

RESOLUTION NO. 2007-908

Adopted by the Sacramento City Council

December 11, 2007

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.

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Exhibit A: Sacramento Railyards Specific Plan

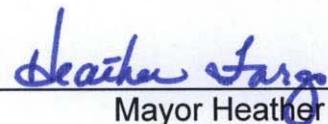
Adopted by the City of Sacramento City Council on December 11, 2007 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Fargo.

Noes: None.

Abstain: None.

Absent: None.



Mayor Heather Fargo

Attest:



Shirley Concolino, City Clerk

SACRAMENTO RAILYARDS SPECIFIC PLAN



Approved by the Sacramento City Council on December 11, 2007
Resolution Number 2007-908



SACRAMENTO RAILYARDS SPECIFIC PLAN

The City of Sacramento | December 11, 2007



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Redevelopment of the Railyards area, a 244-acre site in downtown Sacramento, offers a unique opportunity to reinforce and expand the role of the Central City as Sacramento's regional center for business, commerce, government, entertainment, housing, education and culture, and to create a transit-oriented mixed-use district as an integral extension of the Central Business District and as a key tourism destination. The General Plan emphasizes the importance of a jobs and housing balance and contains policies to promote the Central City's role as the regional employment and cultural center and the site of exceptional residential neighborhoods. The Sacramento Railyards Specific Plan is intended to advance the policies of the General Plan to create more mixed-use, transit-oriented neighborhoods within the Central City. This Sacramento Railyards Specific Plan supercedes the existing Railyards Specific Plan, which has slightly different Plan Area boundaries, and was adopted in 1994 and amended in 1996.

The Specific Plan is the overarching policy document that guides development within the Railyards Plan Area, but it works together with three other documents that provide specific guidance on matters relating to urban design, development regulations and permitting: the Railyards Design Guidelines, the Railyards Special Planning District Ordinance (SPD) and the Central Shops Historic District Ordinance. The Railyards Design Guidelines document, which provides design guidance in written and graphic form for private and public projects undertaken in the Railyards, aims to promote the improved aesthetic and functional quality of the Railyards community. The purpose of the SPD is to implement the planning principles, goals and policies of the Specific Plan by establishing necessary procedures and standards through zoning. The Historic District Ordinance will identify contributing resources and character-defining features and utilize development standards pursuant to Chapter 17.134 of the Sacramento Municipal Code. In the interest of making these documents as concise as possible, there is very little overlap among them. As such, parties who are interested in developing properties within the Plan Area must consult each of these four documents prior to construction.

The Sacramento Railyards Specific Plan defines clear parameters for the future development of the Railyards area. Implementation of this Plan will create a unique mixed-use development consisting of high-density for-sale and rental housing, complemented by unique cultural opportunities, commercial uses, office development, hotels, entertainment and retail uses, and parks and urban plazas.

This chapter of the Sacramento Railyards Specific Plan provides a description of the Plan Area, an overview of the development plan and a description of the planning process that was followed to produce the document.

A. Plan Area

The following sections describe the regional and local settings of the Sacramento Railyards Specific Plan Area.

1. Regional Location

As shown in Figure 1-1, the City is located in the north-central part of California, approximately equidistant from the coastline and the Nevada state line. In addition to being the state capital, it is also the largest city in Sacramento County as well as the county seat. The city covers approximately 100 square miles and, as of 2007, is home to over 440,000 people.

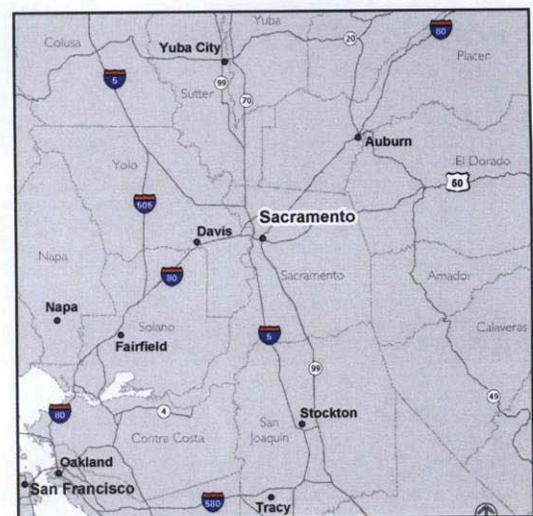


Figure 1-1. Regional Location

2. Plan Area

The 244-acre Plan Area is located immediately north of the Central Business District, east of the Sacramento River, south of North B Street and west of the federal courthouse and the Alkali Flat neighborhood. Figure 1-2 shows the Plan Area and the distribution of ownership on the Railyards site. The site sits between the confluence of the Sacramento and American Rivers, where the initial settlement of the City of Sacramento was founded in 1849 along the banks of the Sacramento River. The Railyards is in close proximity to Old Sacramento, Downtown, Chinatown, the federal courthouse and local government offices, the Richards Boulevard industrial district and the historic Alkali Flat neighborhood.

A key element of this Plan is to knit the surrounding areas to the new districts and neighborhoods in the Railyards and allow for the downtown circulation grid to extend northward connecting to Richards Boulevard.

B. Planning Process

Previous studies for the Railyards Area and its immediate surroundings include the Sacramento Central City Community Plan, which was adopted on May 15, 1980; the Railyards Specific Plan, Facility Element of the Railyards Specific Plan and the Richards Boulevard Area Plan, which were adopted by the City Council on



Figure 1-2. Plan Area and Ownership

December 13, 1994; and the Railyards Special Planning District provisions in the Zoning Code, adopted in 1999. Since completion of the previous Railyards Specific Plan, there has been extensive public input into how best to revise and plan the Railyards.

1. Community Outreach and Land Use Plan Evolution

Since 2002, the City has performed significant community outreach to determine how best to plan the Railyards. In 2004, the City conducted a Visioning Process for the development of the Railyards Area, which consisted of a series of public workshops to generate community input on the redevelopment of the Railyards area. The results of the visioning exercise helped to inform the planning process for the Railyards project. The majority of participants expressed a preference for higher-density housing, ground-floor retail, affordable units and live/work space. They indicated a preference for a 24-hour mixed-use district that would not “close down after 5 p.m.” In terms of transportation, the participants expressed a desire for a walkable and bikeable community with close access to transit.

During the course of the next three years, several other community outreach efforts were made to further guide the development of the Railyards. A community workshop was held by the City and the developer in May of 2006 to get additional feedback. Participants expressed interest in providing pedestrian and street connectivity; providing community facilities such as schools, day care facilities, better recreational spaces and a mix of housing types and affordability; preserving the Central Shops; sustainability; establishing destination places such as museums and

a performing arts theater; celebrating railroad and cultural history; and ensuring high quality design. These community outreach efforts resulted in significant refinements to the plan from 2002 to 2007.

2. Specific Plan Objectives

The Specific Plan for the Railyards is the by-product of extensive comments from participants of the visioning process, community meetings, interested community groups, local business interests, City staff, City commissions, the City Council, Sacramento County and other local elected officials. Based on this input, the Specific Plan has been developed based on a framework that includes the following key objectives:

- ◆ Integrate the Railyards area into the fabric of the existing Central City. The Railyards have historically been isolated from the City. Now the opportunity exists to integrate the area from all points, not just downtown, into a seamless patch of the City fabric.
- ◆ Create a dynamic 24-hour mixed-use urban environment that provides a range of complementary uses-including cultural, office, hospitality, entertainment, retail, residential, educational and open space-and a mixture of housing products, including affordable housing.
- ◆ Connect the Railyards area with Sacramento’s downtown office, retail and government center areas, as well as Old Sacramento, the Richards Boulevard area, and the Alkali Flat neighborhood, using pedestrian and bicycle facilities, roadways, and public transportation routes.

- ◆ Connect the Railyards area to the Sacramento River waterfront, and allow for hotel, public open space, residential waterfront and recreational uses consistent with the Riverfront Master Plan that will result in a vibrant waterfront, valuable to the region and the City.
- ◆ Transform the Railyards from an underutilized and environmentally contaminated industrial site into a transit-oriented, attractive, and nationally renowned mixed-use urban environment.
- ◆ Utilize the historic Central Shops buildings as a heritage tourism draw and as inspiration for a mix of uses that will help to create a culturally-vibrant, urban community.
- ◆ Create a development that is a regional draw for the City of Sacramento due to its geographic location downtown near the Sacramento River waterfront and its unique mix of transportation, residential, cultural, office, hospitality, entertainment, retail, and open space uses and historic sites.
- ◆ Provide a mixture of uses that complement and support the City's planned Sacramento Intermodal Transit Facility (SITF), connecting the Central City to the region, the state and beyond.
- ◆ Create a sustainable community that utilizes green building technology, water conservation measures and renewable energy sources.

C. *Specific Plan Components*

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

1. **Required Contents**

Although as a charter city the City is not bound by State planning statutes, this Specific Plan has been prepared in accordance with the requirements of Government Code Section 65451. As such, the Plan includes text and diagrams that generally describe the following:

- ◆ The distribution, location and extent of all land uses, including open space.
- ◆ The proposed distribution, location, extent and intensity of major components of public infrastructure, such as transportation and drainage systems, and other essential facilities needed to support the land uses.
- ◆ Standards and criteria which specify how development of the Railyards area will proceed.
- ◆ A statement of consistency between the Specific Plan and the goals and policies contained in the General Plan.
- ◆ A program of implementation measures such as regulations, programs and public works projects, and financing measures necessary to complete the essential facilities to allow for development of the Plan Area.

2. Consistency with the General Plan

The policies and objectives of the Plan are consistent with the broad goals of the City of Sacramento General Plan. In general, the policies of the General Plan call for high-density, mixed-use development on the Railyards site. The Railyards is envisioned as an extension of the Central City, with a high intensity of both employment- and housing-related uses and a strong transit orientation. The following General Plan goals and policies are supported by this Specific Plan.

a. Residential Land Use Element

The Specific Plan forwards a number of goals and policies relating to residential development in appropriate areas, including mixed-use developments that integrate housing with employment centers. The following goals and policies are supported by the Specific Plan:

- ◆ **Goal C.** Develop residential land uses in a manner that is efficient and utilizes existing and planned urban resources.
- ◆ **Goal D.** Maintain orderly residential growth in areas where urban services are readily available or can be provided in an efficient cost effective manner.
- ◆ **Goal E.** Provide appropriate residential opportunities to meet the City's required fair share of the region's housing needs.

Policy 1. Provide housing opportunities in newly developing communities and in large mixed use developments in an effort to reduce travel time to and from employment centers.

Policy 2. Use mixed use housing and employment centers to help meet housing needs and reduce traffic in new development within the City.

Policy 3. Establish guidelines for mixed use projects and allow these uses in urbanized areas of the City where intensive development is planned.

b. Commercial and Industrial Land Use Element

The Specific Plan supports the following goals and policies of this Element, which call for transit-oriented, mixed-use development in the Central City:

- ◆ **Goal A (Citywide).** Promote Transit Oriented Development (TOD) within ¼ mile of existing and future light rail transit (LRT) stations.
- ◆ **Goal A (Downtown Sacramento).** Maintain and strengthen Downtown's role as a major regional office, retail, commercial, governmental, and cultural/entertainment center.
- ◆ **Goal B (Downtown Sacramento).** Promote the successful development of mixed-use projects in the Central City.

c. Circulation Element

The Specific Plan is consistent with this Element and promotes the following goals and policies from the Element:

- ◆ **Goal A (Central City).** Provide a street system within the Central City which ensures the safe and efficient movement of people and goods consistent with other transportation needs.

Policy 1. Improve the street circulation system in order to provide access to new development.

Policy 2. Provide specific street improvements which will support downtown development and the Central City Urban Design Plan.

Action a): Develop additional proposals which may improve access to the downtown area including vehicular, transit and bicycle improvements connecting the Richards/Railyards site to the downtown area.

- ◆ **Goal C (Central City).** Develop a balanced transportation system which will encourage the use of public transit, multiple occupancy of the private automobile, and other forms of transportation.

Policy 1. Encourage the use of light rail transit and other alternative methods of transportation to facilitate the circulation in the downtown core, through the Railyards site and the Richards Boulevard area.

Action a): Configure future land uses and development intensities in the Railyards and Richards Boulevard planning areas in a way that reinforces transit ridership and supports public investment in transit facilities.

- ◆ **Goal D (Central City).** Provide an adequate amount of parking to support continued downtown development prosperity, alternative modes of transportation, and the Central City Urban Design Guidelines and Plan.

Policy 1. Provide additional parking as part of development projects and in free standing parking structures.

- ◆ **Goal E (Central City).** Create a multi-modal transportation center in the Central City.
- ◆ **Goal A (Transit).** Promote a well designed and heavily patronized light rail and transit system.

Policy 1. Provide transit service in newly developing areas at locations which will support its highest usage.

In addition to providing a plan that will further the preceding goals, policies and actions, this Specific Plan is consistent with other provisions of the Circulation Element regarding pedestrian and bicycle circulation and parking, as well as goals and policies in the General Plan’s Housing Element, the Public Facilities and Infrastructure Element, the Open Space and Conservation Element, and the Historic Preservation Element of the General Plan.

D. Plan Contents

The Specific Plan includes the following chapters:

- ◆ **Chapter One** is this introduction, which includes an overview of the Plan Area, a description of the process for development of the Specific Plan, its consistency with the General Plan and the components of the Plan.
- ◆ **Chapter Two** provides an overview of the history of the site and its relationship to existing development in the City of Sacramento.
- ◆ **Chapter Three** provides an overview of the major concepts of the Specific Plan, including an overview of each of the neighborhoods and districts that will comprise the Railyards as it is redeveloped.
- ◆ **Chapter Four** contains a set of overriding principles for future development of the Plan Area, followed by the goals and policies that will guide that development.
- ◆ **Chapter Five** establishes new land use classifications for the Plan Area and describes the development intensity associated with each designation.
- ◆ **Chapter Six** describes the proposed program of parks and open space that will be available to Railyards residents and the general public.
- ◆ **Chapter Seven** contains a summary of the proposed circulation pattern, including specifications for designs of new major streets in the Plan Area; improvements to the existing Sacramento Valley Station, which serves Amtrak, Capitol Corridor, San Joaquin Corridor and light rail passengers, and pedestrian and bicycle improvements.
- ◆ **Chapter Eight** describes the proposed infrastructure and public services needed to serve development of the Plan Area.
- ◆ **Chapter Nine** describes the Railyards' historic and cultural resources and the designation of a historic district to preserve those resources.
- ◆ **Chapter Ten** contains an overview of the known contamination on the site and past remediation efforts, and identifies a framework for ongoing remediation, monitoring and mitigation of the contaminants in accordance with the approved remediation action plans.
- ◆ **Chapter Eleven** contains specific implementation strategies.

SETTING AND CONTEXT | 2

This chapter describes the historic and physical setting of the 244-acre Railyards site, as well as the transportation, land use, demographic and economic context of the site within the Central City. Figure 2-1 shows the location of the Railyards in relation to other districts and neighborhoods of the Central City.

A. Prehistory and History

This section provides a brief overview of the prehistory and history of the Railyards property.

The history of the Railyards is inexorably tied to the history of Sacramento, the State of California and the West. The discovery of the Comstock Lode and the subsequent Gold Rush—together with the completion of the transcontinental railroad in the 1860s, with its western terminus in Sacramento—signaled the opening of the West. The railroad helped to establish California's key global position in agriculture

and economic development, and its completion made Sacramento a major transfer point between rail and waterborne transportation. The railroad became the principal conveyance for settlers moving to California and for the bountiful goods of the Central Valley to reach new markets throughout the world. The completion of the transcontinental railroad, constructed largely by Chinese immigrants, helped shape Sacramento's cultural identity. After completion of the project, a thriving Chinatown began to develop along I Street, between 2nd and 6th Streets. As a result of mounting racism, the Chinese were forced out of this neighborhood in the early 1900s. At its peak in the 1920s and 1930s, the Railyards facility was the region's major employer, with a payroll exceeding 3,000 people. Figure 2-2 depicts the Railyards facility during this era.

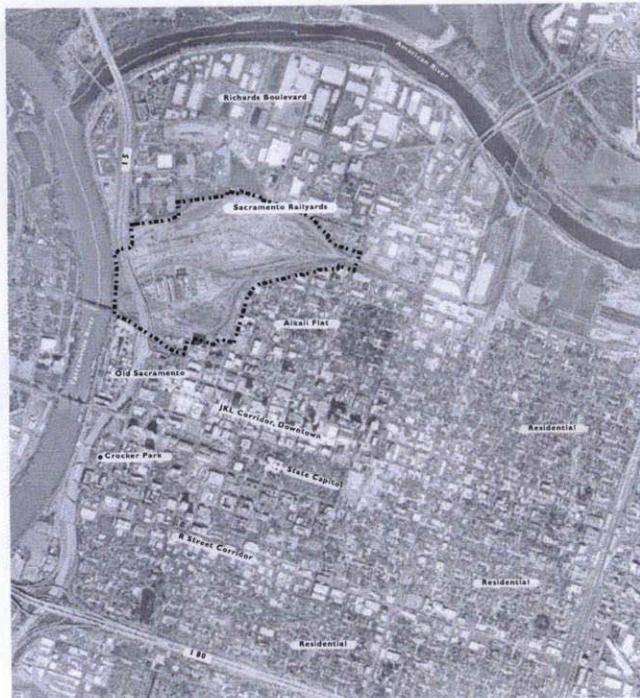


Figure 2-1. City Context - Vicinity (Source: Thomas Enterprises, Inc.)

In subsequent years, the Railyards began to decline as a major railroad production facility with the rise of personal vehicles for intra-regional travel and the airplane for long-distance travel. After 1945, few new buildings were constructed on the site, and the complex gradually eliminated its fabrication and manufacturing components, leaving only maintenance and repair functions. Port activities were relocated to West Sacramento, downriver from the Railyards, where today a deepwater pond is maintained with access via the Sacramento River Deep Water Channel. By the early 1970s, the completion of the Interstate 5 freeway along the western edge of the Railyards cut off direct access to the river and reflected the national emphasis on interstate highway construction over other transportation modes.

Despite decades of decline, the Railyards stands ready to reclaim its place at the center of Sacramento's civic identity. The Railyards Specific Plan provides a critical opportunity to knit together the urban fabric of the Central City, and to create a lasting addition to Sacramento's urban environment.

B. Site Characteristics

As noted in Chapter 1, the Plan Area occupies approximately 244 acres, bounded by the Sacramento River to the west, North B Street to the north, the Alkali Flat neighborhood to the east, and the Sacramento Central Business District to the south. The Railyards area is generally flat, reflecting the historic filling of the land over the past century. It is situated on alluvial deposits of the Sacramento and American rivers. Near the surface, and to a depth of 30 to 50 feet, are deposits of silt and sand. Geotechnical analysis indicates that conditions within the site are unlikely to pose significant constraints to development. It is anticipated that the kinds of foundations required for the different building types in the Railyards will be similar to those required elsewhere in downtown Sacramento.

Since the majority of the site has long been used for railroad and industrial uses, it is mostly devoid of vegetation, with the exceptions of some remaining palm trees near the Central Shops and the riparian vegetation along the Sacramento River.

A century of industrial activity within the Railyards site has resulted in extensive soil and

groundwater contamination. Significant efforts have been undertaken over the past decades to document the nature and extent of contamination, and to remediate the contaminants to a level that will allow for redevelopment of the site for a variety of land uses, subject to certain development standards. Further discussion of the contaminants on the site and relevant environmental regulations and remediation efforts is provided in Chapter 10.

C. Rail Operations

The railroad maintenance and repair activities and other administrative operational functions of the Railyards were relocated in the early 1990s to Roseville, California. Railroad tracks, which carry east-west freight and passenger trains, remain on-site, running parallel to H Street and then curving north along 7th Street before heading east.

The double-track main line enters the Railyards from the west on the lower deck of the I Street Bridge across the Sacramento River. The tracks cross the Railyards site mostly along its southern boundary, adjacent to the historic Southern Pacific Railroad Sacramento Depot building that currently serves as the Amtrak station. The tracks then proceed further eastward on a grade-separated alignment through the Central City, where they split at Elvas Avenue, east of downtown. From there, one leg continues north through Roseville to Truckee and points further east to Chicago, while the other leg proceeds southward to Stockton and the Central Valley.

Union Pacific Railroad (UPRR) operates a number of freight trains on its main line tracks through the site each day. Speeds are limited to 10 miles per hour over the 90-year old I Street Bridge and 25 miles per hour along the 10-degree curve east of the Depot building. In addition to through-freight service, local switching operations occur on spurs that connect to the main line, primarily serving the Richards Boulevard area.

Amtrak currently operates 44 passenger trains through the Sacramento station daily. The San Joaquin route runs eight trains from Sacramento to Bakersfield, and Amtrak is contracted to operate the Capitol Corridor between Auburn and San Jose via stops in Sacramento and Oakland. Amtrak also operates the California Zephyr, which runs between Oakland and Chicago via

Sacramento, and the Coast Starlight, a route between Los Angeles and Seattle via Sacramento, with stops twice daily for each train.

D. Transportation Context

The Central City is the hub of the regional transportation system. It is framed by the Sacramento River to the west, the American River to the north and the Business 80 freeway on the south and east. The regional roadway network radiates outward from downtown Sacramento in six directions, providing access not only throughout Sacramento County, but also to Solano, Yolo, Sutter, El Dorado and Placer Counties. The regional freeway network is comprised of four major routes: Interstate 5, State Route 99, U.S.



Figure 2-2. Railroad activity shaped the history of Sacramento and the Railyards site.
(Source: Thomas Enterprises, Inc.)

Highway 50, and Interstate 80, as well as Business Route 80, which interconnects these four free-ways.

The light rail transit (LRT) system and its proposed extensions reinforce the primacy of the downtown within the Sacramento region. Currently, the LRT system extends from the northeast suburbs along the Watt/Interstate 80 line through the downtown to the eastern suburbs along the Folsom line, and to the south along the Meadowview line. The Downtown Natomas Airport (DNA) line will traverse the Railyards

site along 7th Street, providing a direct connection between the downtown and Natomas before providing service to the Sacramento International Airport. The DNA line will connect with the existing light rail system, which includes a light rail station at the Sacramento Valley Station. In addition to the commuter rail and light rail systems, the Railyards site is well served by local, regional and intercity bus service because of its location within downtown Sacramento. Figure 2-3 shows planned transit infrastructure for the Railyards and its relationship to the existing transit network in the Central City.

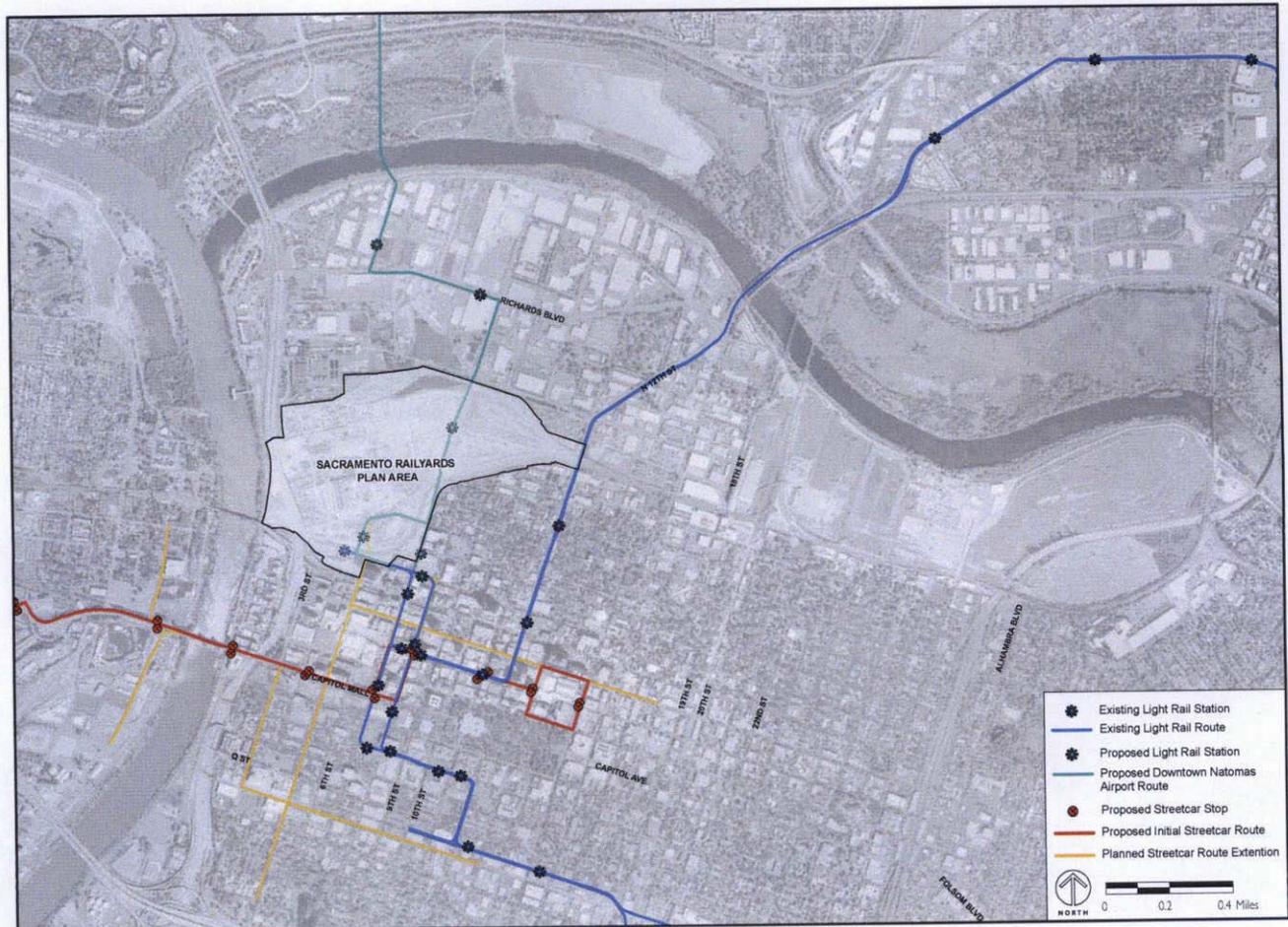


Figure 2-3. Relationship of Railyards to Area Transit

The climate, flat terrain and extensive riverside parkways lend themselves to bicycling, and the City and County of Sacramento, in cooperation with State agencies, are actively promoting bicycle commuting. In the downtown area, there are designated bike lanes, routes and numerous bicycle parking areas. The Railyards redevelopment will create new opportunities to improve the connections between the existing on-street bicycle network grid and the off-street riverfront bicycle paths.

E. Central City Context

As shown in Figure 2-4, the Railyards area is strategically located along the edge of the Central Business District, which is the historic commercial and government center of the region, as well as the location of the State Capitol. The Sacramento metropolitan region is one of the fastest growing areas of the United States. A number of factors have attracted commerce and workers from outside of the region to relocate to Sacramento. Sacramento's combination of metropolitan amenities, low seismic risk and housing opportunities make the area attrac-

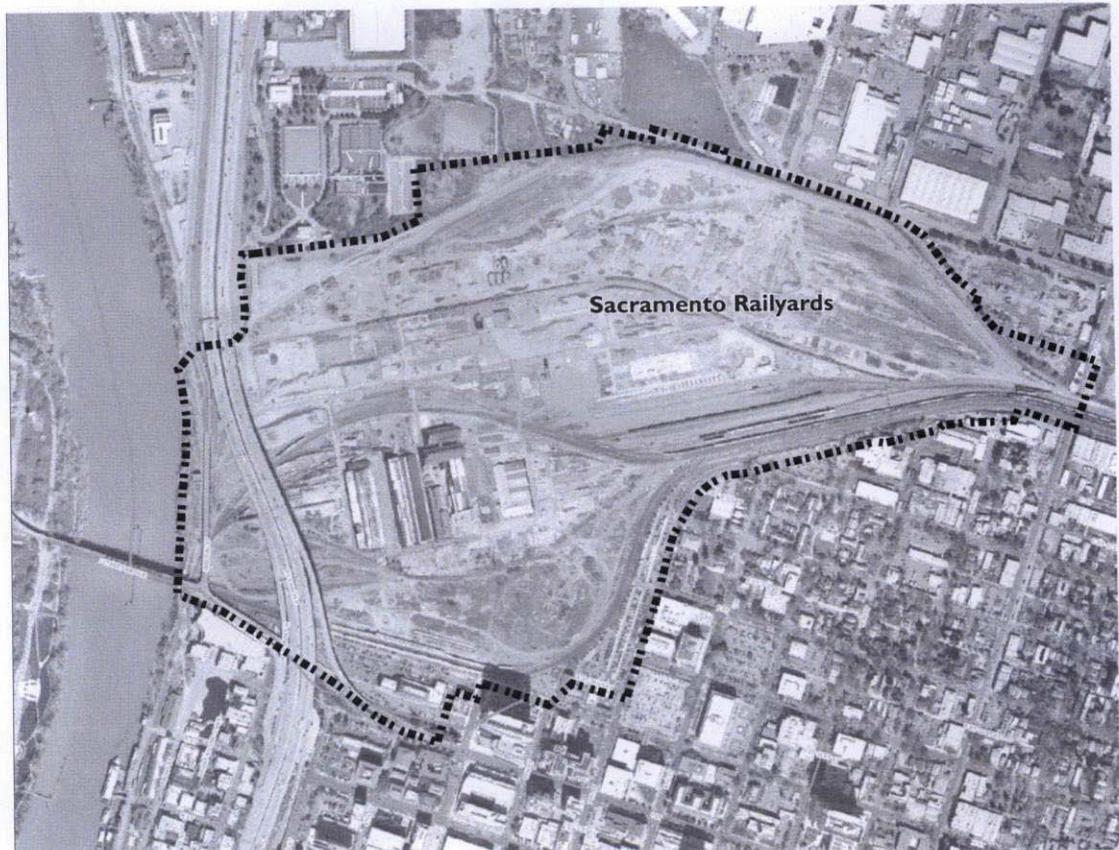


Figure 2-4. Site Location (Source: 2001 Aerial Photography, Thomas Enterprises, Inc.)

tive, both to potential residents and businesses alike. Retirees migrating to the Sacramento area have also been an important factor in population growth. Increasingly, Sacramento has focused on developing a metropolitan future and planned development and amenities in the Central City are expected to foster the city's evolution towards being one of the West Coast's major urban centers.

Currently, the 2,000-acre historic core of the Central City includes approximately 530 blocks of commercial and residential development, ranging from single-family homes to high-rise commercial projects with floor-area ratios (FARs) in excess of 10.0 and heights of more than 300 feet. Capitol Park surrounding the State Capitol building, provides a 10-block open space area of 36 acres at the heart of the Central City. An additional 24 acres of neighborhood parks are distributed throughout the Central City. Figure 2-5 shows the Railyards site within the context of the Central City's existing parks and open space system.

1. Government Activity

Since 1853, when the City of Sacramento offered California free land for its State Capitol, State government has been a key downtown activity. Until the 1920s, most government functions took place within the historic Capitol building in Capitol Park. With increasing growth in the early 20th century, government operations expanded rapidly into adjacent office buildings surrounding the park, and a new State office district was later created immediately south of the Capitol. Today, the State owns and occupies 9.7 million square feet of office space in down-

town Sacramento, with an additional 3.5 million square feet recently built or under construction in the Central Business District and several million square feet under lease.

In addition to State facilities, downtown Sacramento also accommodates federal, county and city governments. A federal office building and post office complex is located immediately east of the County Government Center on I Street, and City Hall is located one additional block to the east across from Cesar Chavez Park.

2. Office Uses

Downtown Sacramento includes approximately nine million square feet of commercial office space, more than half of which is high-quality corporate professional (Class A) space. While the historic office core of the downtown was originally concentrated along J Street between 7th and 12th Streets, it has, over the past 30 years, spread out to include Capitol Mall and areas east of 12th Street along the J Street corridor. As a key land use policy, the City has actively encouraged increased commercial office density within close proximity to LRT stations outside the downtown core.

3. Commercial and Retail Activities and Hotels

With the extensive suburban growth in the Sacramento region, downtown Sacramento has been forced to compete to be the core retail center for the region. Downtown Plaza, with one major department store located one block south of the Railyards site, is the major retail center within the downtown and has struggled to compete with other large retail "malls" in

the suburbs. East of Downtown Plaza, along J Street and the K Street Mall, there are additional street-oriented shops and restaurants providing support to the surrounding office district. By adding more retail and increasing amenities, the Railyards will strengthen the existing retail offerings of downtown Sacramento.

Old Sacramento, just southwest of the Railyards site along the Sacramento River, was redeveloped in the late 1960s and early 1970s as a specialty retail center and State Historic Park. Although it was originally the bustling core of the downtown, the construction of the Interstate 5 freeway isolated it from the Central Business District, and it became more of a destination-oriented visitor attraction. Today, the 27-acre area Old Sacramento district includes specialty shops and restaurants, as well as the State Historic Railroad Museum, Sacramento History Museum and other smaller museums.

Sacramento's Central Business District includes three first-class hotels, and three new hotels are planned or under construction. These hotels have traditionally oriented themselves to all three segments of the market: commercial/corporate/government customers, convention center/group business, and tourist and leisure visitors.

4. Residential

One of the unique attributes of downtown Sacramento is its attractive residential neighborhoods, which give character and livability to the Central City. The majority of these neighborhoods are populated with historic single-family homes, and the neighborhoods are generally defined and separated by the major one-way arte-

rials that traverse the Central City. A growing amount of higher-density infill housing is being developed within the Central City, including the Governor's Square condominium development and smaller-scaled for-sale and rental projects surrounding the Capitol, developed by the State's Capitol Area Development Authority (CADA).

The City has adopted a comprehensive Housing Strategy for the Central City that provides recommendations for zoning modifications and other actions related to the production of new housing. As this vision is realized, the Central City will become a more vibrant residential area, with successful and attractive high-density neighborhoods generating diversity and activity in the downtown Sacramento area. For further discussion of this subject, please refer to Section C in Chapter 3 of this Specific Plan.

5. Open Space and Trail Network

The Railyards will include a comprehensive network of new open spaces, ranging from civic plazas to passive neighborhood parks, similar to the urban open space components of other great cities. These new parks, plazas and trails within the plan area will link the Railyards' districts internally, and also augment Sacramento's existing open space and trail system. Figure 2-5 shows the proposed open space and trail network for the Plan Area in relation to existing parks and plazas in the Central City and potential cultural and educational centers, such as the proposed California Indian Heritage Center along the Sacramento and American Rivers.

F. Planning Context

Several additional planning efforts are currently taking place in Sacramento’s Central City. These efforts concern issues such as transportation, sustainability, regional planning, design and architecture, and will significantly influence the Central City’s future development. Some of these efforts are specific to a particular area, while others are much more broad and applicable over a wider area. These initiatives provide an understanding of the role of the Railyards project within the context of the City’s other efforts for the Central City. The items listed below are all

recent or ongoing planning efforts that will influence development of the Railyards.

1. Local Planning Efforts

- ◆ **SACOG Blueprint.** This is a long-range regional planning effort being conducted by the Sacramento Area Council of Governments. The plan focuses on accommodating an increase of nearly 1 million residents in the Sacramento region by 2030. Strategies in the plan include adopting a smart growth approach to development, curbing urban sprawl, increasing the role of transit and generating reinvestment in central cities.

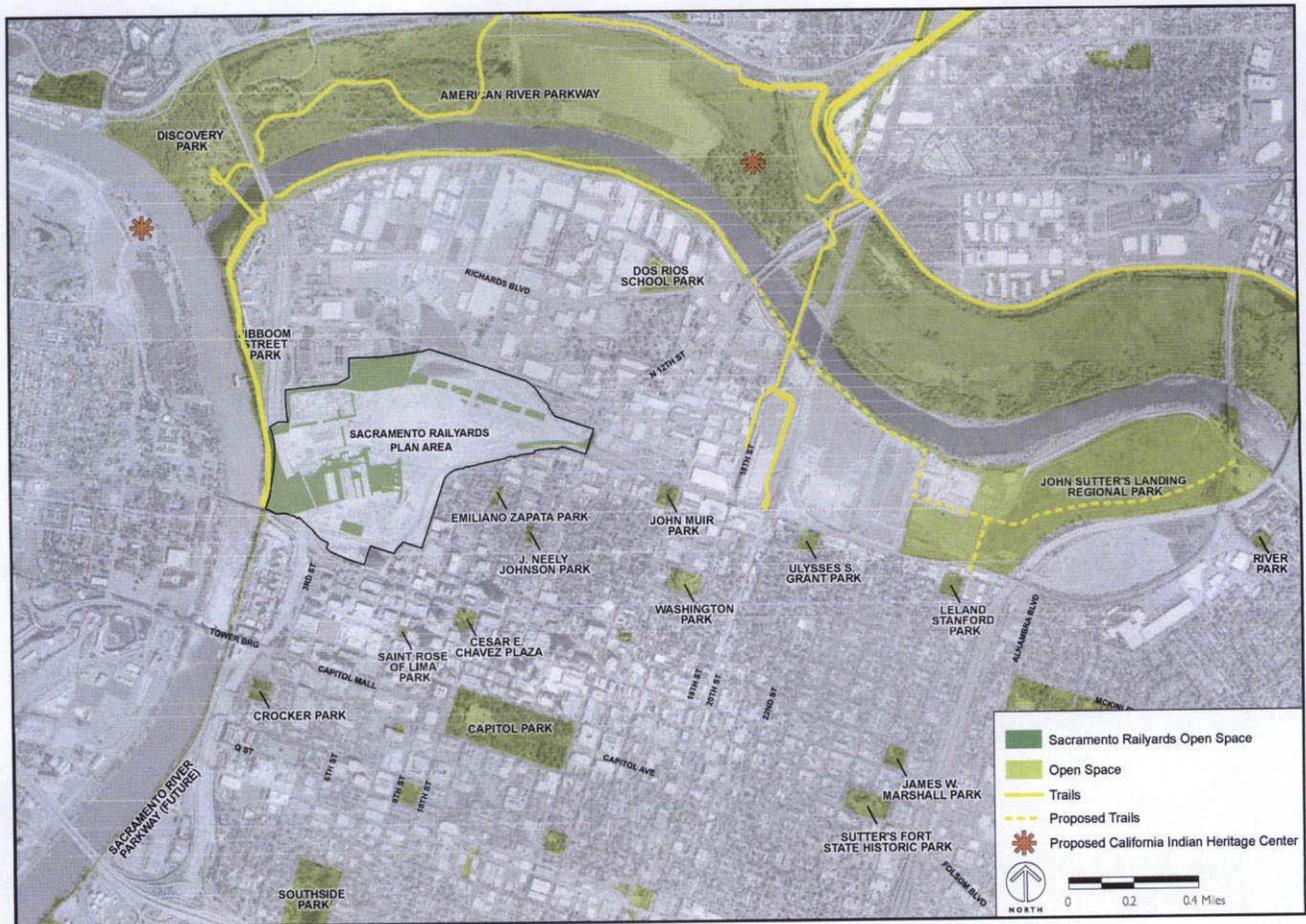


Figure 2-5 Relationship of Railyards to Area Parks

- ◆ **2030 General Plan Update.** The City of Sacramento is currently updating its General Plan. This planning effort focuses on accommodating 200,000 new residents and 140,000 new jobs in the City of Sacramento by 2030. The principles being written into the General Plan call for Sacramento to become more livable. Goals of the General Plan Update include making downtown more vibrant, expanding transportation choice, creating safer neighborhoods and achieving greater levels of sustainability.
 - ◆ **Sustainability Master Plan.** This plan focuses on setting goals and objectives for achieving greater levels of sustainability in the City of Sacramento. The plan provides a policy framework to ensure that sustainability issues will be considered in the City's future policy decisions and development review. The plan also provides realistic targets for air quality, climate protection, material resources, public health, habitat conservation and flood protection, among others.
 - ◆ **Pedestrian Master Plan.** This plan concentrates solely on making Sacramento a more walkable city. To achieve this goal, the plan provides strategies for improving the current pedestrian infrastructure and considers new criteria for reviewing the pedestrian connections provided by new development
 - ◆ **Sacramento River Master Plan.** This plan was a joint effort by the City of Sacramento and the City of West Sacramento. The plan focuses on connecting each City with its respective riverfront areas, as well as connecting the two cities to each other. The plan envisions the riverfront as an active space consisting of a combination of mixed-use development and public open space.
 - ◆ **Sacramento Central City Urban Design Plan and Design Guidelines.** This planning effort is currently underway. It will provide a framework for the future physical development of the Central City. A physical plan for the Central City will be included in this document and accompanied by a set of guidelines that will help ensure that future development proposals and public improvements in the Central City are appropriate for the Central City
- ## 2. National Initiatives
- ◆ **LEED-ND Criteria.** The U.S. Green Building Council has spearheaded the development of a national set of standards for neighborhood location and sustainable design based on the combined principles of smart growth, New Urbanism and green building to assess and reward development that is superior for the standpoint of environmental sustainability. This document provides the criteria by which a development is LEED-ND certified and explains how the Railyards development satisfies those criteria.

This chapter describes the general qualities and character envisioned for future development of the Railyards area. All descriptions and graphic materials represent an illustrative build-out of the site. Given shifts in market conditions, it is anticipated that actual buildout conditions will vary. As such, this Plan and the related Design Guidelines and SPD provide for a degree of flexibility to allow for changes in market and development conditions over time.

A. Railyards Area

The Railyards area is a combination of districts that, together, provide a range of amenities and uses. As California's capital and one of the largest local economies in the state, the growing City of Sacramento will require a mixture of dynamic civic spaces similar to those of other great cities. The development envisioned for the Railyards area provides the City and its citizens the opportunity to create another great civic icon from its own historical roots and at an unprecedented scale and location.

B. District Concepts

The Railyards is comprised of five districts, as shown in Figure 3-1.

- ◆ **Depot District.** The connection point of the Railyards site to the downtown, and home of the new Sacramento Intermodal Transportation Facility (SITF) and its accompanying transit-supportive uses and adjacent mixed uses.
- ◆ **Central Shops District.** A mixture of shops, museums, music clubs, galleries, theaters, restaurants and a farmers' market within and surrounding the historic Central Shops buildings.
- ◆ **West End.** This district links the entire Railyards project to the Sacramento River with pedestrian-oriented streetscapes and a range of entertainment, cultural, and retail activities that add to the regional draw of the Railyards area.
- ◆ **East End.** This will be a new residential neighborhood that captures the spirit of the city's traditional open space-oriented neighborhoods with a linear urban park.
- ◆ **Riverfront District.** This area is the location where the Railyards site connects to the waterfront, with restaurants, a hotel, housing, parks and open space, all featuring spectacular views.

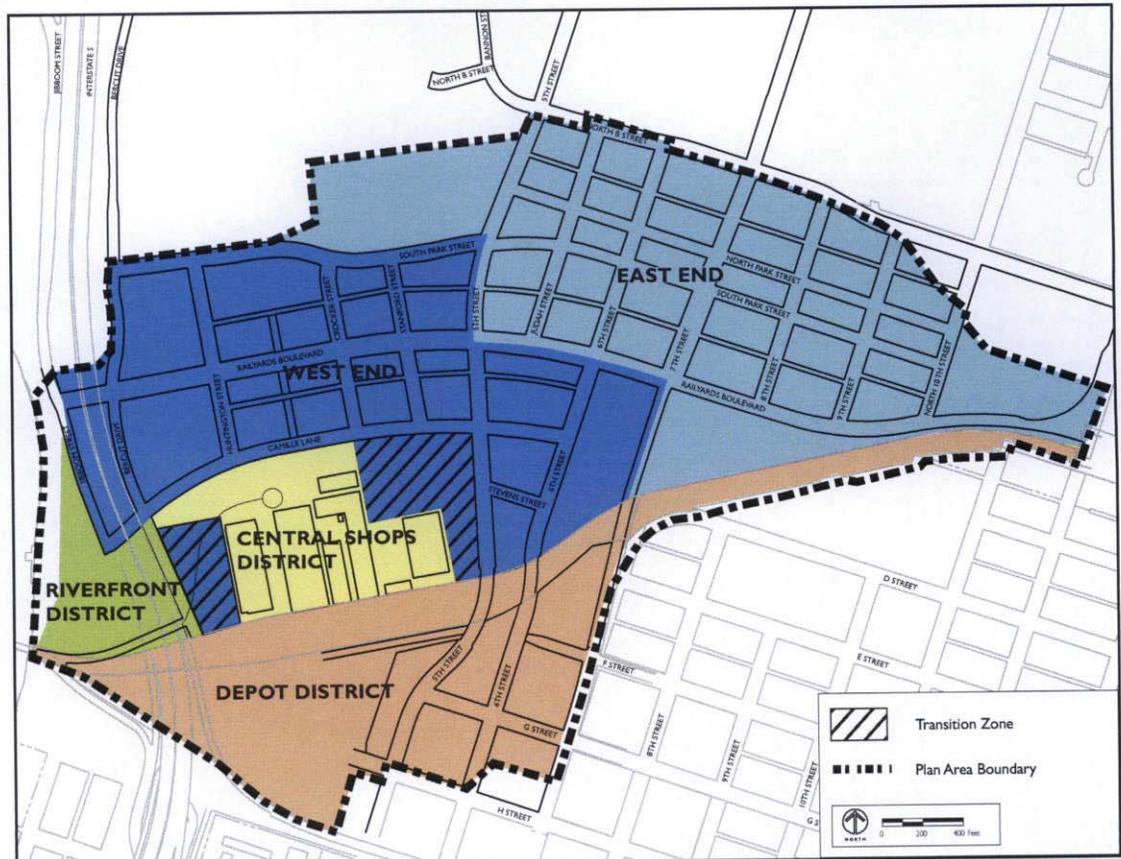


Figure 3-1. Districts Plan

These districts mix dense urban residential neighborhoods, a historic museum, shopping and market district, a grand intermodal transit station, pedestrian-oriented streets, shopping, entertainment complexes, riverfront access, and vertical high-rise buildings that combine office and housing uses with retail. With all these uses in close proximity, the Railyards area will offer an unprecedented urban network of living, working and entertaining possibilities for the region. The character and general nature of the five districts that make up the Railyards area are described below.

1. Depot District

The Depot District encompasses the general area between the relocated railroad tracks and the Railyards project border with Old Sacramento and Downtown along H, I and G Streets. It extends from the Sacramento River on the west to 7th Street on the east. This district includes the planned SITF and a mix of retail and office uses between 5th Street and 7th Street.

The City's planned SITF will be the centerpiece of the Depot District and will include the existing historic depot building. The historic Southern Pacific Railroad Sacramento Depot building will be preserved and designed as a focal point of the new Intermodal Facility. The newly renovated Depot building and expanded terminal will provide the City with a single transfer point between regional passenger rail, light rail, bus services and future high speed rail. This location will provide a crucial intermodal connection point to the rest of the City and region for Old Sacramento, Chinatown, Downtown, the Alkali Flat neighborhood and the Railyards area.

The remainder of the Depot District is populated by residential, office and retail mixed-use development. Retail uses will be accessible from the street level even as 5th and 6th Streets follow a slow rise over the railroad tracks, providing a sense of interest that will draw pedestrians up the moderate slope and over the tracks. Offices and residences above will be easily accessible from the SITF. Building heights will vary, with buildings near Alkali Flat on 7th Street stepping down to transition to that residential neighborhood.

Rising over the Union Pacific Railroad (UPRR) tracks, 5th and 6th Streets will be the main vehicular, bicycle and pedestrian links between the Depot District and downtown and between the District and other planned Railyards districts. To allow for this connection, the existing railroad tracks will be realigned. The realignment is discussed in Chapter 7 and is shown in Figure 7-29. Much more than just connecting the Depot District to the north by bridging the approximately 200-foot-wide rail corridor, 5th and 6th Streets draw downtown energy to the north and effectively remove the visual and physical barriers between downtown Sacramento and its northern neighborhoods by integrating Railyards with downtown Sacramento.

2. Central Shops District

The Central Shops District represents the historic core of the Railyards site. This District consists of the historic buildings and roundtable north of the Depot District, bordered on the west by Interstate 5, and on the east and north by the West End District. This location within the Railyards site provides close connectivity to

Old Sacramento, the Riverfront District, and the newly created pedestrian-oriented West End District.

Utilizing the Central Shops as the primary thematic element of the Railyards development, this district will provide the City with an opportunity to reclaim and celebrate its history as a rail epicenter. The Central Shops consist of the existing seven historic brick railyard buildings from the original Central Pacific Railroad Yard constructed between 1868 and 1917. These structures are intended to be preserved, rehabilitated and adaptively-reused as a vibrant destination center. The structures may be home to a vibrant mix of uses, including a potential State Railroad museum.

The Central Shops Historic District is defined not only by the historic structures, but also by the large and unique plazas and open hardscape areas between the structures. These plazas and open hardscape areas will provide places for uses such as open air markets, museums and cafés. Additionally, the opportunity exists to preserve other features in this district such as the historic track alignment, the water tower and the roundhouse.

Along with its focus on the preservation and celebration of the Central Shops, this District also plays a key role in the integration of the Central City via the Railyards and to both Old Sacramento and the Sacramento River. Currently, the elevated portion of Interstate 5 blocks the site from the Sacramento River. Through its utilization of the Central Shops as

a pedestrian center, the Central Shops District will provide pedestrian connectivity between the Railyards, Old Sacramento and the Sacramento River

3. West End

The West End District is bounded by Jibboom Street and the Riverfront District to the west, the East End District to the east, South Park Street and the East End District to the north and the Central Shops Historic District and Depot District to the south.

The eastern portion of the West End consists of 5th, 6th, and 7th Streets and associated retail, residential, office, and open space uses. 5th Street acts as the thread that stitches together the districts, and its connection with Camille Lane pulls downtown back to the riverfront. To create a pedestrian-oriented experience, there will be a series of interconnected plazas that take advantage of the sloping condition of 5th Street from the bridge over the railroad tracks to Camille Lane. The plazas and sidewalks will be dotted with plants and lively fountains, and will provide access to shops, hotels, and other retail venues that together create a 24-hour urban environment for visitors and Railyards residents.

5th and 6th Streets bring the urban fabric of the city into the West End by rising over the railroad tracks. The streets are lined with continuous building frontages that occupy the street edge and provide an engaging presence at the street level. Above this pedestrian-oriented street-facing base, buildings provide a range of stepped-back vertical high-rise towers.

The central portion of the West End is accessible by Railyards Boulevard and Camille Lane. Railyards Boulevard runs east-west through West End, connecting the district with the East End and connecting out to 12th Street. Camille Lane also cuts across the district, providing access to the length of the district and to other districts, from 6th Street to the Central Shops and on to the Riverfront District. Buildings on Camille Lane will scale down in the transition to the Central Shops, and a variety of pedestrian paths will connect the historic Shops to Camille Lane.

The central part of the West End will provide exciting lifestyle activities centered around retail and entertainment venues that will add to the regional draw of the Railyards. It is integrated by a network of pedestrian alleys and plazas, with restaurants, bars and nightclubs opening onto Railyards Boulevard and Camille Lane. The northern edge of the district includes hotels, access points to multi-level parking facilities and entertainment venues, which face onto Railyards Boulevard.

The West End District may also house a potential Performing Arts Center, creating another potential regional draw for downtown. It is envisioned that this theater would provide a range of theatrical and educational opportunities not currently available in downtown Sacramento. For example, downtown Sacramento does not have a facility of the size to attract smaller Broadway shows. This use would enhance the pedestrian character of the West End District and would also serve as a major transitional use between the Central Shops Historic District and the West End District.

The West End also contains a Transition Zone, which will impose specific standards for development next to the Central Shops Historic District. The intention of the Transition Zone is to ensure that new development respects the existing historic structures. More information about the Transition Zone can be found in Chapter 9 of this document and in the Sacramento Railyards Design Guidelines.

4. East End

The East End is bounded by Railyards Boulevard and the railroad tracks along its southern edge, 12th Street to the east, North B Street to the north and 5th Street and the Plan Area boundary to the west.

This district is intended to establish an urban in-town neighborhood that carries the spirit of the City's traditional open-space anchored neighborhoods by extending the pedestrian-scaled downtown grid. The district will replicate the traditional street grid and will have similar mid-block alleys running east and west. These dimensions provide a finely grained urban context with diverse housing frontages and pedestrian-scaled proportions. It will be a primarily residential neighborhood providing new housing opportunities in a unique neighborhood context. A linear park will provide an open space centerpiece, running the length of the district east-west with a width half the size of a typical Sacramento city block.

The building massing of the East End will step from a five-story street wall of mixed shops, lofted double-height units and walk-up units along the park, to taller podium/stepped style

towers along the northern and southern edges of the district. The physical massing and neighborhood-serving businesses and services that line the ground floors of buildings along the park will create a dynamic linear connection through the neighborhood, providing an urban open space where residents can gather to walk, exercise and relax.

A transit stop with bus and light rail services will be located at the intersection of the park and 7th Street, enabling every residence in the neighborhood to be within a five-minute walking radius of transit. This district will be a transit-oriented, walkable neighborhood with corner shops and open spaces for all to enjoy.

At the western edge of the district will be Vista Park. This 10-acre open space and recreational park will provide a venue for an array of programmed performances and an informal outdoor gathering space uniquely suited to Sacramento's climate. In addition, the potential arena site is in the southernmost portion of the East End. Vista Park provides a unique large open space that will serve as both a community gathering place for the local East End community as well as the larger downtown and regional communities.

5. Riverfront District

The Riverfront District borders are created by the rail tracks to the south, Interstate 5 to the east, and the Sacramento River to the west. There, the Railyards area connects to the Sacramento River, providing the City with an opportunity to reclaim a part of its geographical history with a reinvigorated waterfront containing restaurants featuring spectacular views, a

hotel, housing, parks and open space. Other elements from the Riverfront Master Plan may be included, such as connections to the Sacramento River and American River bike trails.

In order to help achieve the objectives of activating the Riverfront District, implementing the City's Riverfront Master Plan and connecting the Railyards area to the riverfront, the elevated portion of Jibboom Street is slated to be removed to allow for a better interface with the Sacramento River. However, maintaining connections to West Sacramento for intercity flow is important and an alternative connection is proposed within this Plan. This alternative connection would extend Bercut Road south and connect that street with the I Street Bridge. This district also presents an opportunity to capture the historical significance of the site by establishing a national monument along the river recognizing the Transcontinental Railroad.

C. Housing

The Specific Plan foresees the construction of approximately 10,000 to 12,100 new dwelling units of varying types within the Plan Area. A variety of housing types are envisioned, ranging from apartments and condominiums to loft-style and live/work units.

The location of the Plan Area is attractive for residential development for a number of reasons:

- ◆ The plethora of retail and commercial amenities that will be constructed within the diverse urban villages of the Railyards area will offer residents numerous choices and conveniences within walking distance, including a diversity of restaurants, shopping, theater and entertainment and other civic amenities.
- ◆ The Railyards site offers easy access to Downtown employment opportunities and cultural events, as well as the key open space amenities of the Riverfront and Downtown's parks and civic open spaces.
- ◆ The location enjoys close proximity and easy access to regional transit and roads, including the new SITF and light rail stations.
- ◆ The site is located within two blocks of a National Historic Landmark, the Old Sacramento Historic District and State Park. This area is a well-known and nationally-recognized visitor destination, which serves as an ongoing venue for events such as the popular Gold Rush Days and Sacramento Jazz Jubilee.
- ◆ Based on the amount of new amenities that will be introduced into the area based on development under this Specific Plan, there is the potential for many types of neighborhood-oriented urban residential development that do not presently exist in the Downtown.
- ◆ As in many areas, Sacramento residents are price-sensitive. Thus, attention must be paid to keep the entire product package, including homeowner association (HOA) dues and upgrades, within buyers' spending potential.

The Railyards area will include both rental and for-sale condominium and townhouse units, at a variety of price points affordable to a range of households. Preliminary analysis shows that condominium units and apartments at the Railyards site could attract several potential types of buyers and renters.

However, the following challenges exist in creating housing developments that are partially dependent on Downtown revitalization to attract new homebuyers:

- ◆ Potential residents who opt to seek attached housing instead of a single-family detached unit will be selective in their search. The product design must be well-suited to the Sacramento market.

This chapter provides the principles, goals and policies that guide development within the Railyards area. Some of these goals and policies are related to the type, form and location of new development, utilization, rehabilitation and preservation of the historic Central Shops, and others provide guidance for specific actions and approaches that will be taken at the time that development occurs on the site. They are based on input from community outreach, City staff, the developer and their technical consultants, direction from the City Council and the Planning Commission, and requirements of State law and City regulations. The principles provide the broadest and most overarching set of guidance for the development of the Railyards area and are presented first. Goals and policies concerning each of the major topic areas addressed in the chapters of this Specific Plan are then presented. These topics include Community Character, Circulation, Utilities and Community Services, Historic Resources and Hazardous Substances.

A. Definitions

Principles, goals and policies, as articulated in this chapter, are defined as follows:

- ◆ **Principle.** A principle is a description of the desired result, broadly stated, that the City seeks to achieve through the implementation of the Specific Plan.
- ◆ **Goal.** A goal is a specific condition or end that serves as a concrete step toward fulfilling the guiding principles. Goals are intended to be clearly achievable, and, when possible, measurable. There are one or more goals for each Specific Plan chapter topic area.
- ◆ **Policy.** A policy is a specific statement that guides decision-making in working to achieve a goal. Policies, once adopted, represent statements to guide the development of City regulations. This Specific Plan establishes policies that will be used by City staff, the Planning Commission, other City commissions and the City Council in their review of land use proposals within the Specific Plan Area and in decision-making about development of the Railyards.
- ◆ **Encourage, Promote and Ensure.** The verbs “encourage”, “promote” and “ensure” are used in the body of many of the policies included in this chapter. The use of “promote” and “encourage” in policies is equivalent to the word “should” as used in the Design Guidelines. The use of “ensure” in policies is the equivalent of the word “shall” as used in the Design Guidelines.

B. Principles

The nine principles outlined below fulfill the primary vision for the Specific Plan: to fulfill the “Opportunity of Redevelopment” that is presented by the Railyards site, as one of the largest urban infill projects in the nation. The redevelopment of a major urban infill parcel like the Railyards provides the City of Sacramento with an opportunity to move away from the patterns of decentralization and suburban sprawl that have led to deterioration of regional air quality, traffic congestion and loss of agricultural land and open space resources. The opening up of the Plan Area will remove the barriers



An attractive and dynamic mixed-use development in downtown San Jose.

between the downtown and the much larger Richards Boulevard area to the north, and provide an important first step in the intensification of Sacramento's downtown and Central City as a major focus of regional growth over the next century. In addition, it will serve as a catalyst to re-establish downtown Sacramento as the regional center for the rapidly expanding metropolitan area.

The redevelopment of the Railyards site also presents a significant opportunity to capitalize on the historic transportation role of the Plan Area and to reinforce the downtown's unique identity and sense of place: its stately landscaped streets, attractive in-town neighborhoods, and distinctive fabric of historic buildings. Just as John Sutter Jr.'s plan and the plan for the State Capitol established the identity of the downtown of the nineteenth and twentieth centuries, the plan for redevelopment of the Railyards can assist in defining and achieving the aspirations of this century for Sacramento and the region.

1. Develop the Railyards to be a National Leader in Sustainable Development

Sustainable development has been defined by the United Nation's Brundtland Commission as "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." This topic is becoming more and more prominent in development particularly as society has come to understand the links between sustainable development and reductions in greenhouse gasses and global warming. Interest in sustainable development has created a new benchmark for cities.

To be sustainable, development must contain several components, including sustainable building sites and land use patterns, urban infill, resource conservation, transportation choice, respect for environmental resources, reuse of existing buildings and other resources, access to open space, and integration of trees and other vegetation. By including these components, development in the Railyards will propel the City of Sacramento toward its goal of becoming a national leader in sustainable development.

Development in the Railyards will follow a key principle of sustainability by redeveloping a contaminated site with new uses that promote resource conservation, economic prosperity and social equity. The Railyards will serve as a major urban infill project for Sacramento, easing encroachment of new development on greenfield sites and minimizing Sacramento's ecological foot-print. The dense pattern of development proposed will also support area transit, minimizing the need for employees, residents and visitors of the Railyards to use automobiles. The Specific Plan includes policies and regulations to ensure the facilitation of pedestrian and bicycle transportation. It also contains policies to facilitate building sites that are oriented to receive natural sunlight, taking advantage of passive solar strategies. The Specific Plan promotes a reduction in solid waste, water usage and energy usage, and it also promotes a reduction in negative effects on environmental resources through the mitigation of stormwater runoff, air pollution and wastewater generation.

2. Re-establish Downtown as the Cultural, Commercial and Community Hub for the Sacramento Region

Historically, downtown Sacramento was the cultural, commercial and community hub for the region. From the Gold Rush to the development of the Transcontinental Railroad, Sacramento served as the heartbeat of the region. This vitality and sense of strength resulted in Sacramento being chosen as the capitol of California. However, with the growth of the surrounding region and the proliferation of suburban sprawl, the strength and vitality of downtown Sacramento waned. The redevelopment of the Plan Area provides an opportunity for downtown Sacramento to re-establish itself as the cultural, commercial and community heartbeat of the region by preserving currently underutilized historic structures, providing urban housing, commercial, and entertainment uses, and connecting and integrating downtown Sacramento with the Sacramento River as well as the Richards area to the north. Additionally, the Railyards will make the downtown more

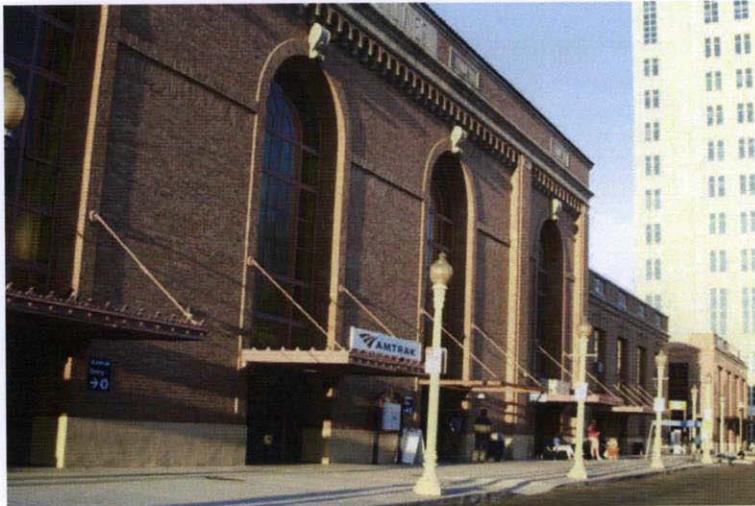
competitive with retail and commercial centers in suburban locations.

3. Reinforce the Downtown as a Regional Transportation Hub

The Railyards area has played a historic transportation role within the City and region. Although its function as a railroad marshalling yard and fabrication and maintenance facility has declined, there is an opportunity for the Railyards site to be developed as a regional transportation interchange point for the movement of people and goods. This opportunity is particularly timely given California's commitment to the creation of a comprehensive statewide intercity and commuter rail network and the success of the Capitol Corridor service, linking Sacramento with the Bay Area and San Jose. It is also critical to the development of viable alternatives to automobile dependency and the resolution of key environmental problems.

The Specific Plan responds to this principle by calling for the creation of a "state-of-the-art" SITF that will provide a direct transfer between

all transit modes, enhancing the viability of commuter and light rail services and promoting transit as a convenient alternative to the automobile. Beyond its transit function, the facility can also serve as a major catalyst for redevelopment of the Railyards area and become a principal activity center within the Central City.



The Historic Southern Pacific Rail Station in downtown Sacramento.

The Railyards Specific Plan also envisions extensions of 5th Street, 6th Street and 10th Street as complementary to the downtown street grid system. 7th Street will continue to be a transit-priority boulevard that will serve as the alignment for the future Sacramento Downtown/Natomas/Airport (DNA) light rail line, provide a transit connection from the northern neighborhoods to downtown and the K Street Mall. Pedestrian and bicycle facilities are planned throughout the Railyards area, providing comprehensive non-motorized access to the Riverfront, the SITF, and open space amenities.

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4. Reinforce the Downtown as a Major Employment Center

In contributing to the role of downtown as a transportation hub, the redevelopment of the Railyards area must also reinforce the Downtown as the principal employment center of the region. Currently, the downtown area captures only one quarter of the regional office market. The increased concentration of employment uses in the downtown and Central City, where transit service is most readily available, is a critical component of an overall growth management and smart growth approach for the region.

The Railyards Specific Plan calls for a full range of office uses: from larger floorplate low- and mid-rise mixed use building prototypes that will include housing and retail as well as office uses, to high-density, high-rise office buildings similar to those currently situated in the downtown. These facilities will serve a full range of public and private sector users and, by so doing, increase the downtown's competitive position



An active urban plaza in downtown Oakland, which supports residents and workers.

in the regional office market. The Specific Plan identifies the primary area for office development as the southeastern portion of the property along I and H Streets extending northward between 5th, 6th and 7th Streets. This places the offices adjacent to the downtown core and the federal/City/County government centers, and the SITF. These areas, adjoining the residential neighborhood of the East End and the retail, cultural and entertainment uses of the Central Shops and West End, will help to reinforce the Central City as the region's major employment center.

5. Reinforce the Downtown as a Place to Live

While the Central City of Sacramento is known for its attractive historic neighborhoods, the Downtown still functions primarily as an employment center, with most people commuting from the outlying suburbs each day. The Railyards area provides a major opportunity to reinforce the role of the downtown as a place to live, and a place that preserves and builds upon the historic neighborhood fabric of the Central City. Apart



Open spaces, such as the central city park shown above, serve as valuable amenities for residents of densely developed urban neighborhoods.

from the Richards Boulevard area to the north, no other site within the Central City offers such a significant land resource for the establishment of new residential uses, nor provides the opportunity to expand the amenities available to residents and visitors of the downtown.

The Specific Plan responds to this principle by providing for the addition of 10,000 to 12,100 new residential units integrated with a diverse range of uses and amenities. Mixed-use developments of medium to high-density housing, with retail and commercial uses at street level, will create a neighborhood feel in each of the districts. In addition, the housing program provides for a wide range of multi-family housing types and densities, providing an array of options for different population segments.

6. Complete the Central City's Circulation System

The Railyards site currently occupies an area equivalent to 60 downtown blocks; currently there is only one public street that extends through the site. This has forced the circula-



Transit-oriented development puts residences and workplaces near transit, which makes public transit more convenient and attractive.

tion system of the Central City to work its way around the Plan Area, causing congestion points along major corridors leading into the downtown. For instance, 12th and 16th Streets, which pass through the Alkali Flat neighborhood, experience significant congestion because they are the only north-south arterials connecting the downtown and the Richards Boulevard area with North Sacramento. The opening up of the Railyards area offers a major opportunity to improve the distribution of traffic within the downtown.

To this end, the Specific Plan calls for the extension of key Central City streets through the Plan Area. North from the downtown, 5th, 7th and 10th Streets will be extended to North B Street as major connectors between the Central City, the Railyards area, and providing access to the new Camille Lane that connects to the newly energized riverfront.

Railyards Boulevard will provide a major entry to the Railyards area from 12th Street, diverting traffic that currently flows through the Alkali Flat neighborhood. Railyards Boulevard will terminate just before the Sacramento River and connect to Interstate 5, northbound through Bercut Drive and southbound along Jibboom Street. This system of arterials will provide the basic framework for traffic movement within the Plan

Area and serve to enhance overall distribution of traffic throughout the Central City.

7. Preserve the Historic and Cultural Resources of the Area

Maintaining a strong continuity with the past provides reference for the achievements of the future and enriches the experience of residents, workers and visitors. The preservation of historic resources within the Railyards area is particularly important to Sacramento because of their contribution to the evolution and character of the City and the region.

The Specific Plan responds to this planning principle by identifying two primary areas for preservation: the Depot portion of the SITF and the nineteenth century Central Shops immediately to the north. The historic Southern Pacific Railroad Sacramento Depot building will be renovated and preserved to become a part of the SITF, providing an imposing civic “front” to the Railyards area and probably the most familiar and recognizable feature of the site. The Specific Plan calls for the Depot to be rehabilitated as



The existing Central Shops in the Railyards Plan Area.

a prominent central component of the Depot District. Development surrounding the Depot will be scaled to extend the Central City, and stepped back to respect the architectural integrity of the Depot building. A plaza and park will be created immediately adjacent to the Depot building as a major civic gathering space for the Railyards area and the downtown.

While the Depot building is a well-known historic landmark, the nineteenth century complex of industrial warehouse structures known as the Central Shops has been largely inaccessible to the public. Few people outside those who worked in the facility have walked the maze of passages and alleys that lace their way through this small city of brick, concrete and metal buildings, experienced the lofty skylight interior spaces or seen the gantries moving enormous engine parts with grace and ease. The Specific Plan calls for these structures to be rehabilitated and adaptively reused, resulting in the creation of a historic district of public-oriented cultural, commercial,

entertainment, educational and recreational uses. This amenity will be further enhanced by a strong relationship to the Sacramento River and the West End District.

8. Reconnect Downtown and the Central City with the Rivers

The most memorable cities of the world have established distinctive identities through a careful response to their natural settings. Sacramento enjoys a unique natural setting at the confluence of the Sacramento and American Rivers, where gold miners from around the world came up from San Francisco on their way to the gold fields, and where agricultural goods from the rich Central Valley were shipped to the Bay Area and the world beyond. Today, the rivers are highly valued recreational and habitat resources and the American River Parkway links the downtown with outlying communities through an extensive system of trails and open spaces.

With the construction of the railroad levees, and more recently the Interstate 5 freeway, downtown

Sacramento has been cut off from both the Sacramento and American Rivers. The Railyards area is in a pivotal position between the downtown and these rivers; and its redevelopment offers the opportunity to overcome the barrier of these major transportation facilities and to create new linkages that will make the rivers a more integral part of the downtown experience.



Public walkways and open spaces, such as the waterfront promenade in New York shown above, can serve as important recreational spaces for the residents of dense urban environments.

In conjunction with the Richards Boulevard Area Plan to the north, the Railyards Specific Plan calls for new links to be created between downtown and the American River Parkway by way of 5th, 7th and 10th Streets. Through the realignment of the main line tracks and lowering of Jibboom Street to ground level, the Specific Plan also calls for stronger linkages to the Sacramento River, beneath the Interstate 5 freeway viaducts. This linkage will create direct pedestrian connections between Old Sacramento and the historic Central Shops complex of the Railyards, and result in pedestrian and bicycle linkages to West Sacramento by way of the historic I Street Bridge. With these improvements, the riverfronts will provide a continuous system of pedestrian trails, linking key activity centers and destinations.

9. Create an Attractive and Distinctive Urban Place

As a staging yard in support of a major locomotive works, the Railyards area, by necessity, has been removed and isolated from the downtown and Central City. Redevelopment provides the opportunity to integrate the area within the Central City and, by so doing, remove a significant physical barrier. Rather than an insular project, the Railyards area will be an integral part of its surrounding context.

Much of downtown Sacramento’s character as a pedestrian-friendly district is due to the pattern of streets and blocks laid out by John Sutter Jr. in the mid-nineteenth century. This plan resulted in a north-south grid of blocks measuring approximately 350 square feet, interrupted only by the 10-block Capitol Park and a series of parks distributed at equal intervals throughout

the grid and measuring the size of one block. Though there have been several major exceptions, the basic pattern remains. In comparison, the Richards Area north of the Railyards area utilizes a traditional arterial system. The Railyards Specific Plan effectively weaves these two traditional systems into one seamless integrated network.

The Specific Plan calls for the distinctive pattern of blocks and streets within the Central City to be extended into the Railyards and to connect the Railyards to the Richards Boulevard Area. Within this pattern, the Central Shops complex will provide a strong and meaningful focal point. In the spirit of downtown Sacramento, all streets within the Railyards planning area will be designed to be hospitable to pedestrians, with generous sidewalk widths for promenading and street trees that provide shade and greenery.

Buildings within the Railyards area will be designed to extend and reinforce downtown Sacramento’s fabric and skyline. Development heights will transition downward to the homes



Active ground floor uses, such as the cafe shown above, help enliven city streets.

in Alkali Flat, the pedestrian-scaled linear parks in the East End and the historic Central Shops. New buildings will be carefully designed to give spatial definition to major corridors through the area, such as Railyards Boulevard, and to frame key open space features like linear parks and the Central Shops District. Building types will reinforce the active, pedestrian quality of the area by including ground-level commercial mixed with residential uses along streets.

C. Goals and Policies

These goals and policies represent statements of intention that will guide the development of the Railyards area, and they establish a framework in which measures for implementation of the Plan can be created. The goals and policies supersede previous City policies and guidelines for the Railyards Plan Area, but were developed to work in conjunction with the policies of several documents, including the:

- ◆ General Plan
- ◆ City's adopted Vision & Guiding Principles & Smart Growth Principles
- ◆ Parking Master Plan
- ◆ Bicycle Master Plan
- ◆ Pedestrian Master Plan
- ◆ Pedestrian Friendly Street Standards
- ◆ Traffic Calming Guidelines
- ◆ Light Rail Transit Land Use Policies and Guidelines
- ◆ Sustainability Master Plan

The goals and policies that follow are organized by topic area.

1. Sustainability

The following are the goals and policies intended to address sustainability within the Plan Area as described earlier in this Chapter.

Goal S-1: *Maximize the use of sustainable development practices in the Plan Area.*

- | | |
|---------------|---|
| Policy S-1.1: | Remediate the Railyards so as to allow for reuse of the site for urban infill. |
| Policy S-1.2: | Encourage high density development that uses land efficiently and supports the use of transit. |
| Policy S-1.3: | Promote urban infill in the Plan Area to ensure that land is used efficiently. |
| Policy S-1.4: | Provide sufficient parking for carpools and vanpools. These transportation strategies will help to reduce single-occupancy vehicle use. |
| Policy S-1.5: | Create centralized parking facilities to support a "park once" strategy so that visitors arriving to the area by car will park once and walk within the area. |

- | | | | |
|----------------|---|----------------|---|
| Policy S-1.6: | Promote the installation of pedestrian and bicycle facilities to encourage walking and bicycling, thereby decreasing dependence on motorized vehicles. | Policy S-1.12: | Encourage green site design by utilizing native and/or drought tolerant trees and plants where possible, and designing resource-efficient landscapes and gardens. |
| Policy S-1.7: | Reduce the use of energy in occupied buildings through the use of energy-efficient appliances, thermal windows, and energy-efficient insulation. | Policy S-1.13: | Encourage the installation of sprinkler systems for public and private green spaces that contain rain detection sensors to prevent unnecessary watering. |
| Policy S-1.8: | Encourage site and building design that improves energy efficiency by incorporating natural cooling and passive solar heating systems. This may include extended eaves, window overhangs, awnings and tree placement for natural cooling, and building and window orientation to take advantage of passive solar heating. | Policy S-1.14: | Encourage the installation of bio-swales to prevent stormwater runoff and further pollution of Sacramento’s natural resources. |
| | | Policy S-1.15: | Provide permeable surfaces wherever possible to prevent stormwater runoff. |
| | | Policy S-1.16: | Encourage the use of green or sustainable building materials, including recycled content materials that are consistent with the underlying architectural style and character of the building. |
| Policy S-1.9: | Encourage development of LEED certified buildings. | | |
| Policy S-1.10: | Encourage the installation of green roofs to insulate buildings and reduce stormwater runoff. | Policy S-1.17: | Reduce stormwater runoff through the capture and re-use of rainwater. |
| Policy S-1.11: | Promote resource conservation through water conservation technologies such as the installation of water conserving appliances and low-flow fixtures. | | |

- Policy S-1.18: Encourage the installation of “greywater” systems that reuse water consumed in buildings for watering lawns and other landscaping features on building sites.
- Policy S-1.19: Promote recycling and other strategies to reduce the generation of solid waste.
- Policy S-1.20: Encourage the reuse of existing buildings and land in the Plan Area to avoid unnecessary solid waste production and preserve the historic resources already present in the Plan Area.
- Policy S-1.21: Encourage building construction, both interior and exterior, that utilizes recycled materials and reuses existing components of sites where possible.
- Policy S-1.22: Promote the development of numerous public gathering places to encourage social interaction, public events and refuge areas for pedestrians.
- Policy S-1.23: Ensure that a rich urban tree canopy and significant vegetation are provided in the Plan Area to provide a shady and comfortable microclimate and curb stormwater runoff.
- Policy S-1.24: Provide attractive and comfortable pedestrian spaces that incorporate shade trees for natural cooling and UV protection.
- Policy S-1.25: Promote the use of locally produced and manufactured items for use in the construction of buildings and ancillary public buildings in common open spaces.

2. Community Character

The following are the goals and policies for community character, neighborhood identity and urban design. These goals and policies address the district concepts discussed in Chapter 3.

Goal CC-1: Create an intensive mixed-use transit oriented urban environment that will become an integral part of the Central City.

- Policy CC-1.1: Require a mixture of public-oriented, cultural, commercial, educational, entertainment and recreational uses that contribute to the creation of a lively urban environment.

Policy CC-1.2: Provide a land use framework that allows multiple developers to undertake individual projects and that builds diversity and interest in the urban environment.

Policy CC-1.3: Require active and public-oriented ground level uses that contribute to the pedestrian environment

Policy CC-1.4: Create a pattern of open spaces and pedestrian ways that creates strong linkages with surrounding areas, contributes to a distinct sense of place, and results in a rich sequence of spatial experiences.

Policy CC-1.5: Create a high density, predominantly residential neighborhood with a strong mix of neighborhood amenities (e.g. local retail services), as planned in the East End District.

Policy CC-1.6: Encourage a mixture of high density government and commercial office uses in close proximity to the existing Central Business District and the planned SITF.

Policy CC-1.7: Encourage development of centralized parking facilities, to promote shared parking and to optimize

the use and efficiency of parking facilities, which should be wrapped by other uses.

Policy CC-1.8: Encourage structured parking and service facilities that do not detract from the neighborhood character of the area.

Goal CC-2: Reinforce urban form, character and materials through the appropriate height of buildings and scale transitions to surrounding areas.

Policy CC-2.1: Ensure that the form and massing of buildings contribute to the creation of a cohesive urban fabric that:

- ◆ Extends the pattern of downtown Sacramento
- ◆ Complements the historic Central Shops and Depot complex
- ◆ Transitions in scale to the surrounding residential areas

Policy CC-2.2: Ensure that the form, height and treatment of buildings reinforce the prominence and role of the major urban spaces and streets.

- Policy CC-2.3: Ensure an appropriate scale transition to the Alkali Flat neighborhood.
- Policy CC-2.4: Ensure that any new buildings in the Central Shops district or extensions to existing buildings in the district respect the scale, design, and character of existing historic structures.
- Policy CC-2.5: Ensure an appropriate scale transition between the Central Shops and new districts adjacent to the Central Shops district.

Goal CC-3: The five districts should contribute to the variety of experiences available in the Railyards while maintaining pedestrian, bicycle and vehicular connections.

- Policy CC-3.1: Encourage the development of projects that establish and enhance the individual identity of each district.
- Policy CC-3.2: Individual district identities should arise naturally from environmental conditions or built context and should not feel arbitrary.

3. Housing

The following are the goals and policies for residential development, as described in Chapters 3 and 5.

Goal HO-1: Provide for a range of residential types that address the housing needs of a diverse population.

- Policy HO-1.1: Encourage a wide diversity of multi-family housing types and a mixture of rental and ownership housing.

Goal HO-2: Provide housing affordable to a range of income groups.

- Policy HO-2.1: Ensure long-term affordability of low and moderate income housing.
- Policy HO-2.2: Ensure that affordable units are built in a manner that maintains the high quality design of the community.

Goal HO-3: Create a cohesive neighborhood that is well integrated in terms of housing type, tenure and cost.

- Policy HO-3.1: Encourage elderly housing and a mixture of low and moderate income housing that is well integrated with market-rate housing.

- Policy HO-3.2: Phase new housing in consideration of market forces and funding availability.
- Policy HO-3.3: Make maximum use of available city, county, state and federal programs which support affordable housing.
- Policy HO-3.4 Encourage, where possible, vertical mixed integration of housing and other uses.
- Policy HO-3.5 Promote housing types that have potentially less significant impacts on the environment such as senior housing, assisted living housing and special needs housing.

- Policy OS-1.1: Locate parks so they are accessible to the greatest concentration of employees and residents and are suitable for a wide range of age groups and recreational purposes.
- Policy OS-1.2: Design plazas, parks and urban open spaces in association with important civic buildings or community gathering places.
- Policy OS-1.3: Utilize opportunities provided by planned open spaces to provide functional and attractive pedestrian and bicycle connections through the Plan Area and to adjacent open space areas such as the Riverfront.

4. Open Space

The following are the goals and policies for open space, as described in Chapter 6.

Goal OS-1: Provide a system of parks, open space and recreational facilities that serves the needs of future residents and employees of the Plan Area, and that enhances the overall identity of the Central City and the Railyards.

- Policy OS-1.4: Promote smaller, amenity-oriented open space areas that complement the urban nature of the Railyards area and downtown Sacramento.
- Policy OS-1.5: Encourage innovative use of non-traditional open space, such as rooftops, green roofs, community gardens and areas under freeways.
- Policy OS-1.6: Take advantage of remediated areas by reclaiming them for public open space.

Policy OS-1.7: Ensure safety in public spaces through lighting, design for visibility, and other preventive measures.

Policy C-1.4: Provide safe and efficient rail facilities at the SITF to meet the operational needs of the freight and passenger service providers to accommodate current and projected ridership.

5. Circulation

The following are the goals and policies for traffic and circulation, as described in Chapter 7.

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.

Policy C-1.1: Establish a regional intermodal facility at the SITF that is easily accessible by walking and bicycling which brings together intercity rail, commuter rail, light rail, and bus services in a manner that facilitates convenient transfer between various modes of transit.

Policy C-2.1: Extend 5th and 6th Streets from downtown into the Railyards area, and 5th and 10th Streets into the Richards Boulevard area.

Policy C-1.2: Promote the acceleration of the extension of the light rail system from the downtown to the airport in a manner that maximizes service to existing and future uses.

Policy C-2.2: Extend F, G and H Streets within the Plan Area to provide for localized traffic distribution.

Policy C-1.3: Extend local bus service from the downtown into the Plan Area and locate intercity bus service at the SITF.

Policy C-2.3: Develop two east-west roadways to connect 10th Street and 12th Street with Bercut Drive.

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

Policy C-3.1: Extend the small block pattern of the downtown into the Plan Area while transitioning and blending it with the arterial system set forth in the Richards Boulevard area.

Policy C-3.2: Provide a network of attractive and clearly visible wayfinding features for pedestrians, bicyclists, and motorists across the Plan Area.

Policy C-3.3: Create and maintain attractive, functional streetscapes that intergrade vehicular traffic, pedestrian, bicycle on-street parking and incorporate traffic calming features.

Policy C-3.4: Enhance the non-vehicular environment by developing streets at a scale that is suitable and attractive for pedestrians and bicyclists.

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

Policy C-4.1: Provide bicycle connections to improve circulation.

Policy C-4.2: Provide both on-street and off-street bikeways that provide connectivity within the development and connect to existing and planned bikeways along the Plan Area boundary.

Policy C-4.3: Include secure bike parking and bicycle commuter facilities in all new office developments and transit facilities.

Policy C-4.4 Provide bicycle and personal vehicle parking in all residential projects.

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

Policy C-5.1: Extend pedestrian connections from the downtown area into the Plan Area, as well as Old Sacramento, the Riverfront and the Richards Boulevard area.

Policy C-5.2: Enhance pedestrian pathways using landscaping, trees and art in public places.

Policy C-5.3: Provide safe pedestrian linkages to public spaces, such as schools, transit facilities, riverfront, parks and plazas.

Policy C-5.4:	Encourage landscape and building elements, such as enhanced paving materials, accent lighting, streetscape furniture and generous sidewalk space that will contribute to pedestrian environments that are both physically attractive and safe.	Policy CS-1.1:	Ensure a safe, reliable on-site water distribution system that meets the criteria of the City's design standards and meets the needs of the community under both normal and stressed conditions.
Policy C-5.5:	In commercial and residential areas, develop pedestrian amenities that contribute to active and economically vibrant environments.	Policy CS-1.2:	Construct water distribution mains of adequate size in the form of a grid to meet varying rates of demand from different locations within the Plan Area.
Policy C-5.6:	Establish and maintain attractive and functional sidewalks that maximize pedestrian access to all development projects and provide generous and pleasant walking environments that foster social interaction.	Policy CS-1.3:	In accordance with City of Sacramento standards, require landscaping within the Plan Area to utilize drought resistant plantings and water conservative irrigation methods, such as timed drip irrigation.

6. Utilities and Community Services

The following are the goals and policies for utilities and community services, as described in Chapter 8.

Goal CS-1: Provide adequate water facilities to serve the needs of new development, and apply water conservation techniques that will reduce overall demand.

Goal CS-2: Provide for the sanitary sewage needs of the project while facilitating the City in complying with standards established by the City's NPDES permit with the Regional Water Quality Control Board.

Policy CS-2.1: Ensure sanitary sewers meet the criteria of the City's design standards.

Policy CS-2.2: Offset the increased sanitary sewer flows into the combined sewer system through on-site detention of storm water flows, and discharge of retained storm water to the Sacramento River.

Goal CS-3: Provide a storm drainage system to serve the Plan Area that achieves the water quality provisions of the City's municipal NPDES Stormwater Permit.

Policy CS-3.1: Provide for the separation of combined storm and sanitary sewer flows in the Plan Area.

Policy CS-3.2: Design the storm drainage system to meet the design criteria of the City's Department of Utilities, Sacramento City design standards and the terms of the City's NPDES permit.

Goal CS-4: Provide adequate electrical and gas service to serve the project development, and provide a program of energy conservation.

Policy CS-4.1: Implement strategies to promote additional energy conservation, beyond the level required under California Title 24 building standards, to the extent that such approaches are found to be feasible and cost effective.

Policy CS-4.3: Encourage early consultation between project developers and the Sacramento Municipal Utilities District to determine the appropriate electrical and gas infrastructure to serve the Plan area, including appropriate energy conservation measures.

Goal CS-5: Provide for adequate school resources in the form of facilities on-site, off-site or through in-lieu fees to meet the needs of future residents.

Policy CS-5.1: Ensure that school facilities or in-lieu fees are provided at a level that accurately reflects actual student generation within the Plan Area.

Policy CS-5.2: Recognize the need for alternative types of school facilities within the Plan Area and/or accommodate school demands off-site so that demand for school facilities is met, while building on the unique resources and mixed-use nature of the development.

Policy HR-1.4: Preserve and rehabilitate the Southern Pacific Depot complex in a manner that will enhance its civic significance in the downtown and Railyards area, and in conformance with the City of Sacramento's SITF site plan.

7. Historic and Cultural Resources

The following are the goals and policies for historic resources in the Railyards area.

Goal HR-1: Provide for the public use and enjoyment of historic buildings within the Plan Area.

Policy HR-1.1: Allow a mixture of public-oriented, cultural and commercial-recreational uses that reinforce the Central Shops District as a regional destination, and that promote viable reuse of the historic structures.

Policy HR-1.2: Preserve historic structures within the Central Shops District.

Policy HR-1.3: Ensure that rehabilitation of buildings within the Central Shops complex conforms with standards for preservation of historic buildings set forth in Section 17.134 of the Sacramento Municipal Code.

Goal HR-2: Identify and protect archaeological resources that contribute to the understanding of the history and prehistory of the Railyards area.

Policy HR-2.1: Develop and implement an archaeological observation and evaluation plan to identify and recover archaeological resources, if any, within areas of the site during excavation, grading and piling.

Policy HR-2.2: Incorporate and interpret artifacts that highlight the site's prehistory, history, and especially the historic role and significance of the Railyards.

8. Hazardous Substances

The goals and policies for hazardous substances are listed below. Detailed guidance for implementation of these goals and policies is provided in Chapter 10.

Goal HAZ-1: Institute programs that facilitate development, encourage appropriate remediation, and ensure that public health and safety and the environment are protected at all times.

Policy HAZ-1.1: Ensure that city land use approvals are compatible with cleanup levels achieved and do not conflict with remediation land use covenants, and that development-related excavation and dewatering are also carried out in a manner which meets DTSC requirements.

Goal HAZ-2: Ensure that over the entire life of the project, site inhabitants and users enjoy current and up-to-date levels of environmental protection.

Policy HAZ-2.1: If either reuse of land or a change of use in the Plan Area is proposed that would conflict with the remedial action plan restrictions, DTSC approval and remediation reflecting current applicable exposure standards shall be implemented.

Policy HAZ-2.2: In the event that State cleanup standards are revised to be more protective of human health, the City shall work with DTSC and property owners to determine if additional remediation requirements should be imposed for future developments.

Goal HAZ-3: Coordinate project phasing with remediation to protect site users from exposure to unacceptable health risks.

Policy HAZ-3.1: Ensure that development is implemented in accordance with remedial action plan.

Goal HAZ-4: Cleanup of contamination shall be carried out as efficiently as possible to allow for redevelopment of the Railyards while protecting human health and the environment.

Policy HAZ-4.1: Fully protect human health and the environment through the implementation of the DTSC-approved remedial action plans.

Goal HAZ-5: Establish an ongoing working relationship between the City, DTSC and property owners to achieve the most timely and desirable cleanup and redevelopment of the Railyards.

Policy HAZ-5.1: Establish an ongoing process for coordination during the remediation activities that coincide with development.

This chapter describes the land use designations and allowable development intensities in the Sacramento Railyards Specific Plan Area. The land use designations and development program correspond to and implement the development concepts for the Railyards and each of its districts described in Chapter 3. Development standards for each land use designation can be found in the Railyards Special Planning District Ordinance (SPD).

A. Land Use Designation Descriptions

As shown in Figure 5-1, the Specific Plan Area is comprised of five land use designations:

- ◆ Residential/Commercial Mixed-Use (RCMU)
- ◆ Office/Residential Mixed-Use (ORMU)
- ◆ Residential Mixed-Use (RMU)
- ◆ Transportation Use (TU)
- ◆ Open Space (OS)

A general description of the type of uses in each of these land use designations, as well as restrictions on development density and intensity that will be implemented under the SPD, are summarized in Table 5-1.

TABLE 5-1 LAND USE DESIGNATIONS

Use	Allowed Uses	Residential Development Density	Non-Residential Development Intensity
Residential/Commercial Mixed-Use (RCMU)	<ul style="list-style-type: none"> Mixed-use residential; commercial, including destination retail and restaurants; and entertainment uses, including, but not limited to, uses such as theaters, health clubs, and night-clubs, together with office, hotel and other uses. Second-floor mixed-use flex space is allowed on parcels shown in Figure 5-3. Historic and Cultural uses. Public facilities such as educational uses, museums, theaters, and other similar public uses. 	Residential uses are allowed on each parcel within this designation at densities not to exceed 230 du/ac.	Maximum FAR of 5.0
Office/Residential Mixed-Use (ORMU)	<ul style="list-style-type: none"> Office, residential and commercial uses, such as hotels supporting retail, and other uses. Educational uses, museums, theaters and other similar public uses. 	If a developer is developing a mixed-use office and residential project, then all uses must "fit" within the maximum square footage allowed by the FAR for that site, while not exceeding a 230 du/ac maximum. Residential units not combined with office uses are subject only to the du/ac maximum.	Maximum FAR of 8.0
Residential Mixed-Use (RMU)	<ul style="list-style-type: none"> High-density residential uses and hotels. Commercial uses, such as neighborhood-serving retail, restaurants, cafés, hotels, neighborhood-serving office and other uses. Incidental cultural and civic uses. Educational uses, museums, theaters and other similar public uses. 	Residential uses are allowed on each parcel within this designation at densities not to exceed 310 du/ac.	Maximum FAR of 1.0
Transit Use (TU)	<ul style="list-style-type: none"> Land uses that are supportive of the SITF facility operations and are intended to serve inter-city passengers, including residential; commercial, such as retail, office, hotel, and other uses. Other forms of dense development that will encourage transit ridership and are appropriate for a dense urban environment. 		
Open Space (OS)	<ul style="list-style-type: none"> Parks, pedestrian trails, plazas, playfields, bicycle trails and related public open space uses. Incidental cultural and small scale retail uses, such as vendors, carts and kiosks are also allowed. 		

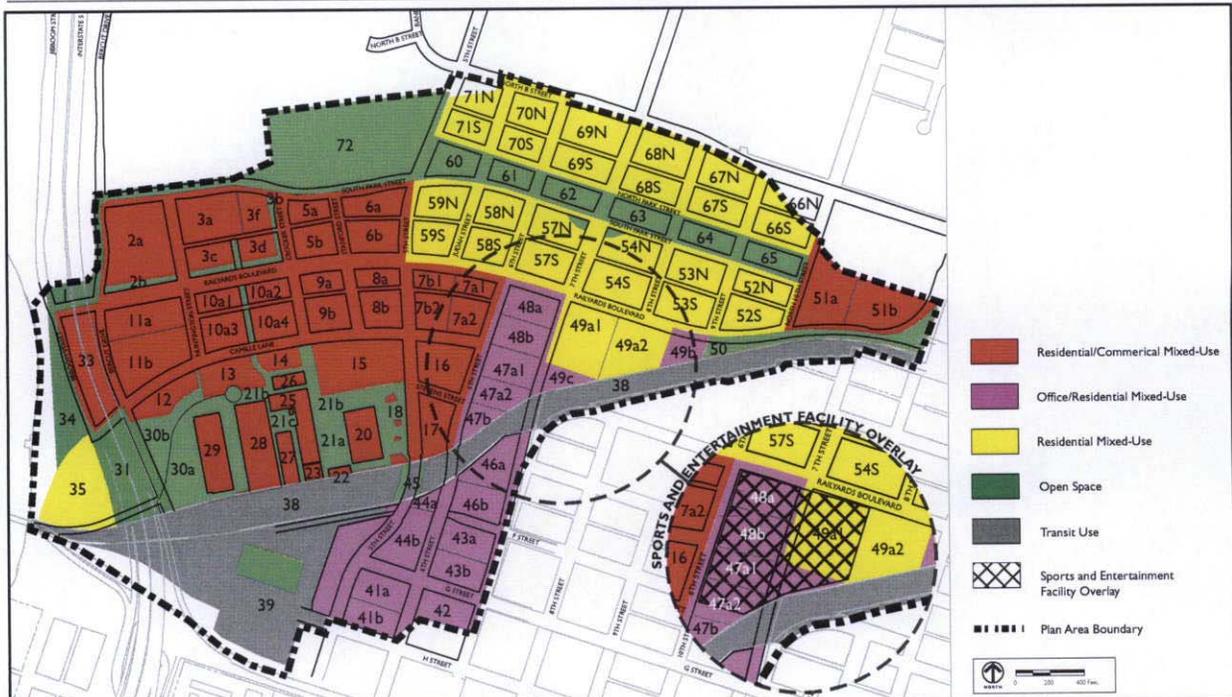


Figure 5-1. Land Use

Three primary rules will regulate development in the Specific Plan Area. Within the various land use designations, the following rules will apply:

1. Maximum development densities and intensities are established through specification of maximum dwelling units per acre (du/ac) or floor to area ratio (FAR) calculations for development in each land use designation and for each site within the land use designation.
2. The maximum total development amount within the entire Plan Area for each of the various land uses is also specified, as set forth in Table 5-2.
3. The amount of development in each designation will be further regulated by maximum building heights, shown in Figure 5-2, maximum square footage, shown in Table 5-2, and other development standards established for the Plan Area and implemented through the SPD.

1. Residential Commercial Mixed-Use (RCMU)

This section describes the regulations for the RCMU designation. A summary of the land use designations and the development densities allowed by parcel is shown in Table 5-1.

a. Intent

The purpose of this land use designation is to provide a wide range of residential and commercial uses, including retail, entertainment, and other uses, in order to facilitate the development of a 24-hour city.

b. Allowed Uses

A wide range of uses are allowed in the RCMU designation, such as mixed-use residential; commercial, including destination retail and restaurants; and entertainment uses, including, but not

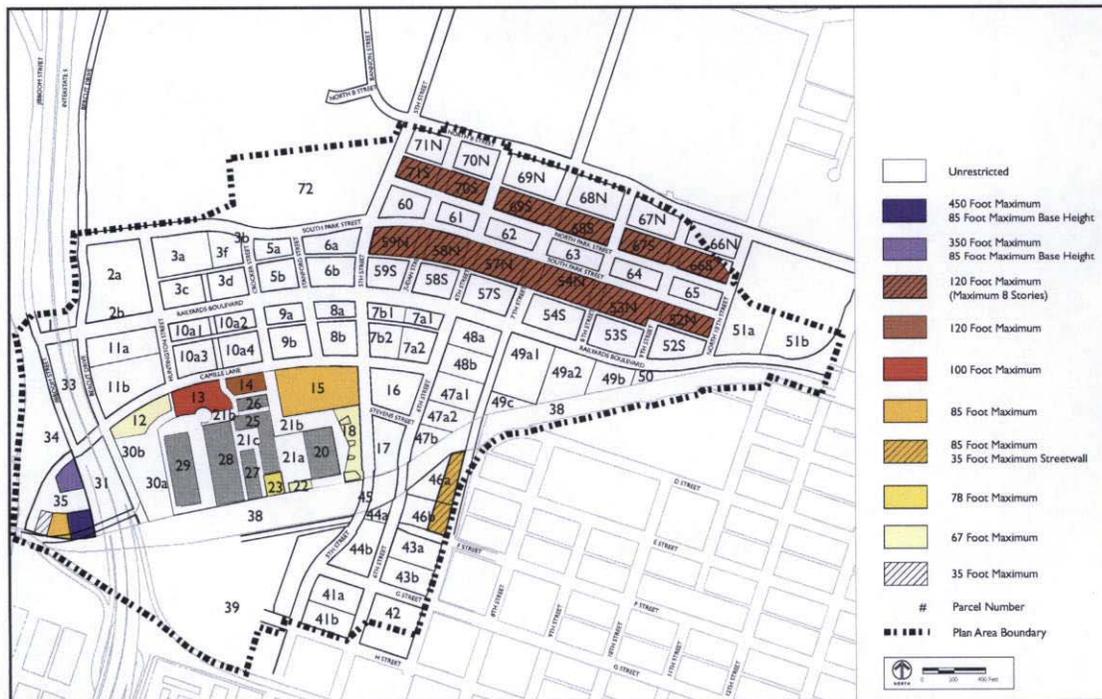


Figure 5-2. Proposed Maximum Building Heights
 Note: If either Parcels 13 or 14 exceed 67 feet, then the other subsequently developed parcel shall not exceed 67 feet.

Residential uses are allowed on each parcel and building within this designation at densities not to exceed 230 du/ac. A large range of allowable residential densities is established to allow the development of primarily office and retail projects with a small residential component, or alternatively, a mix of mostly residential with some retail. Total residential development in this land use designation will not exceed 1,700 dwelling units, except for potential residential development in the Mixed Use Flex Space, as well as the Historic and Cultural areas.

Any development that occurs within the Mixed Use Flex Space and the Historic and Cultural areas of the RCMU designation is allowed in addition to the maximum square footages otherwise specified in this chapter.

2. Office Residential Mixed-Use (ORMU)

This section describes the regulations for the ORMU designation.

a. Intent

The purpose of this land use designation is to provide office, residential, hospitality and supporting retail uses in portions of the Railyards area immediately adjacent to the Central Business District.

b. Allowed Uses

The uses allowed in the ORMU designation include office, residential, and commercial uses, such as hotels, supporting retail, and other uses. Educational uses, museums, theaters and other similar public uses are allowed in this land use designation. The emphasis for this designation is office and residential.

c. Development Density and Intensity

The net maximum FAR, exclusive of streets and public rights of way, applies to all development types on each site within this designation with the exception of residential units and hotel rooms. This net maximum FAR is 8.0. Residential uses are allowed on each site within this designation at densities not to exceed 230 du/ac. Total residential development in the Plan Area for this land use designation is not to exceed 2,100 units. However, if the developer is developing a mixed-use office and residential project, then all uses must “fit” within the maximum square footage allowed by the FAR for that site, while not exceeding a 230 du/ac maximum. Residential units not combined with office uses are subject only to the du/ac maximum.

3. Residential Mixed-Use (RMU)

This section describes the regulations for the RMU designation.

a. Intent

The purpose of this land use designation is to provide an urban residential neighborhood with accompanying neighborhood-serving retail and restaurant uses.

b. Allowed Uses

The uses allowed in the RMU designation include high-density residential uses and commercial uses, such as neighborhood-serving retail, restaurants, cafés, hotels, neighborhood-serving office and other uses. Incidental cultural and civic uses are also allowed. Educational uses, museums, theaters and other similar public uses are allowed in this land use designation. The emphasis of this land use designation is residential.

c. **Development Density and Intensity**

The net maximum FAR, exclusive of streets and public rights of way, applies to all development types on each site within this designation with the exception of residential units and hotel rooms. This net maximum FAR is 1.0. Residential uses are allowed on each parcel within this designation at densities not to exceed 310 du/ac. The total number of residential units in this designation in the Plan Area shall not exceed 8,300 units.

4. Transportation Use (TU)

This section describes the regulations for the TU designation.

a. **Intent**

The purpose of this land use designation is to allow for transportation-related and transit-supportive uses associated with the Sacramento Intermodal Transit Facility (SITF), as well as other forms of dense urban development that are commonly found in central city settings.

b. **Allowed Uses**

This land use designation allows for land uses that are supportive of the SITF facility operations and are intended to serve intercity passengers. It also allows for other forms of dense development that will encourage transit ridership and are appropriate for a dense urban environment. Although no development is currently planned, future development could include residential, office, commercial such as retail, and hotel, and other uses that capitalize on the immediate transit opportunities. Development intensities for future development will be equal to or greater than similar land uses in other areas of the Railyards, and consistent with densities that are

typical of transit-oriented development in downtown urban environments. The emphasis of this designation is transit-oriented development.

5. Open Space (OS)

This section describes the regulations for the OS land use designation.

a. **Intent**

The purpose of this land use designation is to provide parks, plazas, linear open space elements and other forms of urban open space to serve residents, employees and visitors. This land use is also employed to facilitate access to the Sacramento River from within the Railyards area, as well as from adjacent neighborhoods in the Central City. Open spaces within this designation must be accessible via public rights-of-way and must serve a public use.

b. **Allowed Uses**

The uses allowed in the OS designation include parks, pedestrian trails, plazas, playfields and bicycle trails and related public open space uses. Incidental cultural, institutional and specialty retail, such as small vendor carts and kiosks, are also allowed in this land use designation. The emphasis of this designation is open space.

6. Sports and Entertainment Facility Overlay

There is a large site located on the southeast corner of Railyards Boulevard and 6th Street in the RCMU land use district that could become a potential site for a future sports arena. At the time of preparation of this Specific Plan, there is no plan for development of an arena in the Railyards. If an arena is proposed for this site, then subsequent environmental review will be required.

B. Maximum Allowed Development: Mixed Use Designations

In addition to the development densities and building heights described in Section A, above, maximum allowed development amounts are specified for three land use designations: RCMU, ORMU and RMU.

The amount of development within the TU designation is dependent on the design of the SITF and its associated facilities. OS designated areas would be primarily public spaces that may be publicly or privately owned, or that may be jointly owned by the public and private sectors.

Table 5-2 summarizes the maximum amount of each type of development allowed under each land use designation. As noted in Section A, each of these land use designations is intended to provide for a mix of uses, either within the same building or within multiple buildings on the same parcel. Therefore, although Table 5-2 shows development maximums, each land use designation within each Railyards District may include development with some or all of the combination of the land uses as specified in Section A.

TABLE 5-2 **MAXIMUM ALLOWED DEVELOPMENT: MIXED USE LAND USE DESIGNATIONS**

Designation	Land Use					
	Residential (DU)	Office (SF)	Commercial (SF)*	Flexible Mixed-Use** (SF)	Hotel*** (Keys)	Historic and Cultural (SF)
RCMU	1,700	-----	1,070,000	491,000	0-1,100	485,390
ORMU	2,100	2,400,000	160,000	-----	0-1,100	-----
RMU	8,300	-----	170,000	-----	0-1,100	-----
Total	12,100	2,400,000	1,400,000	491,000	1,100	485,390

*Commercial: Allows for facilities for the buying and selling of goods, services and entertainment.

**Square footages in this category are in addition to the maximum residential, commercial and office uses shown above in the RCMU designation and the total amounts allowed for the entire project. This square footage may be allocated to any of the other use categories allowed in the overarching designation.

***Hotel rooms are set as a Plan Area maximum and are not limited by district.