004**

**ADOPTED BY THE PRESERVATION COMMISSION**  
**ON DATE OF NOVEMBER 7, 2007**

### **RESOLUTION TO RECOMMEND THE NOMINATION OF THE CENTRAL SHOPS DISTRICT AS A HISTORIC DISTRICT AND RECOMMEND IT BE ADDED TO THE SACRAMENTO REGISTER OF HISTORIC AND CULTURAL RESOURCES**

WHEREAS, the Sacramento City Council, in adopting Chapter 17.134 of the Sacramento City Code, has found that placement of qualifying structures, resources and historic districts on the Sacramento Register of Historic and Cultural Resources (Sacramento Register) benefits both the community and property owners, because protecting and preserving historic resources help to maintain and revitalize the City and its neighborhoods by stimulating economic activity, encouraging the use and reuse of historic buildings, and protecting buildings and neighborhoods from deterioration and inappropriate alterations, all of which enhance the City's economic, cultural, and aesthetic standing; and

WHEREAS, on September 4, 2007, a Historic District Nomination Form for the Central Shops was submitted by Thomas Enterprises, Inc. to the City's Preservation Office; and

WHEREAS, on September 26, 2007 at a required Public Hearing, the City's Preservation Director made a preliminary determination that the proposed Historic District meets the Sacramento Register eligibility criteria and considerations as a historic district; and

WHEREAS, the Preservation Commission (Commission) has the authority under Chapter 17.134 to consider Landmark, Contributing Resources and Historic District nominations for inclusion in the Sacramento Register by adoption of a resolution of recommendation after holding a noticed public hearing; and

WHEREAS, on November 7, 2007, the Commission conducted a duly noticed public hearing to consider the nomination of the Central Shops Historic District and make its recommendations to the City Council regarding the following historic district for inclusion in the Sacramento Register:

Central Shops Historic District, 105 Bercut Dr., Sacramento

WHEREAS, the Commission has received and considered oral and documentary evidence at the hearing and has determined that the proposed historic district has special architectural character or special historical or aesthetic interest or value, and