



REPORT TO PRESERVATION COMMISSION City of Sacramento

915 I Street, Sacramento, CA 95814-2671

STAFF REPORT
August 04, 2010

To: Members of the Preservation Commission

Subject: Informational Report on the River District Specific Plan Effort (M09-003)

Location/Council District:

The River District Specific Plan area is bounded by Downtown and the Railyards on the south, the Sacramento River on the west, the American River on the north, and 16th and 18th Streets on the east.

Council District 1

Recommendation: Staff requests the Commission review and comment on the draft Specific Plan, Design Guidelines, and Special Planning District for the River District.

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Summary: For the 748-acre River District Area, the City proposes adopting policy documents to support a transit-oriented mixed-use urban environment that would include 8,144 dwelling units, 3.9 million square-feet of office, 854,000 square-feet of retail, 1.4 million square feet light industrial, and 3,044 hotel units. City staff has drafted a Specific Plan, Design Guidelines, and Special Planning District for the River District to establish policy direction on how the River District area (see Attachment 1 for map boundaries) will develop in the future. The River District Specific Plan effort addresses items such as zoning, historic resources, infrastructure, circulation, parks and open spaces, and urban design. The Specific Plan will also include an updated financing plan for public infrastructure to set development impact fees, and an updated nexus study which will examine the costs of public infrastructure and fairly distribute those costs between Downtown, the River District, and the Railyards.

Background Information: On December 13, 1994, the City adopted the Richards Boulevard Area Plan (M93-119), commonly referred to as the "RBAP." The RBAP is a community plan establishing land uses and development standards to guide decisions on development and growth in the River District. On December 11, 2007, the City Council adopted Resolution 2007-915 directing staff to proceed with an update to the RBAP. As a result, staff has drafted the proposed River District Specific Plan.

In addition to the original Richards Boulevard Specific Plan and Special Planning District which are being updated as a part of this proposal, an historic properties survey was conducted in 1999/2000 for both the Richards Boulevard and Railyards areas. In 2001 the City Council adopted Ordinance 2001-027, which incorporated certain properties within both the Richards Boulevard and Railyards Special Planning Districts for consideration under the City's Historic Preservation Chapter of the City Code for review of proposals involving those properties' demolition. With the adoption in 2007 of the Railyards Specific Plan and Special Planning District, the City conducted a concurrent process to update the survey of the historic properties within the area and list the historic properties in the Sacramento Register of Historic & Cultural Resources as Landmarks or Historic Districts/Contributing Resources. A similar process has been undertaken with this update of the River District Specific Plan, including an update of the historic properties survey and a concurrent process now underway to list the historic properties in the Sacramento Register of Historic & Cultural Resources as Landmarks or Historic Districts/Contributing Resources.

Public/Neighborhood Outreach and Comments: The River District Specific Plan effort is being presented in a series of Review and Comment hearings for public input. The Preservation Commission (August 4, 2010), Parks Commission (August 5, 2010), Planning Commission (August 12, 2010), and Design Commission (August 18, 2010) will also review and comment on this project. Staff anticipates the final public hearings to be scheduled in October 2010 with a City Council adoption date by the end of this year.

Public outreach has been ongoing since this project was initiated in 2008. Staff has met regularly with the River District Development Committee, a group of River District property owners. In February and March of 2008 staff conducted three community "Visioning Workshops" to identify issues requiring focused study and to formulate the vision and guiding principles for the future of the district.

In February of 2009, staff conducted targeted "Property Owner Meetings" to introduce the draft land use and circulation elements of the Specific Plan, the historic properties survey update, explain the Specific Plan's potential impacts to individual property owners, and to capture their feedback. Those in attendance were largely supportive of the proposed land use and circulation elements.

Public outreach is a very important component of this planning project and every effort is being made to engage with area residents, property owners, public agencies, not-for-profits, and other stakeholders. The following is a compilation of those efforts to date:

- Visioning Workshops (2/20/08, 2/21/08, and 3/19/08);
- Stakeholder Group monthly meetings;
- Property owner meetings (2/11/09 and 2/12/09);
- Historic Properties Survey workshops/community meetings (02/11/09, 03/23/09,09/24/09);

- Individual meetings with key area stakeholders, including Regional Transit, Sacramento Municipal Utility District (SMUD), Pacific Gas and Electric (PG&E), Sacramento Housing and Redevelopment Agency (SHRA), Sacramento County, Sacramento Metropolitan Air Quality Management District (SMAQMD), Twin Rivers Unified School District, and the State of California.
- Regional Parks Advisory Group (4/17/09)
- External Stakeholder Meeting (5/28/09)
- Meeting with Real Estate Brokers (06/02/2009)
- Sacramento Area Flood Control Agency (SAFCA) and American River Flood Control District (ARFCD) on 10/30/2009
- Rezoning Workshops on 4/27/2010 and 4/29/2010
- Staff also maintains and regularly updates a page on the City's website dedicated to this project.

Policy Considerations: The Specific Plan will contain a comprehensive set of goals and policies to achieve the vision and guiding principles of the Plan. The policies will be consistent with the recently adopted 2030 General Plan as well as with other guiding policy documents, such as the Central City Community Plan, Parks Master Plan, and the American River Parkway Plan. Some of the applicable policies are listed below for review and consideration.

2030 General Plan Policies

LU 1.1.5 Infill Development. *The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.*

LU 2.1.2 Protect Established Neighborhoods. *The City shall preserve, protect, and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and requiring new development, both private and public, to respect and respond to those existing physical characteristics, buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of the neighborhood.*

LU 2.2.1 World-Class Rivers. *The City shall encourage development throughout the city to feature (e.g., access, building orientation, design) the Sacramento and American Rivers and shall develop a world-class system of riverfront parks and open spaces that provide a destination for visitors and respite from the urban setting for residents.*

LU 2.3.1 Multi-functional Green Infrastructure. *The City shall strive to create a comprehensive and integrated system of parks, open space, and urban forests that frames and complements the city's urbanized areas.*

LU2.4.1 Unique Sense of Place. *The City shall promote quality site, architectural and landscape design that incorporates those qualities and characteristics that make Sacramento desirable and memorable including: walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles.*

LU 2.6.1 Sustainable Development Patterns. *The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.*

LU 2.7.1 Development Regulations. *The City shall promote design excellence by ensuring city development regulations clearly express intended rather than prohibited outcomes and reinforce rather than inhibit quality design.*

LU 2.7.6 Walkable Blocks. *The City shall require new development and redevelopment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks scaled for the anticipated pedestrian use.*

LU 2.7.7 Buildings that Engage the Street. *The City shall require buildings to be oriented to and actively engage and complete the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking.*

LU 2.7.8 Screening of Off-street Parking. *The City shall reduce the visual prominence of parking within the public realm by requiring most off-street parking to be located behind or within structures or otherwise fully or partially screened from public view.*

LU 2.8.3 High-Impact Uses. *The City shall avoid the concentration of high-impact uses and facilities in a manner that disproportionately affects a particular neighborhood, center, or corridor to ensure that such uses do not result in an inequitable environmental burden being placed on low-income or minority neighborhoods.*

LU 4.1.4 Alley Access. *The City shall encourage the use of well-designed and safe alleys to access individual parcels in neighborhoods in order to reduce the number of curb cuts, driveways, garage doors, and associated pedestrian/automobile conflicts along street frontages.*

LU 5.5.2 Transit-Oriented Development. *The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations.*

LU 7.2.3 Industrial Uses along Rivers. *The City shall prohibit new heavy industrial uses along the American River Parkway and prevent incompatible industrial development adjacent to the American and Sacramento Rivers.*

LU 7.2.5 Industrial Development Design. *The City shall require that new and renovated industrial properties and structures incorporate high-quality design and*

maintenance including . . . control of on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other factors that may impact adjoining nonindustrial land uses.

LU 9.1.3 Connected Open Space System. *The City shall ensure that new development does not create barriers to the connections among the various parts of the city's parks and open space systems.*

HCR 2.1.5 National, California, and Sacramento Registers. *The City shall pursue eligibility and listing for qualified resources including historic districts and individual resources under the appropriate register(s).*

HCR 2.1.6 Planning. *The City shall take historical and cultural resources into consideration in the development of planning studies and documents.*

HCR 2.1.13 Adaptive Reuse. *The City shall encourage the adaptive reuse of historic resources when the original use of the resource is no longer feasible.*

M 1.2.2 LOS Standard. *The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.*

M 1.3.2 Private Complete Streets. *The City shall require large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing roadway system.*

M1.3.3 Eliminate Gaps. *The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks. A) The City shall construct new multi-modal crossings of the Sacramento and American Rivers. B) The City shall plan and seek funding to construct grade-separated crossings of freeways, rail lines, canals, creeks, and other barriers to improve connectivity. C) The City shall construct new bikeways and pedestrianways in existing neighborhoods to improve connectivity.*

M 1.4.4 Off-Peak Deliveries. *The City shall encourage business owners to schedule deliveries at off-peak traffic periods.*

M 2.1.3 Streetscape Design. *The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.*

M 2.1.4 Cohesive Network. *The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel.*

M 3.1.1 Transit for All. *The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors including seniors, the disabled, and transit-dependent persons. The City shall enhance bicycle and pedestrian access to stations.*

M 3.1.6 Safe System. *The City shall coordinate with Regional Transit to maintain a safe, clean, comfortable, and rider-friendly waiting environment at all transit stops within the city.*

M 4.1.1 Emergency Access. *The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies.*

M 4.2.1 Adequate Rights-of-Way. *The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.*

M 5.1.2 Appropriate Bikeway Facilities. *The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways.*

M 6.1.4 Reduction of Parking Areas. *The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, the application of shared parking for mixed use developments, and the implementation of Transportation Demand Management plans to reduce parking needs.*

M 7.1.5 Truck Traffic Route Designation. *The City shall designate official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses.*

M 7.1.6 Truck Traffic Noise Minimization. *The City shall seek to minimize noise and other impacts of truck traffic, deliveries, and staging in residential and mixed use neighborhoods.*

U 1.1.7 Infrastructure Finance. *The City shall develop and implement a financing strategy and assess fees to construct needed water, wastewater, stormwater drainage, and solid waste facilities to maintain established service levels and to mitigate development impacts to these systems (e.g., pay capital costs associated with existing infrastructure that has inadequate capacity to serve new development). The City shall also assist developers in identifying funding mechanisms to cover the cost of providing utility services in infill areas.*

U 1.1.9 Joint-Use Facilities. *The City shall support the development of joint-use water, drainage, and other utility facilities as appropriate in conjunction with schools, parks, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities.*

U 1.1.11 Underground Utilities. *The City shall require undergrounding of all new publicly owned utility lines, encourage the undergrounding of all privately owned utility lines in new development, and work with electricity and telecommunications providers to underground existing overhead lines.*

U 2.1.5 Comprehensive Water Supply Plans. *The City shall prepare, implement, and maintain long-term, comprehensive water supply plans.*

U 3.1.1 Sufficient Service. *The City shall provide sufficient wastewater conveyance, storage, and pumping capacity for peak sanitary sewer flows and infiltration.*

U 4.1.1 Adequate Drainage Facilities. *The City shall ensure that all new drainage facilities are adequately sized and constructed to accommodate stormwater runoff in urbanized areas.*

ERC 2.2.1 Parks and Recreation Master Plan. *The City shall maintain and implement a Parks and Recreation Master Plan to carry out the goals and policies of this General Plan. All new development will be consistent with the applicable provisions of the Parks Master Plan.*

ERC 2.2.10 Range of Experience. *The City shall provide a range of small to large parks and recreational facilities. Larger parks and complexes should be provided at the city's edges and along the rivers as a complement to smaller sites provided in areas of denser development.*

PHS 1.1.6 Co-Location of Facilities. *The City shall seek to co-locate police facilities with other facilities, such as fire stations, to promote efficient use of space and provision of police protection services within dense, urban portions of the city.*

PHS 2.1.6 Locations of New Stations. *The City shall ensure that new fire station facilities are located strategically throughout the city to provide optimal response times to all areas.*

PHS 5.1.4 Homeless Population. *The City shall work with public and private social service agencies to site facilities to address the human service needs of the city's homeless populations.*

ER 2.1.2 Conservation of Open Space. *The City shall continue to preserve, protect, and provide access to designated open space areas along the American and Sacramento rivers, floodways, and undevelopable floodplains.*

ER 3.1.3 Trees of Significance. *The City shall require the retention of trees of significance (such as heritage trees) by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation.*

ER 7.1.1 Protect Scenic Views. *The City shall seek to protect views from public places to the Sacramento and American rivers and adjacent greenways, landmarks, and urban views of the downtown skyline and the State Capitol along Capitol Mall.*

ER 7.1.2 Visually Complimentary Development. *The City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American rivers, and along streams.*

EC 2.1.7 Levee Setbacks for New Development. *The City shall prohibit new development within a minimum distance of 50 feet of the landside toe of levees. Development may encroach within the 50-foot area provided that “oversized” levee improvements are made to the standard levee section consistent with local, regional, State, and Federal standards.*

EC 2.1.9 Oversized Levees for Infill Development. *The City shall support the construction of “oversized” levees that can increase levee stability and improve site characteristics, recreation, and river access where infill development and redevelopment occurs next to a levee.*

EC 2.1.12 Roadway Systems as Escape Routes. *The City shall require that roadway systems for areas protected from flooding by levees be designed to provide multiple escape routes for residents in the event of a levee failure.*

Central City Community Plan Policies

CC.LU 1.1 Industrial Areas. *The City shall upgrade the industrial-designated areas of the Central City and minimize incompatibilities with adjacent land uses.*

CC.LU 1.6 Office Development. *The City shall encourage public and private office development, where compatible with the adjacent land uses and circulation system, in the Central Business District, Southern Pacific Railyards, and Richards Boulevard area.*

CC.H 1.1 Mixed-Use Buildings. *The City shall provide the opportunity for mixture of housing with other uses in the same building or on the same site at selected locations to capitalize on the advantages of close-in living.*

CC.M 1.2 Adequate Parking. *The City shall provide adequate off-street parking to meet the needs of shoppers, visitors, and residents.*

CC.M 1.5 Richards Boulevard and Business 80 Connection. *The City shall designate the connection of Richards Boulevard and Business 80 as a potential transportation corridor that may be considered in the future for various modes of travel.*

CC.M 1.6 Commuter Bikeways. *The City shall prioritize the addition of commuter routes to existing bikeways. The plan recommends that the City identify a north/south route and an east/west bike route that would be improved for commuter use.*

Improvements would involve modification of the streets to accommodate bicycle commuters rather than exclusively for auto use.

CC.ERC 1.3 Sutter's Landing Park. *The City shall develop the Sutter's Landing Park area as a regional park in accordance with an adopted Park Master Plan for the area.*

CC.ERC 1.4 Sutter's Landing Park Connections. *The City shall develop riparian trail connections between the Sutter's Landing Park area, Tiscornia Park, and Glen Hall Park.*

CC.ERC 1.5 Sacramento River Parkway. *The City shall develop the Sacramento River Parkway and Sutter's Landing Park facilities in conjunction with American River Parkway trail linkages.*

2008-2013 Housing Element:

H-1.2.4 *The City shall actively support and encourage mixed-use retail, employment and residential development around existing and future transit stations, centers and corridors.*

H-2.1.1 *The City shall maintain an adequate supply of appropriately zoned land with public services to accommodate the projected housing needs in accordance with the new General Plan.*

H-3.2.3 *The City shall support the efforts of the Sacramento City and County Ten-Year Plan to End Chronic Homelessness and the Continuum of Care to meet the needs of homeless families and individuals.*

Sacramento Riverfront Master Plan:

The Sacramento Riverfront Master Plan is a study plan, not a regulatory plan that was completed in July 2003. It provides an overall vision for the riverfront and is intended as a blueprint for future actions. Proposed policies include:

- Site housing and other adjacent mixed uses to capture maximum orientation to the river and to the riverfront open space, as well as to parkways and streets.
- Provide continuous, uninterrupted pedestrian and bicycle circulation along the riverfront, connecting to regional networks including the American River Parkway and into Southport.
- Provide new non-vehicular bridge crossings designed with public safety considerations. The proposed pedestrian and bicycle bridge would connect the Jibboom Area of the River District to the proposed marina and state park on the West Sacramento side.
- Provide people-oriented land uses, public space, and amenities that attract people and activity.

- Provide for land uses that are flexible and can respond to market conditions and/or public/private financing opportunities (avoid single-use “dead-zones”).
- Vary development densities, intensities, and mix of uses along the riverfront edge.

American River Parkway Plan:

The American River Parkway is an open space greenbelt which extends approximately 29 miles from Folsom Dam at the northeast to the American River’s confluence with the Sacramento River at the southwest. The Parkway Plan addresses the entire length of the Parkway which crosses jurisdictional boundaries. The plan is a policy document that is referenced in the City of Sacramento’s General Plan.

The policies in the American River Parkway Plan that address the River District include the following:

10.4.1: Construct the Two Rivers Trail to a Class 1 construction standard bike/pedestrian trail along the left bank (south levee) of the American River from Tiscornia Park to Sutter’s Landing Park.

10.4.3: Support construction of a trail from Tiscornia Park to West Sacramento including a bike/pedestrian bridge across the Sacramento River.

10.4.4: Bike/pedestrian access shall be incorporated into future bridge construction or renovation projects affecting Interstate 5, Highway 160, and Regional Transit’s Downtown-Natomas Airport (DNA-RT) line.

Environmental Considerations: A master Environmental Impact Report (EIR) has been prepared for the River District Specific Plan. The EIR considers issues such as traffic, land use, air quality, and historic resources. On August 20, 2009, a Public Meeting was held on the Notice of Preparation/Initial Study for the EIR and a copy of the River District Specific Plan Draft EIR is attached.

Historic Landmarks and N.16th Street Historic District: In 2009, as part of the River District Specific Plan/Special Planning District efforts, the City conducted a River District area update of the earlier Richards Boulevard/Railyards historic properties survey which had been completed in 1999/2000. The survey identified properties that are potentially-eligible for listing, either individually or as part of a historic district, in the Sacramento Register of Historic & Cultural Resources, the California Register of Historical Resources, and the National Register of Historic Places. The 2009 survey update evaluated properties that had not been 50 years old or older at the time of the original 1999/2000 survey. (See Attachment 3) Multiple individual properties were identified as potentially eligible through these surveys. And, as part of both the original and the updated survey, a potential North 16th Street Historic District was identified; it should be noted that the N.16th Street Historic District’s boundaries extend beyond the boundaries of the current proposed Specific Plan’s area boundaries.

On September 24, 2009, staff conducted a workshop to discuss the properties identified in the survey as potentially historic and the proposed nominations of the historic district and the individual Landmarks in the River District. Due to adopted entitlements for Township 9 and the Continental Plaza development projects, the properties identified as potentially historic and approved for demolition within those projects' boundaries will not be brought forward for listing in the Sacramento Register. Also, the State's Printing Plant, which was also identified as potentially historic, will not be brought forward for listing in the Sacramento Register due to the Specific Plan/Special Planning District's key street grid proposals which will significantly affect those properties. The impacts to this structure are evaluated in the River District Specific Plan Draft EIR. For the other properties identified in the survey as potentially eligible, the nominations process to list properties in the Sacramento Register will proceed concurrently with the adoption of the Specific plan. That process involves a Preservation Director Hearing, a Preservation Commission Hearing, and City Council Hearings, including its Law & Legislation Committee and a full City Council Public Hearing to adopt the ordinance listing the properties in the Sacramento Register. Once listed, proposals for work involving those properties may utilize the California Historical Building Code and will be reviewed in accordance with the provisions of the Historic Preservation Chapter of the City Code, Chapter 17.134 and the River District Specific Plan and Special Planning District. Work involving the properties' site, exterior and publically-accessible interiors is reviewed for compliance with the Secretary of the Interiors Standards for the Treatment of Historic Properties, which for most historic buildings would likely involve the Rehabilitation Standards. Work involving historic properties that complies with the Secretary of the Interior's Standards would also allow development projects to be exempt from further environmental review if other elements of the environment are not impacted.

Within the N.16th Street Historic District the zoning changes would be similar to the recently adopted R Street Special Planning District. For form (height, setback and stepback variances) entitlements, the Preservation Commission and Preservation Director would be the hearing body instead of the Planning Commission and Zoning Administrator.

Design Guidelines and Design Review District: The Design Guidelines for the River District articulate the overall vision for the physical form and character of the public and private improvements within the plan area. The Design Guidelines, which were developed based on guiding principles developed from the property owners and stakeholders with a series of workshops, will ensure a quality of design that is consistent with the River District Specific Plan and the larger Central City area.

The Design Guidelines will cover a greater area than the Special Planning District and Specific Plan boundary since it will also include the eastern portion of the former Richards Boulevard SPD which includes Blue Diamond and other vacant industrially zoned land.

Guiding Principles for the Design Guidelines included engaging the rivers, encouraging a walkable district, and providing an opportunity to develop mixed use development. The most recent draft of the Design Guidelines may be found in Attachment 5.

Special Planning District: The River District Special Planning District will implement the River District Specific Plan and its goals and policies. The Zoning Ordinance is the planning tool for implementing these goals and policies through regulations and incentives. The Sacramento River District Special Planning District, currently Chapter 17.120 of Title 17 of the City Code, will be completely revised to reflect the new Specific Plan zoning designations, development standards, and land uses. A brief overview of the goals for the new Special Planning District has been included in this report as Attachment 6. A discussion of the zoning changes is listed below by subarea. See Figure 3.5 in the Specific Plan for a map of the subareas.

Jibboom Street Area: Staff is proposing to eliminate all the Highway Commercial (HC) zoning and replace it with General Commercial (C-2). The HC zone is primarily for uses to serve motorists and provide accommodations. Staff recommends that the parcels in the River District that front the Sacramento Riverfront be zoned with a C-2 zone which is a more flexible commercial zone allowing hotels, residential, retail, and office, allowing a broader range of uses that will help to activate the area.

Sequoia Street Area: Staff is proposing to eliminate all Heavy Industrial (M-2) zoning and replace it with Residential Mixed Use (RMX), Office (OB), and Limited Commercial (C-1). This area will have a future light rail station and these zones will provide land uses to encourage public transit use.

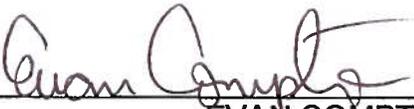
Bannon Street Area: Staff is proposing to eliminate all of the heavy industrial zoning with the exception of the Water Treatment Plant. Under the previous Richards Boulevard Special Planning District, the M-2 zoning was restricted already by placing many industrial uses on the prohibited list. The new zoning will allow a wide range of uses including office, residential, commercial, and mixed use.

North 7th Street Area: Staff is not rezoning any parcels associated with the approved T9 project. However, the portions of the area zoned Heavy Industrial (M-2), would be rezoned to both Office Building (OB) for the CHP Campus and Lottery Campus, and industrial land along the American River to RMX.

Dos Rios Area: Staff is proposing to rezone Heavy Industrial (M-2) to Heavy Commercial (C-4); Residential Mixed Use (RMX) to Multifamily (R-5); and Heavy Commercial (C-4) to General Commercial (C-2). The changes will encourage more mixed uses along the American River instead of industrial and also encourage residential uses near the existing school.

North 16th Street Area: Staff is also recommending to maintain much of the current C-4 zoning in the North 16th Street area along with Single or Two Family (R-1B), Multifamily (R-3A), and General Commercial (C-2). The C-4 zoning allows many of the heavy commercial users to remain but will also allow office, retail, and residential uses, including mixed use and live/work uses. The goal is to create a more economically vibrant area and also to encourage the adaptive reuse of the properties within the proposed North 16th Street Historic District.

Conclusion: Staff recommends the Preservation Commission review and comment on a) the zoning code change to allow form entitlements (height, setback, and stepback) in the River District to be approved by the Preservation or Design hearing bodies, b) the proposed grid street network which enhances walkability but conflicts with large footprint buildings such as the State Printing Plant, c) any potential issues or concerns regarding the draft Specific Plan, Design Guidelines, Special Planning District, Historic District, and Historic Landmarks.

Respectfully submitted by: 
EVAN COMPTON
Associate Planner

Approved by:

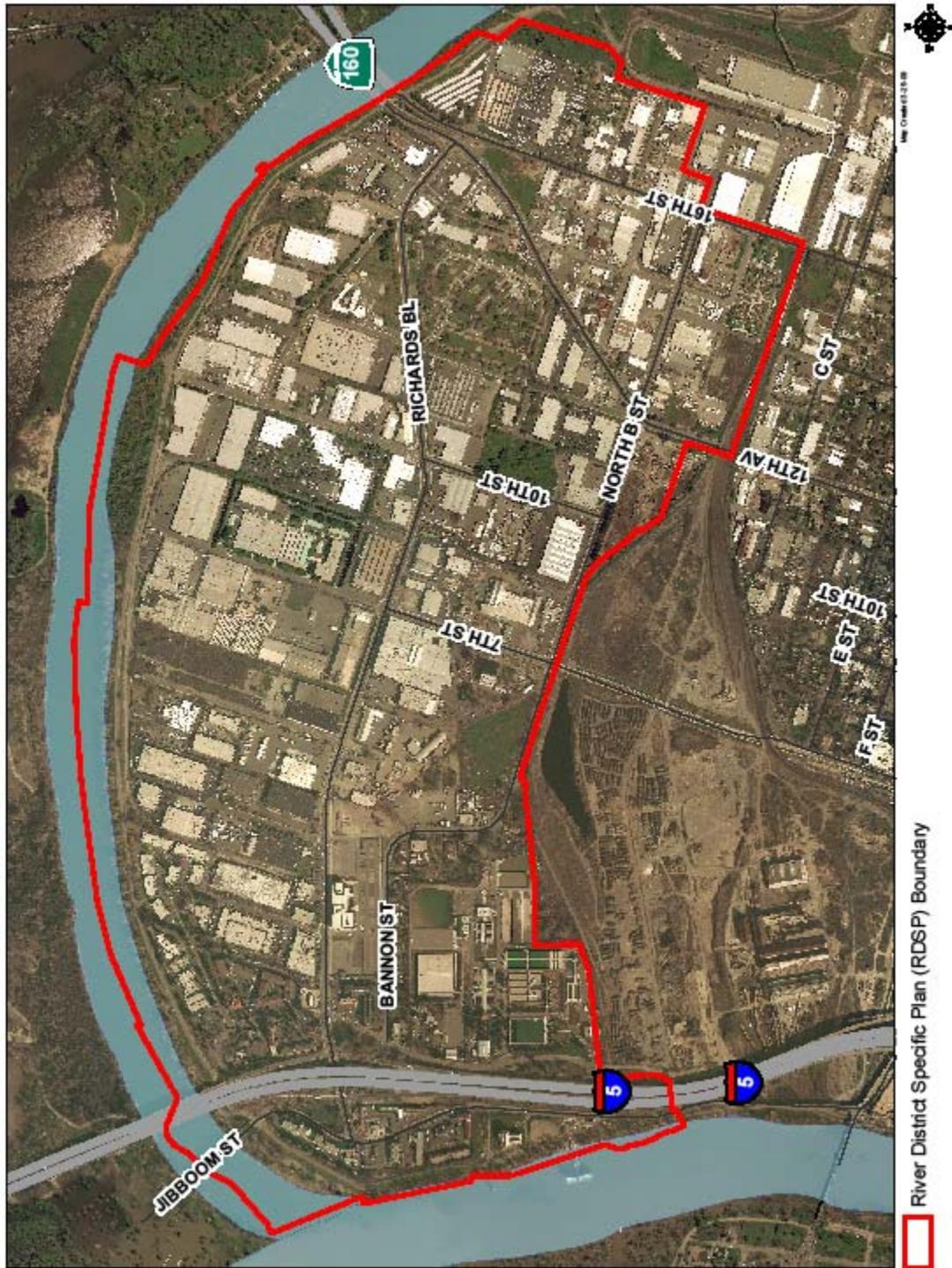

ROBERTA DEERING
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Recommendation Approved:

WILLIAM CROUCH
Urban Design Manager

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Attachment 1: River District Boundaries Map



Attachment 2: River District Specific Plan Draft EIR

The Draft EIR may be found here:

<http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/index.cfm>

Attachment 3: Cultural Resources Technical Report

The Cultural Resources Technical Report may be found here:

<http://www.cityofsacramento.org/dsd/projects/riverdistrict.cfm>

Subject: River District Specific Plan (M09-003)

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Attachment 4: Specific Plan Draft

The Specific Plan may be found here:

<http://www.cityofsacramento.org/dsd/projects/riverdistrict.cfm>

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Attachment 5: Design Guidelines Draft

The Design Guidelines may be found here:

<http://www.cityofsacramento.org/dsd/projects/riverdistrict.cfm>

Attachment 6: Special Planning District Overview

The River District special planning district (SPD) consists of properties generally bounded by the Sacramento River on the west, the American River on the north, the Railyards on the south, and 18th Street on the east. The SPD is intended to implement the development standards and design guidelines in the River District area plan.

The goals of the River District SPD are as follows:

- A. Establish a greater mix of land uses and intensities to attract private investment;
- B. Provide the opportunity for reuse and rehabilitation of heavy commercial and industrial uses to take advantage of the light rail facilities in the area to reduce the number of obsolete and underutilized buildings and sites;
- C. Allow for the retention and continued operation of industrial and service oriented uses;
- D. Provide for improved circulation, infrastructure, and community facilities that will serve existing and future needs within the area;
- E. Provide for the future creation of a significant residential population as industrial uses are replaced or relocated within the River District area to achieve housing objectives of the central city and provide a jobs/housing balance for future office growth;
- F. Provide for the intensification of commercial and office uses within close proximity to the planned and existing light rail stations and Interstate 5;
- G. Discourage uses that contribute to visual or economic blight;
- H. Ensure that properties with hazardous material contamination within the River District area are remediated to the extent necessary to protect the health and safety of all possible site users and users of adjacent properties, consistent with applicable laws and regulations;
- I. To encourage the preservation of historic structures;
- J. Promote aesthetic improvements to the area by implementing development standards and design guidelines.

Height, Yard, and Stepback Requirements

Modification of Required Height, Yard, and Stepbacks by Design or Preservation Review Approval. The design review or preservation review conducted on a development project in the River District special planning district under Chapter 17.132 or Chapter 17.134 of this title may address and modify the required height, yard, and stepback standards to achieve the intent and purposes of the Central City Design Guidelines and the River District Design Guidelines, to ensure that an adequate and appropriate street tree canopy is created and maintained, and to mitigate visual impacts on listed historic resources; provided, that the design or preservation review is performed at the director or commission level.