# RIVER DISTRICT SPECIFIC PLAN

Adopted by City Council on February 15, 2011

CITY OF SACRAMENTO
COMMUNITY DEVELOPMENT DEPARTMENT
ECONOMIC DEVELOPMENT DEPARTMENT

300 Richards Boulevard
Sacramento, CA 95811

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Pipeworks Fitness, on North 16th Street / Source: Kent Lacin Media Services

American River Parkway

Lottery Headquarters, under construction 2010

Hornblower River Boat on the Sacramento River / Source: Christine M. Suarez-Murias

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# EXECUTIVE SUMMARY

The River District Specific Plan establishes planning and design standards for the redevelopment of approximately 773 acres of land located at the confluence of the American and Sacramento Rivers, north of the downtown core of the City of Sacramento. The area is generally defined on the north by the American River, on the west by the Sacramento River, on the south by the recently adopted Sacramento Railyards Specific Plan area and on the east by parcels contiguous to North 16th Street. The land is mostly developed and is divided into approximately 400 separate parcels held by over 200 property owners.

## CHAPTER ONE: INTRODUCTION

Chapter One establishes the purpose of the Plan, its physical context, and its relationship to other regulations and planning documents, including the City's 2030 General Plan. The Specific Plan will serve to guide future decisions regarding land use, intensity of development, circulation, public spaces, urban design and the necessary infrastructure improvements to support future development. The Plan will provide a mechanism for ensuring that future development and infrastructure will be feasible, coordinated and efficient.

The River District envisioned in the Specific Plan will be a vibrant, mixed-use community connected to the surrounding neighborhoods by a network of local streets, light rail transit, and bicycle and pedestrian pathways. It will be bordered by a ribbon of parks at the rivers' edge and will have a wide range of employment, entertainment and housing options for families and individuals. It will be home to existing light industrial uses and new development transitioning to a mix of residential and retail/commercial infill.

## CHAPTER TWO: VISION

This chapter provides the guiding principles for development within the River District area. The principles are based on input from community stakeholders, City staff, technical consultants, the City Council and Commissioners requirements of State law and City policies and regulations. The principles provide the broadest and most overarching set of guidance for the development of the River District area. The goals and policies implementing each of the guiding principles are listed in Appendix 1 and are discussed more fully in the related chapters of the Specific Plan. The chapters are Land Use, Historic Resources, Circulation, Parks and Open Space, Community Facilities and Public Services, Utility Infrastructure and Implementation. Urban design is discussed in the River District Design Guidelines, Chapter 2: Framework, which is a companion to this document.

The goals and policies represent statements of intent that will guide the development of the River District. They establish a framework upon which measures for implementation of the Specific Plan are developed. The goals and policies of the River District Specific Plan supersede those contained in the Richards Boulevard Area Plan and are intended to work in conjunction with the policies of other adopted City documents.

## CHAPTER THREE: LAND USE

This chapter describes the land use designations and allowable development intensities in the River District Specific Plan area. The land use designations and development program correspond to and implement the development concepts for the River District and each of its sub-areas described in this chapter. The development standards that are specific to the River District area are located in the River District Special Planning District (SPD), Section 17.120 of the Sacramento City Code.

The River District consists of a six Areas, the boundaries of which are based upon existing building patterns within each area. The River District Specific Plan seeks to preserve and enhance each Area to capitalize on its unique character, while improving the attractiveness and livability of the River District.

## CHAPTER FOUR: HISTORIC RESOURCES

The area's ties to the Sacramento and American Rivers, the development of levees, the growth of the railroads and the development of Sacramento as an agricultural and canning center and transportation hub reflect its transformation over the years. The Specific Plan's goals and policies related to historic resources primarily address the preservation, rehabilitation and opportunities for the adaptive reuse of historic properties within the River District.

The Plan proposes to establish the North 16th Street Historic District with the intent to transform it into a vibrant mixed-use arts, retail, residential and commercial Area. The historic and contributing resources of the River District are also described.

## CHAPTER FIVE: CIRCULATION

This chapter describes the circulation improvements needed to support the implementation of the River District Specific Plan. The improvements are necessary to provide a framework for the growth which is projected within the District and enhance the connectivity of the entire city center. A key principle of the Specific Plan is the long term transformation of the current industrial truck and automobile circulation network to one that places a high priority on the pedestrian. The new street network is envisioned to balance the needs of an increasingly diverse land use base, while maintaining the viability of the street network for businesses that use large vehicles in their operations.

## CHAPTER SIX: PARKS AND OPEN SPACE

The greatest natural assets of the River District are the two rivers that form its northern and western boundaries – the American and the Sacramento Rivers. Hidden from view by elevated flood protection levees, the unique opportunity presented by the River District's location at the confluence of these major California rivers has not yet been fully realized. The River District Specific Plan sets the stage for a future district that is able to capitalize upon the regional benefits of these resources.

## CHAPTER SEVEN: COMMUNITY FACILITIES AND PUBLIC SERVICES

This chapter of the River District Specific Plan describes the community facilities and public services that will need to be provided in the District as new development occurs.

As newer, more intensive uses are developed in the River District there will be increased demands for expanded schools, police and fire services. Beyond the community facilities that will be developed to meet the specific demands of planned development in the area, the Specific Plan also provides for new facilities which will be of benefit to the existing community and the larger region.

## CHAPTER EIGHT: UTILITY INFRASTRUCTURE

The Utility Infrastructure chapter of the River District Specific Plan establishes plans, goals, and policies for the orderly upgrading, replacement, and/or expansion of public utility infrastructure, such as water, sanitary sewer, and storm drainage systems. The existing and future plans for electric, natural gas and telecommunication systems within the River District are also briefly discussed in this chapter. The proposed plans for each of these public infrastructure elements will provide individual property owners and developers, as well as the City, with a framework of improvements necessary to support future development in the Specific Plan area.

## CHAPTER NINE: IMPLEMENTATION

The River District Specific Plan is a long range policy and planning document that is intended to guide development in the River District over the next 20 to 25 years (through 2030-2035). The Specific Plan replaces the Richards Boulevard Area Plan, which was repealed as part of the River District Specific Plan adoption. This chapter describes the steps needed to implement the River District Specific Plan and the proposed financing measures for public improvements.

Chapter Nine summarizes the development review process for the River District Specific Plan area and outlines additional policies necessary to implement the Specific Plan. Infrastructure financing is addressed in detail in the Financing Plan, which is a component of the Specific Plan.

CHAPTER

# 1

# INTRODUCTION

The River District Specific Plan establishes planning and development standards for the redevelopment of approximately 773 acres, with 550 net developable acres, of land located at the confluence of the American and Sacramento Rivers, north of the downtown core of the City of Sacramento (Figure 1.0). The area is generally defined on the north by the American River, on the west by the Sacramento River, on the south by the recently adopted Sacramento Railyards Specific Plan area and on the east by parcels contiguous to North 16th Street (Figure 1.1). The land is mostly developed and divided into approximately 400 separate parcels held by over 200 property owners.

Aerial View of the River District.

**Figure 1.0 River District Specific Plan Area**

- RDSP Boundary
- LRT Line / Station Platform
- Future LRT Line - 35 ft ROW Dedication see Street Sections & Design Guidelines
- Public Rights-of-Way (ROW)
- Railyards Street Network

**FIGURE 1.1** River District Specific Plan Area's Location within Sacramento.

The River District is part of a redevelopment area, formerly known as the Richards Boulevard Redevelopment Project Area, which was established in 1990. It is also part of the North Sacramento Enterprise Zone, a state program providing hiring incentives and tax credits. The River District Specific Plan area is located in the Central City and development in this area is also guided by the City's 2030 General Plan.

For decades the River District, formerly referred to as the Richards Boulevard area, has been known for its light industrial, warehousing and distribution businesses. Access into the District has been constrained by the rivers, the levee system, the old Southern Pacific Railyards and railroad tracks. The relative isolation of the River District, along with the limited number of streets from the central core into the District, has hindered private investment and redevelopment and that isolation has contributed to the presence of a large homeless population. The opening of North 7th Street in 2004, connecting Downtown with the River District, has helped to reduce this isolation and changed the dynamic of the District by opening up opportunities for development.

The River District Specific Plan (the Plan or the Specific Plan) supersedes the Richards Boulevard Area Plan, adopted in 1994. The River District Specific Plan and accompanying River District Design Guidelines will serve to guide future decisions regarding land use, intensity of development, circulation, public spaces, historic resources, urban design and the necessary infrastructure improvements to support future development. Through its Finance Plan, the Specific Plan provides a mechanism for ensuring that future development and infrastructure will be feasible, coordinated and efficient.

The River District envisioned in the Specific Plan will be a vibrant, mixed-use community connected to the surrounding neighborhoods by a network of local streets, light rail transit, and bicycle and pedestrian pathways. It will be bordered by a ribbon of parks at the rivers' edge and have a wide range of employment, entertainment and housing options for families and individuals. It will be home to existing light industrial uses and new development transitioning to a mix of residential and retail/commercial infill.

## 1.1 HISTORY OF THE RIVER DISTRICT

With the discovery of gold at Sutter's Mill in 1848, the Sacramento area became inundated with gold seekers, followed closely by land speculators. In 1849, a "paper city" called Boston-by-the-River was laid out in the western portion of the River District now occupied by the water filtration plant. Boston-by-the-River was described as being "situated upon a broad and well-watered plain covered with many groves of magnificent oaks, and the largest class of steamers and all vessels navigating the Sacramento River can lie and discharge directly at its banks." The new city was platted in squares consisting of eight buildable lots, 80 feet by 120 feet. It included a large public square, schoolhouses, churches and public buildings. Despite the promising plan prepared for Boston by-the-River, the community was never developed.

**FIGURE 1.2** 1854 Map Showing the Original Route of the American River.

Due to its proximity to the American and Sacramento Rivers, the River District was subject to flooding and drainage problems through the early 1900s. Over time, the American River was realigned to its current configuration, which is significantly north of its natural course (Figure 1.2).

As levees were constructed in the early 1900s, the area became a focus for warehousing and distribution uses. Within close proximity to major rail and a state highway, agricultural products of the fertile Sacramento Valley were distributed throughout the nation from the River District. In 1912, Pacific Gas and Electric opened an auxiliary steam power station on Jibboom Street in response to increasing demand for electricity in the growing city of Sacramento. In the early 1920s, the City constructed the water filtration plant, located in the western portion of the District near the Sacramento River. Later, a major trucking firm and a large produce distribution center were established in the area. At the same time, a small residential subdivision was established along the North 16th Street corridor.

During the Depression years, settlements or camps, referred to as "hoovervilles," became established in the area. It is during this period in the area's history that Dorothea Lange took her famous photo, "Daughter of Migrant Tennessee Coal Miner Living in American River Camp" at the American River Hooverville (Figure 1.3)

During World War II, a prisoner of war (POW) camp was established in the River District that held German POWs and was known as 'Tent City.' Also during the war era, the federal government constructed the Dos Rios housing complex and school for low income families. In 1952, a printing plant to serve the State government was developed at North 7th Street and Richards Boulevard. It was not until the early 1960s that the last part of the River District was annexed to the City of Sacramento

## 1.2 THE RIVER DISTRICT TODAY

While the River District in 2010 is predominately a warehouse and office district with a large government office presence, it also contains about 386 residential units with close to 600 residents. The District is home to the Dreher-Basler Neighborhood and the Twin Rivers Housing Project, formerly called the Dos Rios Housing Project. The District contains about 420,000 square feet of retail/wholesale businesses and over 1,000 rooms in ten motels located around Interstate 5.

**FIGURE 1.3**

"Daughter of migrant Tennessee coal miner. Living in American River camp Near Sacramento, California."

By Dorothea Lange

Government buildings are mostly located adjacent to Richards Boulevard. The State of California Printing Plant, the State Telecommunications Division and California Lottery are located in the District. Additionally, in 2009 the California Highway Patrol consolidated its headquarters, bringing 900 employees to North 7th Street, north of Richards Boulevard.

The County of Sacramento and the City of Sacramento have several facilities in the River District. The County's Comprehensive Alcoholism Treatment Center and Sheriff Department's Work Release Facility are located in the District. Additionally, the City of Sacramento's Police and Community Development Departments and the City/County Center for Sacramento History offices are located in the River District. The District is also home to a number of social services providers. They include Loaves & Fishes, Salvation Army, Quinn Cottages and Union Gospel Mission. In addition, Volunteers of America operates programs in facilities owned by the Sacramento County Department of Human Assistance.

The existing businesses in the River District range from retail to warehousing. Downtown Ford is located on North 16th Street and is one of the largest sales tax revenue generators in the city. In 2008, General Produce celebrated its 75th anniversary in business (Figure 1.4) and Schetter Electric its 50th anniversary. Sacramento Theatrical Lighting located on Richards Boulevard

**FIGURE 1.4** In 2008 General Produce Celebrated Its 75th Anniversary.

**FIGURE 1.5** Regional Transit Green Line to Sacramento International Airport.

celebrated its 60th anniversary in business. Blue Diamond Growers, located just outside the Specific Plan boundaries, celebrated its centennial in 2010.

After North 7th Street was extended to connect the River District to Downtown in 2004, redevelopment opportunities expanded. In August 2007, entitlements for the 65 acre Township 9 project, located on the west side of North 7th Street, were approved for approximately 2,350 housing units, 150,000 square feet of retail and 800,000 square feet of office. This project was awarded $30 million in State of California Proposition 1C grant funds and broke ground in 2009.

The River District will benefit from a Regional Transit (RT) Green Line Light Rail Station located on the northwest corner of Richards Boulevard and North 7th Street at Township 9. A second Green Line Light Rail Station is planned for Sequoia Pacific Boulevard. The first segment of the Green Line, which broke ground in 2009, will connect the River District with Downtown and

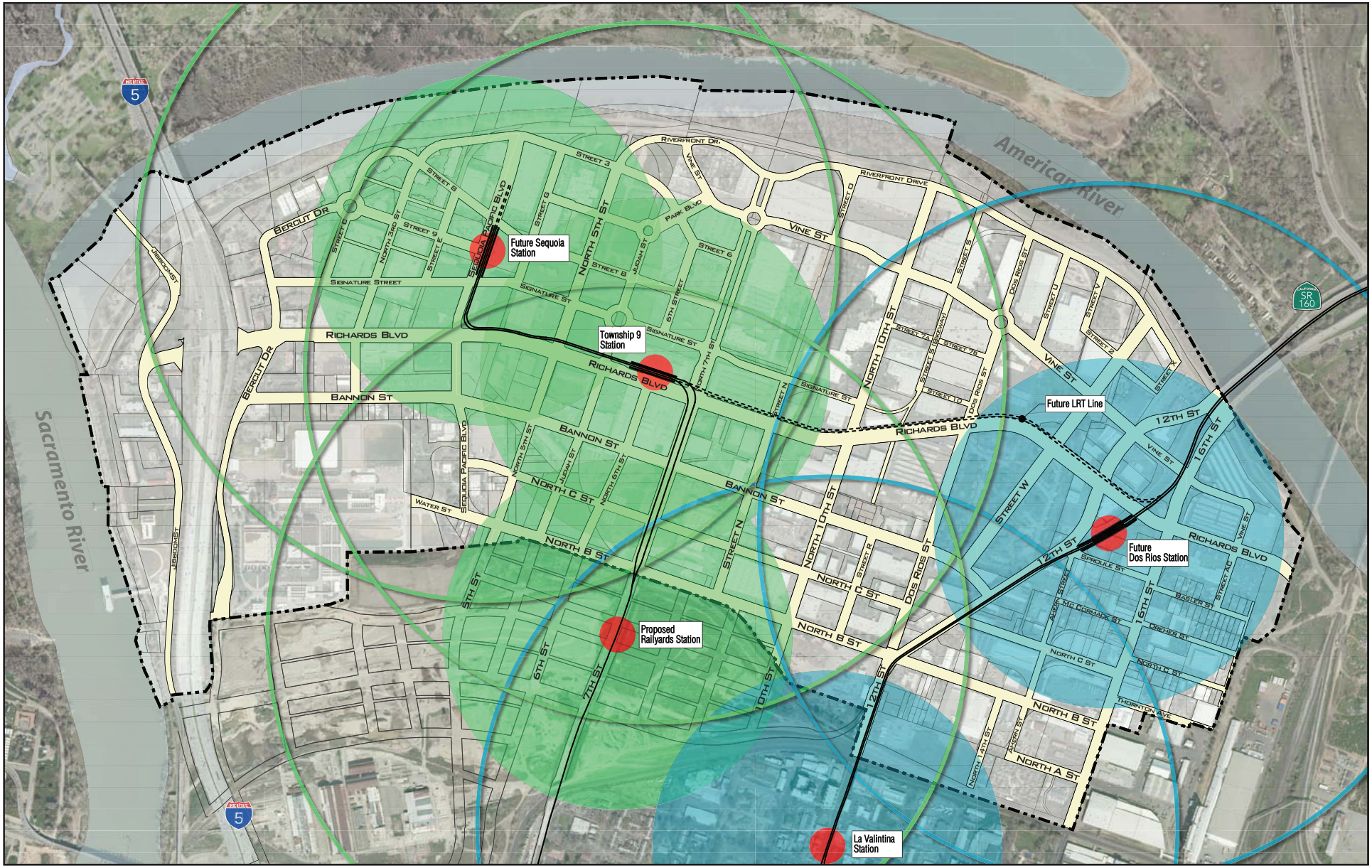



**Figure 1.6 Light Rail Stations Serving the River District**

River District Specific Plan Boundary

LRT Line / Station Platform

Future LRT Line - 35 ft ROW Dedication
see Street Sections & Design Guidelines

Transit Stations with 5 and 10 minute walking radius

Blue Line - Watt Avenue to Cosumnes River

Green Line - Intermodal Station to future Airport terminus

the Sacramento Intermodal Transit Facility. Eventually it will also connect with Natomas and the International Airport (Figure 1.5). Although the RT light rail Blue Line already passes through the River District on North 12th Street, there is currently no station for that line in the River District. Once development warrants a Blue Line Station, it will increase connectivity to the River District from North Sacramento and beyond (Figure 1.6).

## 1.3. WHAT IS A SPECIFIC PLAN?

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

This Specific Plan has been prepared in accordance with the requirements of Government Code to take advantage of the California Environmental Quality Act (CEQA) exemption benefits set out in Section 65457 and the provision in Sections 15162 and 15163 regarding limits as to when additional environmental review is required for projects consistent with the Specific Plan. The Specific Plan complies with the provisions of Government Code Section 65451 by including text and diagrams that generally describe the following:

- The distribution, location and extent of all uses of land, including open space;
- The proposed distribution, location, and extent and intensity of major components of public and private infrastructure, such as transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the plan area and/or needed to support the land uses;
- Standards and criteria which specify how the development of the River District area will proceed;
- Statements of consistency between the Specific Plan and the goals and policies contained in the General Plan; and;
- A program of implementation measures such as regulations, programs, public works projects and financing measures necessary to complete the essential facilities to allow for the development of the Specific Plan area.

The previous Richards Boulevard Area Plan (RBAP) was adopted in 1994 and has served as the governing community plan for the River District since that time. The RBAP envisioned a district crossed by arterial couplets connecting Interstate 5 and Highway 160 with an intermodal station to be located at North B Street and North 7th Street. In 2007, the City of Sacramento formally approved a plan to construct the new intermodal station in a different location as part of the historic Southern Pacific Railroad Sacramento Depot, now Sacramento Valley Station, south of the River District area; altering the location of one of the core infrastructure projects identified in the RBAP.

The River District Specific Plan replaces the RBAP and provides an opportunity to transform the nature of the District, improve connections with Downtown and the Railyards, and create a pedestrian friendly district with many local, two-way streets. The goal of the River District Specific Plan is to provide the planning support for development that will transform the district into an economically-vibrant, transit-oriented, urban neighborhood supporting a mix of uses.

## 1.4. SPECIFIC PLAN PROCESS

The River District Specific Plan planning process was initiated in January 2008 by the Community Development and Economic Development Departments of the City of Sacramento. This staff-led effort was conducted in cooperation with The River District Property and Business Improvement District (PBID). City staff invited volunteers from The River District PBID to serve in an advisory capacity throughout the planning process. Five members of the River District board of directors and its executive director volunteered to serve as stakeholder representatives. This group met with City staff to discuss the preparation of the Specific Plan on a regular basis throughout the planning process.

The River District Specific Plan public outreach was launched in February 2008 with two community workshops. These visioning events focused on Land Use, Urban Design, Parks & Recreation and Circulation (Figure 1.7). The sessions were attended by residents, business owners, neighborhood associations, advocacy groups, social service providers and public agencies. Input was solicited on goals for the Specific Plan, including concepts for parks, social services and land uses.

**FIGURE 1.7** Community Workshop, February 2008.

These community workshops were followed in early March 2008 by a two-day seminar conducted by walkability expert, Dan Burden. Burden walked the District with City staff providing suggestions, advice and insights on how to make the River District more pedestrian friendly and improve traffic circulation (Figure 1.8). A third public workshop was conducted in late March where major development concepts and land use, circulation, urban design and parks were presented and comments were taken from attendees.

After land use and circulation network proposals were completed, two property owner workshops were held in March 2009 to provide the opportunity for individual property owners to review progress on the Plan and to ask questions of City staff on a one-on-one basis. Additional public input was sought at workshops concerning the area's historic properties survey and findings, a scoping session for the Environmental Impact Report, a progress report and review and comment session with the Planning Commission and the City Council and a meeting with the Regional Parks Advisory Group, among others.

Additionally, a number of one-on-one meetings took place with public agencies including the Sacramento Area Flood Control Agency (SAFCA), Twin Rivers Unified School District, Pacific Gas and Electric (PG&E), Regional Transit, Sacramento Municipal Utility District (SMUD), and Sacramento County Regional Parks. Two zoning workshops were held in April 2010 for property owners and tenants. Additionally, hearings were held in 2010 to take comments from the general public and members of the City's Planning, Design, Preservation and Parks and Recreation Commissions. A list of community workshops held throughout the planning process is included in Appendix 2.

Drawn from comments of the community and City staff, a set of Guiding Principles were developed which are included in Chapter 2, Vision. The Guiding Principles are further defined in goals and policies for the Specific Plan area.

## 1.5. CONSISTENCY WITH THE GENERAL PLAN AND OTHER PLAN EFFORTS

The City of Sacramento's 2030 General Plan, approved in March 2009, provides development policies for the entire city. The River District Specific Plan is consistent with the General Plan and builds upon it, providing area-specific development policies that are unique to the River District. These policies will provide guidance to the City, developers and property owners, and other public agencies investing in the future of the River District.

A number of other plans have been developed in recent years which set the context within which the River District Specific Plan was developed. Below is a summary of the most pertinent plans.

### Sacramento Area Council of Governments (SACOG) Blueprint

The Blueprint Project is a planning effort initiated by the Sacramento Area Council of Governments and adopted in 2004 to address growth patterns and transportation investment priorities that would result in significant increases in congestion in the future. Built on the

**FIGURE 1.8** Walkability Expert Dan Burden Measuring Potential Bike Lanes.

principles of smart growth, it encourages a greater range of housing products, reinvestment in already developed areas, protection of natural resource areas from urbanization and more transportation choices.

**River District Redevelopment Plan**
Adopted in 1990 and originally named the Richards Boulevard Redevelopment Plan, the River District Redevelopment Plan has been amended seven times. The Plan provides a redevelopment program to eliminate blight, leverage private investment and create affordable housing.

**Sacramento Riverfront Master Plan**
The Cities of Sacramento and West Sacramento, together with the Counties of Sacramento and Yolo, created and accepted the Sacramento Riverfront Master Plan in 2003. The goal of the Plan is to create high-quality, riverfront public spaces surrounded by vibrant, urban neighborhoods, where cultural and recreational opportunities can be easily accessed and which provide a rich social experience for those who live, work and recreate within it.

**The Ten Year Plan to End Chronic Homelessness**
In 2006, the City and County of Sacramento adopted the Ten Year Plan to End Chronic Homelessness, a plan to provide permanent housing and supportive services to chronically homeless people. Sacramento's Plan incorporates a Housing First model as the central strategy and draws on successful local service-enriched housing programs such as the River City Community Homeless Program and the Homeless Intervention Program, as well as best practice models from New York, Philadelphia, San Francisco, Portland and other cities that have successfully implemented Housing First strategies for reducing chronic homelessness.

**Railyards Specific Plan**
The Railyards Specific Plan was adopted in 2007 and serves as the policy document to guide development within the Railyards Specific Plan area. It works together with three other documents that provide specific guidance on matters relating to urban design, development regulations, historic preservation and entitlements: the Railyards Design Guidelines, the Railyards Special Planning District Ordinance (SPD) and the Central Shops Historic District Ordinance.

**American River Parkway Plan**
The American River Parkway Plan was adopted in 2008 after an extensive community and city/county government outreach process. The Plan serves as a guide to land use decisions affecting the Parkway, specifically addressing its preservation, use, development and administration. The Parkway Plan is a policy and action document. It is written to ensure preservation of the naturalistic environment while providing limited developments to facilitate human enjoyment of the Parkway.

## 1.6. HOW TO USE THE RIVER DISTRICT SPECIFIC PLAN

The River District Specific Plan is the high level policy document guiding development in the River District. It addresses issues of zoning, infrastructure, circulation, parks and open spaces, historic preservation and urban design. The Specific Plan includes a finance plan for the development of public infrastructure. The Finance Plan sets development impact fees and is the basis for the nexus study to examine the costs of public infrastructure and fairly distribute those costs between Downtown, the River District and the Railyards areas. A program-level Environmental Impact Report and an historic properties survey were also prepared for the Specific Plan.

The Specific Plan works in conjunction with four other documents to provide development regulations and policies: 1) the 2030 General Plan, the City of Sacramento's overarching planning document; 2) the River District Special Planning District (SPD) Ordinance which implements the Specific Plan principles, goals and policies through zoning; 3) the River District Design Guidelines which provide guidance in written and diagrammatic form for private and public projects regarding aesthetic form and functional quality of development in the River District; and 4) the Ordinance adding Historic Landmarks and establishing the North 16th Street Historic District in the Sacramento Register of Historic and Cultural Resources, per Chapter 17.134 of the City Code. Developers undertaking projects in the River District must consult each of these documents prior to undertaking development and construction projects.

The Specific Plan may be updated periodically to ensure that the goals and policies in the Plan keep pace with development in the area.

CHAPTER

# 2

# VISION

This chapter provides the guiding principles for development within the River District area. The principles are based on input from community stakeholders, City staff, technical consultants, the City Council and Commissions, requirements of State law and City policies and regulations. The principles provide the broadest and most overarching guidance for the development of the River District area. The goals and policies implementing each of the principles are contained in Appendix 1 and within the related chapters of the Specific Plan. These chapters are Land Use, Historic Resources, Circulation, Parks and Open Space, Public Services and Community Facilities, Utility Infrastructure and Implementation. Additional goals and policies are found in the River District Design Guidelines.

**FIGURE 2.0** Sacramento River Water Intake Facility.

The goals and policies represent statements of intent that will guide the development of the River District. They establish a framework upon which measures for implementation of the Specific Plan were developed. The goals and policies were developed to work in conjunction with the policies of existing City documents including:

2030 General Plan

Central City Community Plan

Central City Urban Design Guidelines

Central City Parking Master Plan

Bicycle Master Plan

Pedestrian Master Plan

Pedestrian Friendly Street Standards

Traffic Calming Guidelines

Sustainability Master Plan

Parks and Recreation Master Plan

## 2.1. RIVER DISTRICT PRINCIPLES, GOALS AND POLICIES

The Principles, Goals and Policies presented in this Specific Plan were developed to meet the following criteria:

- Principle: A description of the desired result, generally stated, that the City wishes to achieve through the implementation of the Specific Plan.
- Goal: A specific outcome that serves as a step toward fulfilling the guiding principles.
- Policy: A specific statement that guides decision-making in working to achieve a goal. This Specific Plan establishes policies that will be used by City staff, the Planning, Design and Preservation Commissions, other hearing bodies, and the City Council in their review of development proposals within the River District Specific Plan area.

## 2.2. GUIDING PRINCIPLES

**I. The River District's unique character and design will provide a sense of place.**

The River District is a gateway to the Central City and the Sacramento and American Rivers. It will be known for its easy access to the Rivers, its economically vibrant mix of new developments and the adaptive reuse of industrial buildings. Operating commercial and light industrial businesses will provide an urban backdrop as many of those uses transition over time. A predominance of older brick buildings will help define an historic district along North 16th Street and will attract new life through a mixture of commercial, residential and retail uses.

**II. The River District will be comprised of distinct neighborhoods with unique personalities.**

The River District will boast new infill neighborhoods that offer a range of housing choices attractive to families and individuals. Its mix of compatible uses and spaces will coexist creating an active and vibrant district. These uses could include a combination of residential, commercial, light industrial, office, institutional, park or other land uses.

**FIGURE 2.1**

Downtown Ford has been Located in the River District since 1975.

Source: Kent Lacin Media Services

**III. The River District's desirable location will support its diverse and robust economy.**
Taking advantage of its location in the Central City and its access to the rivers and major transportation links, the River District will be a jobs and housing center. The River District will provide opportunities for employees and residents within the River District to live, work and play within the same community. Sites and buildings will be ready for redevelopment with infrastructure, master planning and zoning in place.

**IV. The River District will maximize connectivity – north/south and east/west**
A new street grid will connect the River District to surrounding neighborhoods by breaking through the current connectivity barriers. New and extended streets will connect the River District to the surrounding areas. New and improved river crossings will function smoothly and safely for all transportation modes. The natural and man-made barriers of the rivers, levees and the railroad tracks will be strategically traversed and become features of the District rather than obstacles to development.

**V. The River District will support all transportation modes.**
The River District will support all transportation modes. The River District will provide options for all modes of transportation – rail, light rail, bus, pedestrians, bicycles and vehicles. It will be a transit-oriented community with well planned and human-scaled roadways, sidewalks and intersections. Consideration will be given to innovative traffic control devices that prioritize walkability. The public transportation links will be first-rate, with two light rail lines crossing the District, three light rail stations and easy connections to the Sacramento Intermodal Transportation Facility.

**VI. The River District will be a Model for Sustainable Development.**
Sustainable building and rehabilitation practices will be the standard for River District development. Development will be designed to save energy, conserve resources and reduce pollution. The adaptive reuse of existing buildings, especially historic, will be encouraged to capture their embodied energy. Projects within the River District will be encouraged to meet LEED (Leadership in Energy and Environmental Design) or similar standards, as well as Sacramento Smart Growth Principles and natural resource conservation.

**VII. The River District Specific Plan will support strategies to improve safety and social conditions.**
New development and redevelopment will employ CPTED (Crime Prevention Through Environmental Design) standards and other techniques to create a strong "sense of place" and to provide a safe environment for visitors, residents and employees.

**VIII. The scenic environment and livability of the River District will be enhanced through the development of public parks, open space, trails and outstanding community facilities and amenities.**
With its unique location at the confluence of the Sacramento and American Rivers, the River District will provide a variety of opportunities for leisure and recreational activities. The riverfront will feature a ribbon of parks with activity centers at regular intervals that are accessible to the public and connected by a bicycle and pedestrian trail. Gathering places will be created within the private and the public realms. A variety of parks, plazas, open spaces, bicycle trails and other amenities will make the River District a desirable place to live, work and visit.

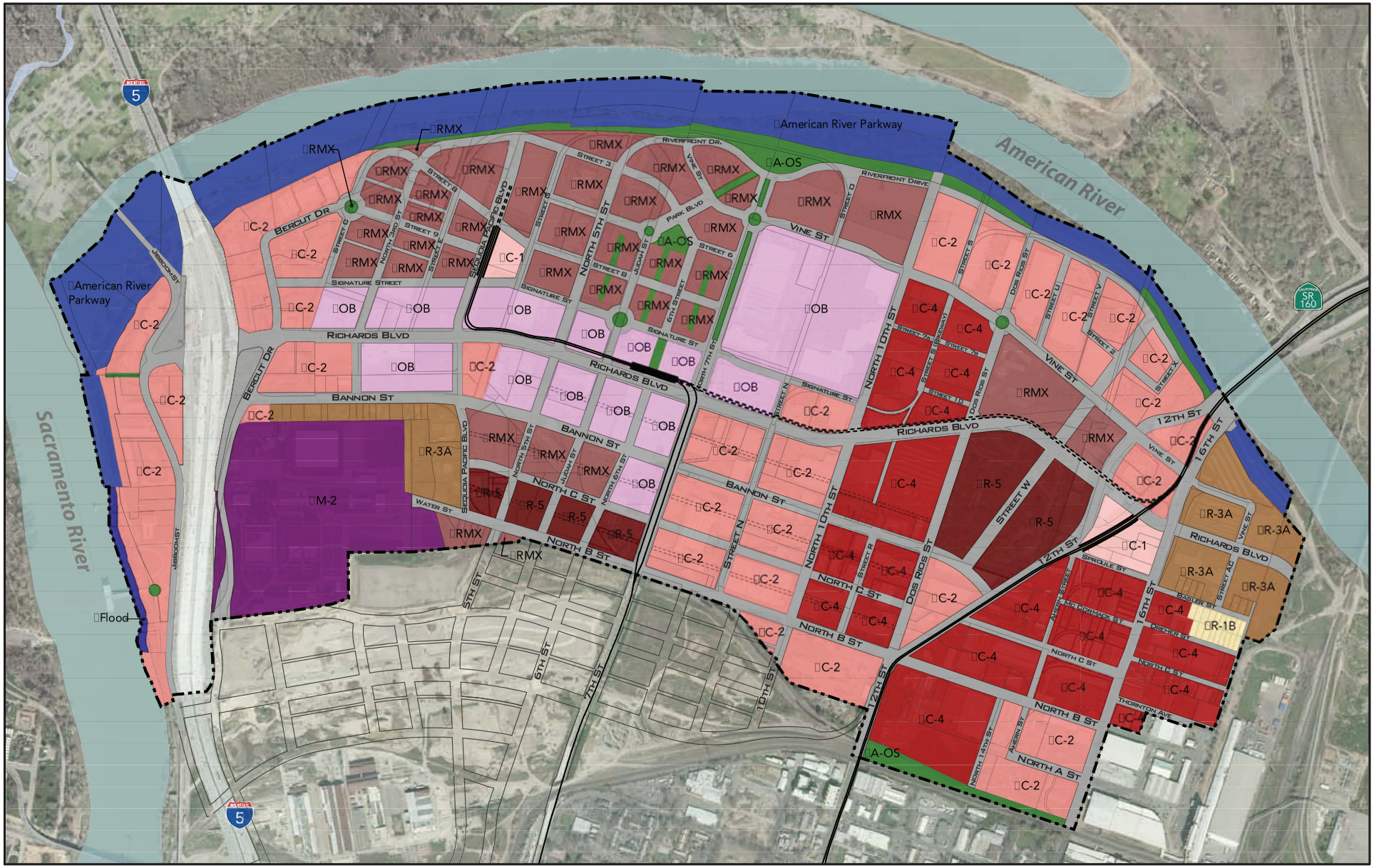
CHAPTER

# 3

# LAND USE

This chapter describes the land use designations and the allowable development densities in the River District Specific Plan area. The land use designations and development standards correspond to and implement the development concepts for the River District and its sub-areas (Areas), described in this chapter. The zoning designations are shown in Figure 3.1 and the development regulations containing development standards specific to the River District area can be found in the River District Special Planning District, Section 17.120 of the Sacramento City Code. Urban and Architectural guidelines are to be found in the River District Design Guidelines.

**FIGURE 3.0** Lottery Headquarters under Construction, 2010.




## Figure 3.1 Zoning Map

River District Specific Plan Boundary

Existing Parcels

LRT Line / Station Platform

Future LRT Line - 35 ft ROW Dedication
see Street Sections & Design Guidelines

**RESIDENTIAL Zones**

| | |
|---|---|
| R-1B | Single or Two Family |
| R-3A | Multi-Family |
| R-5 | Multi-Family |
| RMX | Residential Mixed Use |

**COMMERCIAL and OFFICE Zones**

| | |
|---|---|
| C-1 | Limited Commercial |
| C-2 | General Commercial |
| C-4 | Heavy Commercial |
| OB | Office Building |

**INDUSTRIAL Zones**

| | |
|---|---|
| M-2 | Heavy Industrial |

**OTHER Zones**

| | |
|---|---|
| A-OS | Agriculture - Open Space |
| | American River Parkway |
| | Flood |

## 3.1. DEVELOPMENT INFLUENCES IN THE RIVER DISTRICT

The River District Specific Plan area has long been characterized by a mix of low-intensity warehousing, distribution, light industrial and general commercial uses. There are a number of important factors that are expected to drive development in the area over the coming years. These include:

- Light Rail Transit - In pursuit of its goal to extend light rail transit service from Sacramento's downtown to the International Airport, Regional Transit is constructing the first segment of the extension of the Green Line. This new segment will create approximately one mile of light rail track on North 7th Street, running from H Street northward to Richards Boulevard. The first of two light rail stations in the District will be located at Richards Boulevard and North 7th Street, adjacent to the Township 9 development. Stations planned at Sequoia Pacific Boulevard and North 12th Street will also influence future land use decisions (Figure 3.1).

- Development Projects - A number of important sites within the River District area have been approved for specific development projects. These include planned unit developments at Township 9, North 7th Street and Richards Boulevard; Discovery Centre, 300 Richards Boulevard; Continental Plaza, 601 North 7th Street; and an expansion at the existing California Lottery site at 600 North 10th Street. Construction on the Lottery development began in 2010 and the first housing units in Township 9 are expected to commence construction by 2012.

- Railyards - In late 2007, Sacramento City Council approved a new Specific Plan, Design Guidelines, Special Planning District, Central Shops Historic District Ordinance and Facilities Finance Plan for the future development of 10,000 to 12,100 residential units, 2.3 million square feet of office, 1.3 million square feet of retail, 1,100 hotel rooms, 491,000 square feet of mixed use "flex" space, 485,390 square feet of historic/cultural uses and 46 acres of open space. Construction of infrastructure supporting the Railyards development commenced in 2010. Figure 3.2 is a map of the Railyards Specific Plan area.

- Land Use Trends - A number of large office tenants have located to the River District area in recent years, including the City of Sacramento and the California Highway Patrol. Given the area's convenient proximity to the Central Core as well as to Interstates 5 and 80, office demand can be expected to increase in the future. Transit oriented developments are also gaining recognition. In the future, the River District will be served by both the Blue Line and the Green Line.

## 3.2. LAND USE PROGRAM

A number of assumptions pertaining to the distribution of land uses and proposed densities have been made about future development in the River District Specific Plan area. The assumptions are not meant to be prescriptive, but rather act as a tool to envision an overall level of development within the Specific Plan area. At build out, the plan assumes a total of approximately 8,144 residential units, 3,956,000 square feet of office, 854,000 square feet of commercial/retail, 1,463,000 square feet of industrial, 55.5 acres of parks and open space and 3,044 hotel rooms. Table 3.3 shows the level of development that existed in 2010 compared to the Specific Plan area's proposed buildout in the year 2035.

## 3.3. DEVELOPMENT STANDARDS

Development standards that are specific to the River District can be found in the River District Special Planning District (SPD) Ordinance, Section 17.120 of the Sacramento City Code. Unless otherwise stated in the SPD, all citywide land use and zoning code requirements that apply to a particular zoning designation citywide are also in effect within this Specific Plan area.

Development regulations including land use and zoning, density and height standards, building setbacks and parking regulations will be implemented under the SPD. These regulations will apply to all Areas of the Specific

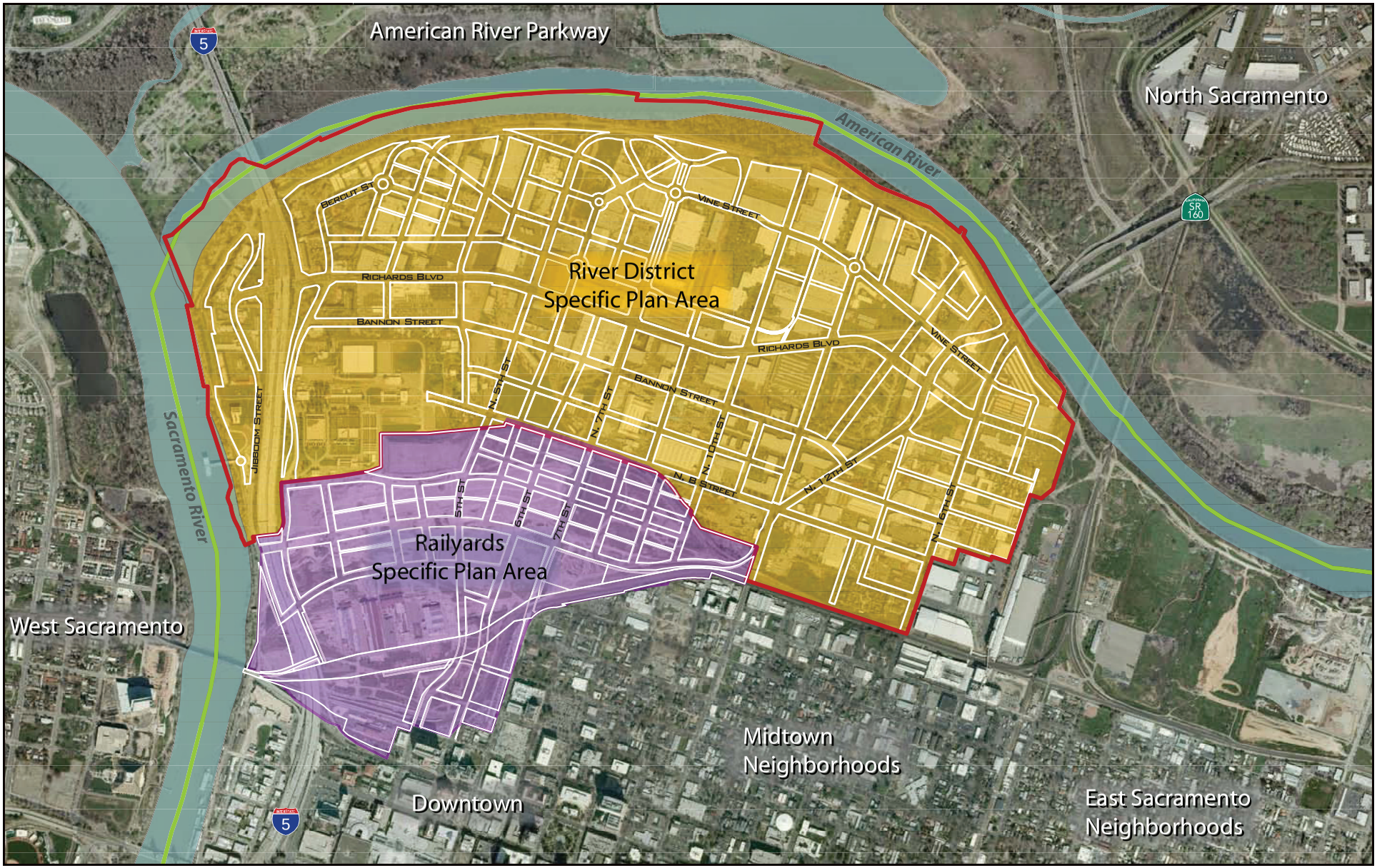



**Figure 3.2 River District Specific Plan and Railyards Specific Plan Areas**

- River District Specific Plan Area
- Railyards Specific Plan Area
- Central City Community Plan Boundary

**Table 3.3 River District Specific Plan Land Use Program**

| Land Use | Existing (2010) | Proposed (2035) |
|---|---|---|
| Residential Units | 386 | 8,144 |
| Civic/Institutional (square feet) | 103,029 | 103,029 |
| Retail/Wholesale (square feet) | 384,000 | 854,000 |
| Office (square feet) | 1,312,000 | 3,956,000 |
| Light Industrial (square feet) | 5,070,000 | 1,463,000 |
| Hotel (rooms) | 1,006 | 3,044 |
| Parks and Open Space (acres) | 16 | 55.5 |

Plan unless otherwise stated in an approved set of Planned Unit Development (PUD) guidelines, such as the Township 9 PUD or Continental Plaza PUD guidelines. A map showing the height limits in the River District Specific Plan area is shown in Figure 3.4. The heights conform to and support the Areas described later in this chapter.

## 3.4. MIXED USE DEVELOPMENT

When fully developed, the River District is envisioned to be a mixed use community that is home to higher density residential and job-generating uses. The 2,350 residential units approved in the Township 9 planned unit development on the western side of North 7th Street is balanced by the 900 jobs generated across the street at the headquarters for the California Highway Patrol. North 7th Street will be constructed to include a pedestrian walkway that will provide a connection to the river that will be an amenity serving both populations. It will provide an enjoyable walk for employees at lunch as well as a stroll for residents in the evenings.

The policies within the Specific Plan support a reinvigoration of the area by facilitating a mix of residential, office and commercial uses; expanding cultural amenities; preserving and encouraging the adaptive reuse of historic resources; and supporting existing, compatible businesses. Goal LU1 (Land Use), below, and its associated policies, creates an emphasis on increasing the range of commercial and retail services within the area that are available to fill the daily needs of workers and residents.

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

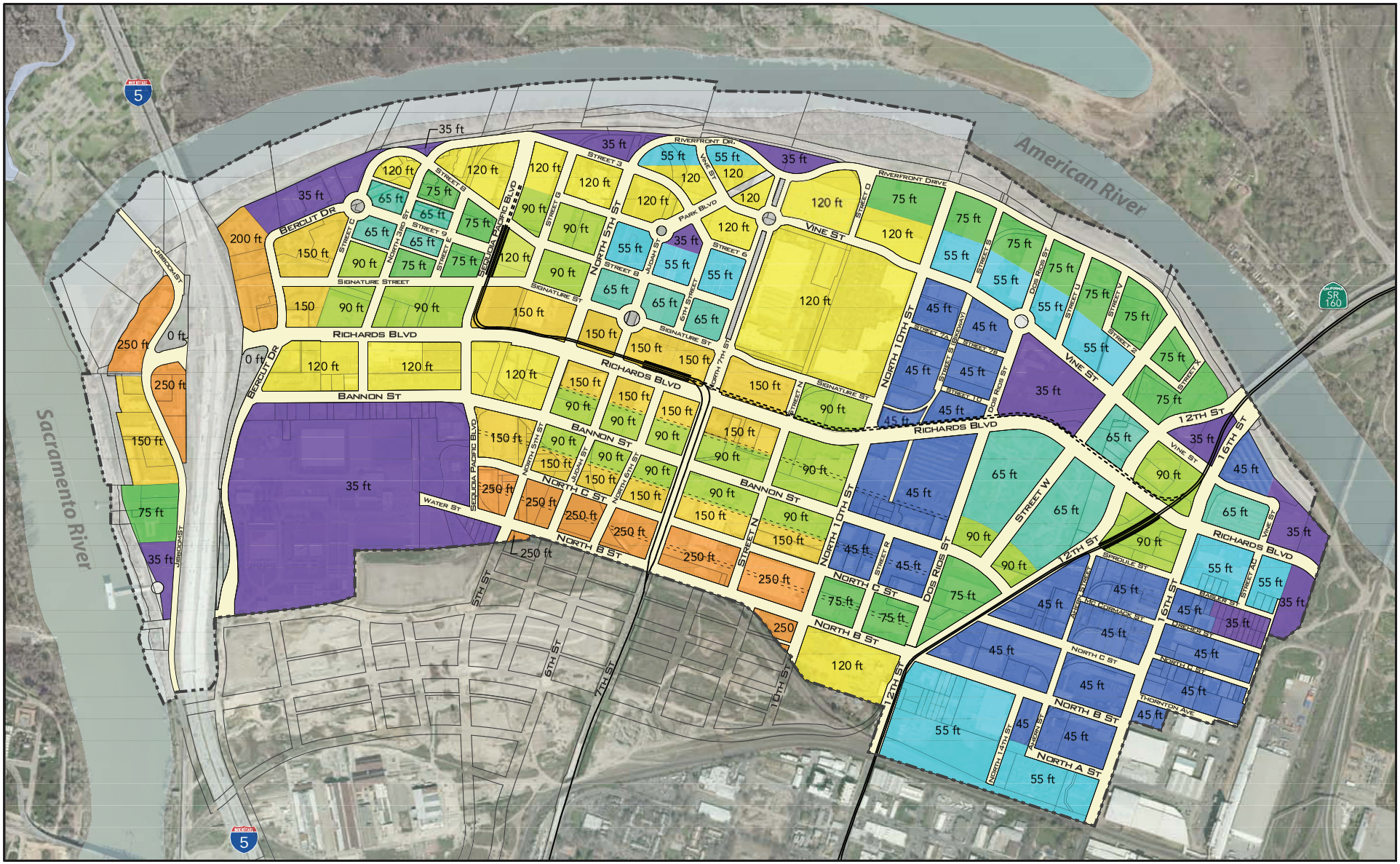
**Policy LU 1a**
Encourage neighborhood-serving retail and commercial uses within residential neighborhoods.

**Policy LU 1b**
Encourage business-serving retail and commercial uses within walking distance of businesses and transit stops.

**Policy LU 1c**
Encourage a diversity of uses within each block.

## 3.5. STREETSCAPE STANDARDS

The development standards contained in the SPD are tailored to facilitate development implementing the




## Figure 3.4 Allowable Height Map

River District Specific Plan Boundary

LRT Line / Station Platform

Existing Parcels

Future LRT Line - 35 ft ROW Dedication
see Street Sections & Design Guidelines

HEIGHT Zones *measured relative to existing grade

| | | |
|---|---|---|
| 0 ft | 55 ft | 120 ft |
| 35 ft | 65 ft | 150 ft |
| 45 ft | 75 ft | 200 ft |
| | 90 ft | 250 ft |

River District Specific Plan. Given the number of new housing units, employment opportunities and visitors anticipated in the area, it is important that new development facilitate an attractive, safe and inviting streetscape that encourages walking and bicycle riding. The River District Specific Plan Goal LU2 supports this inviting environment.

**Goal LU2**
**Create a River District that is safe and inviting.**

Policy LU2a
Develop streets and intersections at a scale that are suitable, safe and attractive for pedestrians and bicyclists.

Policy LU2b
Ensure a rich urban tree canopy to provide shade and natural cooling for pedestrians.

Policy LU2c
Require secure bicycle parking and bicycle commuter facilities in all new office and multifamily residential developments and transit facilities.

Policy LU2d
Upgrade streetscapes throughout the River District to be attractive and functional and to safely integrate vehicular traffic, bicycles, pedestrians and on-street parking.

Policy LU2e
Implement "Crime Prevention Through Environmental Design" (CPTED) standards to design and implement streetscapes and sites that promote safety and livability.

Policy LU2f
Require new development, especially large and campus-style development, to dedicate multimodal connections that maintain the street grid pattern.

Policy LU2g
Provide a network of attractive and easily-visible way-finding signs.

Providing an enhanced environment to encourage residents, employees and visitors to the River District to walk and ride their bicycles for local trips is done in a number of ways, including:

- Allowing reduced building setbacks to encourage building placement and active uses to be closer to the sidewalk;
- Developing properties in accordance with the River District Design Guidelines to facilitate a varied and attractive streetscape, with easily identifiable public entrances, quality materials and a reduced emphasis on parking lots located adjacent to the street;
- Providing ample bicycle parking and locating it in a safe, observable location;
- Requiring larger developments that may seek to eliminate proposed public street connections to, in exchange, provide and maintain public access through the development for pedestrians and cyclists. The public connection shall be done in a manner and location that mirrors the approximate location of the eliminated street.

## 3.6. LAND USE DESIGNATIONS

The Specific Plan relies on the zoning designations found citywide in the Sacramento City Code. A general description of the type of uses in each of the land use designations may be found in City Code Section 17.20. The River District Specific Plan uses the following designations as shown in the zoning map (Figure 3.1):

- **Limited Commercial (C-1):** This is a limited commercial zone which allows certain office, retail stores and commercial service establishments which are compatible with residential developments.
- **General Commercial (C-2):** This is a general commercial zone which provides for the sale of commodities or performance of services.
- **Heavy Commercial (C-4):** This is a commercial zone designed primarily for warehousing and distribution types of activity.
- **Heavy Industrial (M-2):** This zone permits the manufacture or treatment of goods from raw materials. The only property within the River District that is zoned M-2 is the City's Water Treatment Facility.
- **Office (OB):** This is a zone designed to permit development of business office centers and institutional or professional buildings.
- **Single or Two-Family (R-1B):** R-1B is a residential zone generally located inside the central city which allows single-family units by right and two-family units subject to special permit approval.

• **Multifamily (R-3A, R-4, R-4A, or R-5):** R-3A is a multi-family residential zone intended for more traditional types of apartments. R-4 is a multi-family residential zone located generally adjacent to R-5 zoning. R-4A is a multi-family zone located generally in urban neighborhoods or near major transit stops. R-5 is a multi-family residential zone bordering the central business district; this is not entirely a residential zone and may include institutional, office and commercial uses subject to special permit review.

• **Residential Mixed Use (RMX):** This is a mixed use zone. The zone permits multifamily residential, office and limited commercial uses in a mixture established for the area through the special planning district.

• **Agricultural Open Space (A-OS):** This is an exclusive agricultural zone designed for the long term preservation of agricultural and open space land.

## 3.7. AREAS OF THE RIVER DISTRICT

The River District Specific Plan area has been divided into six distinct Areas that both reflect the historic patterns of development in the area and anticipate the nature of future development. A map depicting their location is provided in Figure 3.6. The following policies pertain to development in the six Areas of the River District.

**Goal LU3**
**Encourage Areas to grow as distinct neighborhoods with unique characteristics and atmosphere.**

**Policy LU3a**
Create a vibrant and active District center at North 7th Street and Richards Boulevard.

**Policy LU3b**
Establish North 7th Street as an attractive visual and physical link between the American River and the Central Core.

**Policy LU3c**
Encourage retail at major intersections, pedestrian streets and transit stations to activate the streets, as shown in Figure 3.7.

**Policy LU3d**
Design and develop North 16th and North 12th Streets to reflect their important roles as major corridors within the Central City.

**Policy LU3e**
Support a mix of residential and commercial uses within the North 12th and North 16th Street Area in order to create a lively and eclectic district.

**Policy LU3f**
Allow for a reduction in parking requirements to facilitate the adaptive reuse of existing buildings, especially in the Historic District.

**Policy LU3g**
Support the incorporation of unique features such as rail spur alignments into the design of new projects and buildings.

**Policy LU3h**
Establish gateway features at Interstate 5/Richards Boulevard, the north edge of the Railyards, and the

FIGURE 3.5

R Street is Evolving into a Vibrant Center of Pedestrian Activity.

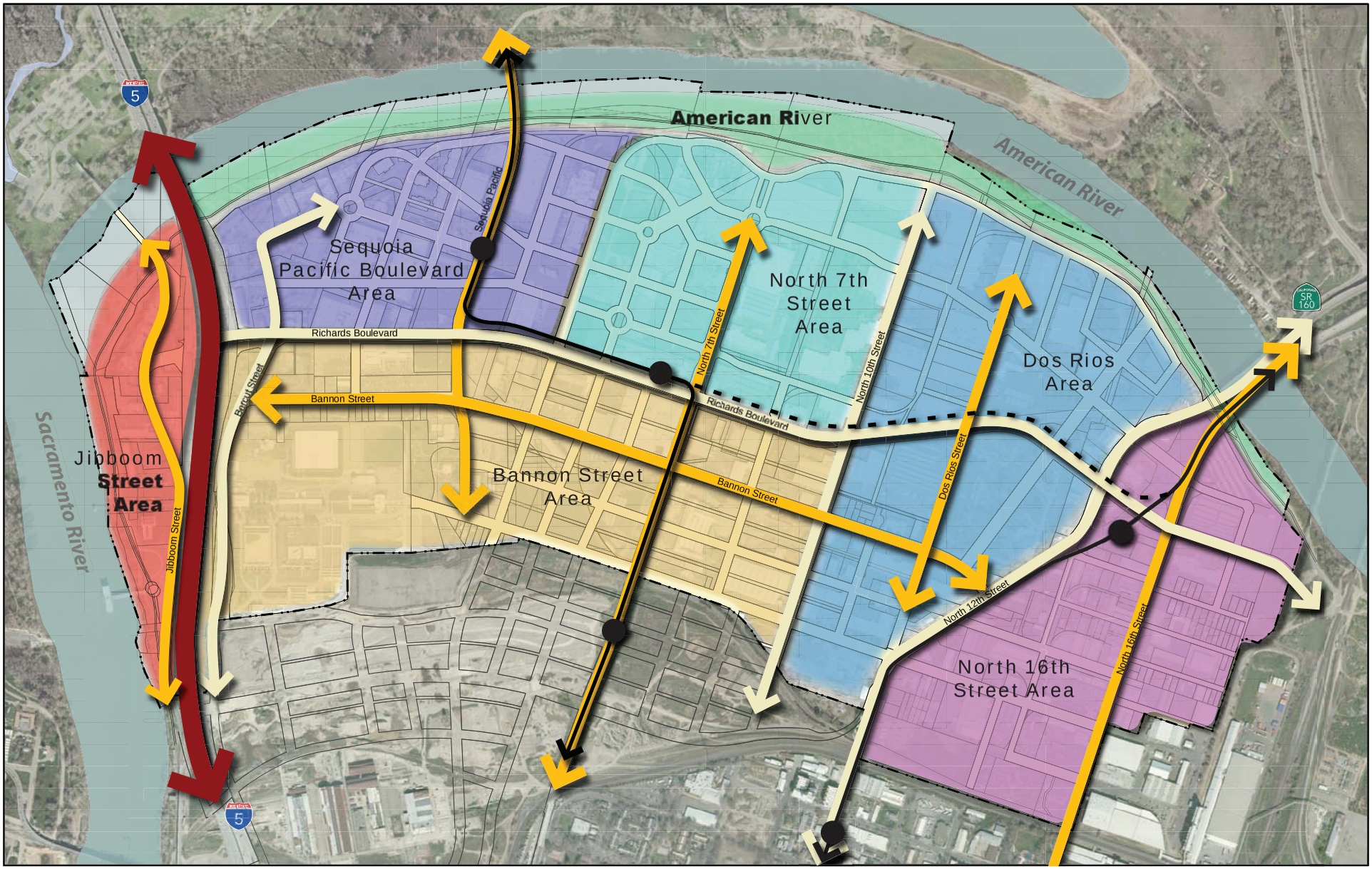



**Figure 3.6 River District Areas**

- River District Specific Plan Area
- LRT Lines and Station Stops
- Future LRT Connector
- Area Identifying Streets
- Main Circulation Route
- Interstate 5

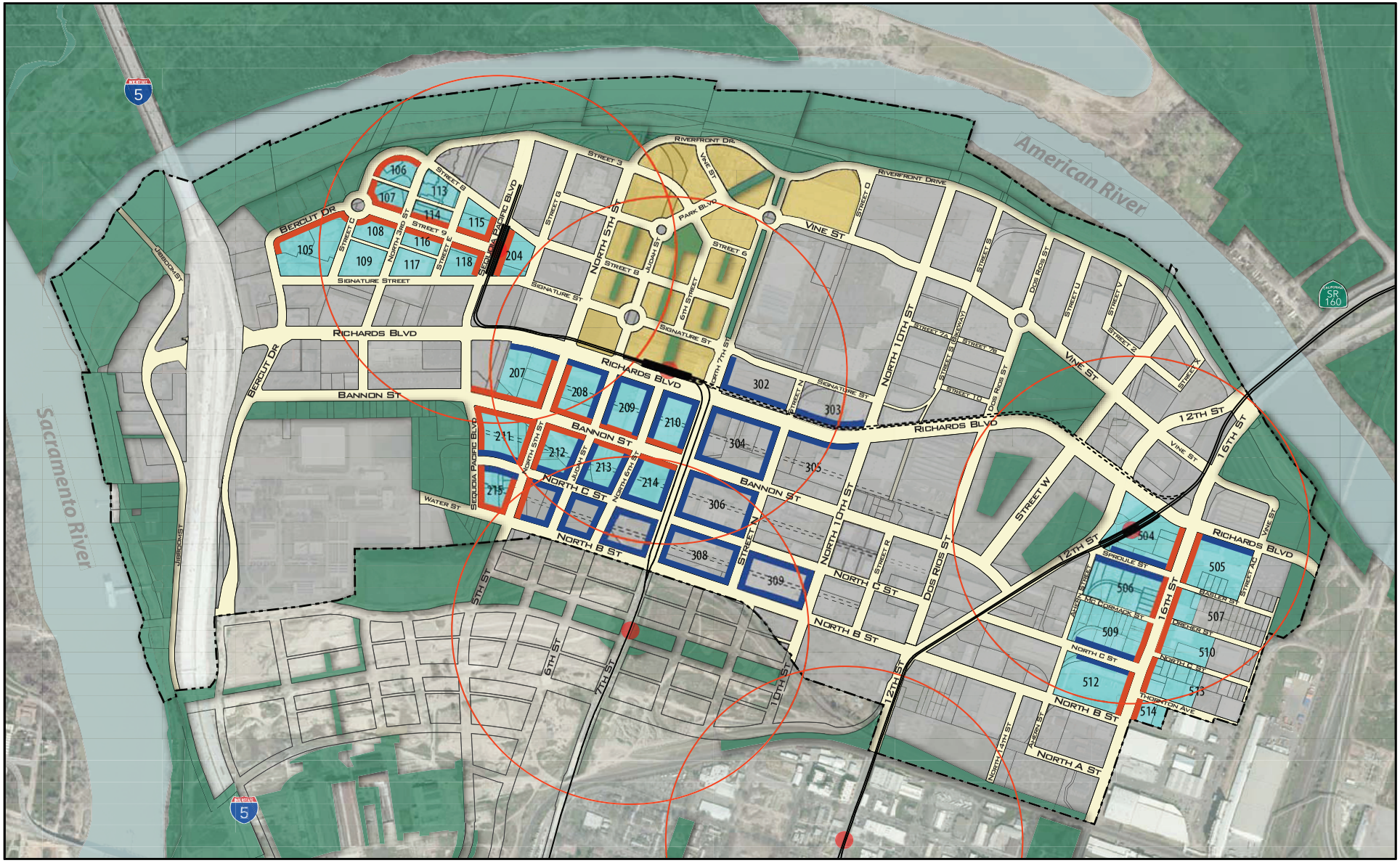



**Figure 3.7 Retail Focus Areas**

- River District Specific Plan Boundary
- LRT Line / Station Platform
- Future LRT Line - 35 ft ROW Dedication see Street Sections & Design Guidelines
- 5 minute Walking Radius from Transit Station
- Block ID — Retail Focus Areas
- Park Amenities
- Township 9 PUD

Street Frontage Designed to Accomodate Retail Uses per River District Design Guidelines Chapter 4

- 75% Frontage Target per Parcel
- 50% Frontage Target per Parcel

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

**The River District is divided into six different Areas:** Jibboom Street, Sequoia Pacific Boulevard, North 7th Street, Dos Rios and North 16th Street Areas. They are described below.

**Jibboom Street Area:** The Jibboom Street Area is located between Interstate-5 and the Sacramento River. It extends along Jibboom Street from the Railyards development to the American River. The Area is currently developed with a number of motels, highway-oriented commercial businesses and the historic former PG&E Power Station B (Figure 3.8). Robert T. Matsui Waterfront Park is located at the southern edge of this area. The Area has a direct connection to Old Sacramento via an off-street, multi-use trail along the Sacramento River.

The Specific Plan vision for this Area is to create a destination for tourists and other visitors, with a concentration of hotels, restaurants, entertainment venues and a vibrant parkway. The Area is expected to retain its service commercial uses, catering to the traveling public. Buildings along the Sacramento riverfront are expected to take advantage of the view of the river through increased height and convenient riverfront access.

**Sequoia Pacific Boulevard Area:** The Sequoia Pacific Boulevard Area is located east of Interstate 5, west of North 5th Street and north of Richards Boulevard to the American River. The Area is currently characterized primarily by the development of single-story, small tenant offices and warehouse uses. There is a mix of local and highway serving commercial uses, including restaurants and a service station.

The Specific Plan vision for the Sequoia Pacific Boulevard Area is one that takes advantage of the area's proximity to a future Green Line light rail transit station located on Sequoia Pacific Boulevard. The station is expected to be a gateway into the River District and Central City from the Sacramento International Airport. The station and its surroundings will be a defining feature of this Area, including a pedestrian plaza surrounded by a transit supportive mix of office and residential uses. The Area is also expected to include local and visitor-serving retail and commercial uses. Please note that Sequoia Pacific Boulevard will be changing its name to North 4th Street.

**North 7th Street Area:** The North 7th Street Area includes the 65-acre Township 9 PUD project site, the Continental Plaza PUD and the California Lottery complex. This Area is located between North 5th Street and North 10th Street, and between Richards Boulevard and the American River. The Township 9 PUD was adopted by City Council in August 2007. It includes a dense mix of 2,350 residential units, 840,000 square feet of office and 146,000 square feet of retail uses.

Along Richards Boulevard at North 7th Street is the Township 9 light rail transit station. It is the first stop

**FIGURE 3.8**

Historic PG&E Power Station B,
on Jibboom Street.

on Regional Transit's Green Line and will complete the first phase of the ultimate extension of light rail transit through Natomas to the Sacramento International Airport.

The Continental Plaza PUD was established in 1996. It is entitled for approximately 1.1 million square feet of office uses, of which 300,000 square feet are already built and occupied by the headquarters of the California Highway Patrol (Figure 3.9). The California Lottery headquarters, another State office located in the River District, constructed a new headquarters building and expanded the office campus on its 12.7 acre parcel.

At build out, the North 7th Street Area is expected to be employment intensive, with a mix of supportive commercial and high-density residential uses. As part of the Township 9 improvements, a planned parkway in the median of North 7th Street, sloping gradually up towards the top of the levee, will create a passive recreation corridor to lead residents and employees to a community park adjacent to the American River. The Specific Plan supports better connections between the Area and the American River Parkway, taking advantage of natural views and recreational opportunities.

**FIGURE 3.9** California Highway Patrol, Headquarters on North 7th Street.

(formerly Dos Rios Housing), which was constructed in the 1940s and contains over 200 residential units.

The Area is envisioned to transition from light industrial uses to a mix of residential and retail/commercial infill. The Area provides excellent opportunities for adaptive reuse, converting existing warehouses into offices or other commercial uses. There are abandoned railroad spurs in the area which the Specific Plan envisions to be converted into a bikeway connection to the American River Parkway.

**North 16th Street Area:** The North 16th Street Area is generally bounded by North 12th Street on the west, the American River on the north, and the Union Pacific Railroad right-of-way to the east and south. The North 16th Street Area is primarily characterized by warehouse, social service and commercial service uses. The area also includes the Dreher-Basler residential neighborhood, mini-storage facilities and Downtown Ford.

The North 16th Street Area also contains the River District's proposed new historic district. It is characterized by over 20 buildings, mostly of brick

**FIGURE 3.10** Former Dos Rios Elementary School, Now Smythe Academy.

Source: Kent Lacin Media Services

**Dos Rios Area:** The Dos Rios Area is generally bounded by North 10th Street on the west, the American River on the north, North B Street on the south and North 12th Street on the east. It has an eclectic mix of uses and building types. The Twin Rivers Unified School District has a school located just north of Richards Boulevard, which is eligible for historic designation (Figure 3.10). The Area also contains the Twin Rivers Housing Project masonry construction built primarily from 1920 to 1940 (Figure 3.11). These buildings are occupied by a mix of businesses, social services and warehouses. The historic district is adjacent to Blue Diamond Growers and the Globe Mills housing development at 12th and C Streets. The North 16th Street historic district is expected to retain and expand its mix of light industrial and commercial uses, with opportunities for adaptive reuse, mixed-use,

live-work and new residential components "above the store."

**Bannon Street Area:** The Bannon Street Area is generally bounded by Richards Boulevard to the north, Interstate 5 to the west, North 10th Street to the east, and the Railyards to the south. It is dominated by three large parcels: the City's Water Treatment Plant to the west, the State of California Printing Plant at North 7th Street and Richards Boulevard and the old City Incinerator Site at North 7th Street and North B Street. The Area is home to primarily warehousing businesses. This area has experienced the most redevelopment

**FIGURE 3.11** Brick Buildings, such as Crest Carpets, on North 16th Street.

in the recent past. There is a new Schetter Electric building on Bannon Street, a warehouse on North 10th Street and Richards Boulevard, the City-owned office building at 300 Richards Boulevard and the interim location for the Greyhound Terminal at 420 Richards Boulevard.

The Specific Plan envisions mostly office uses with retail storefronts on Richards Boulevard, with commercial and housing on interior streets. Moving in a southerly direction, the uses would transition from office to residential mixed uses. Along the southern border of this Area is the Railyards development which plans a primarily residential area in this location.

In the Bannon Street Area, the Specific Plan envisions a 10 acre park wrapping the northern and eastern edge of the City Water Treatment Plant facility. This open space will connect to Vista Park, which is planned in the Railyards development just to the south.

## 3.8. SOCIAL SERVICES

In the River District area, there are a number of social services facilities that provide aid to the poor and the homeless. These services include emergency and transitional housing, medical services, counseling and mental health services, food distribution and meal service facilities. The addition of any new social services within the plan area is subject to review and approval consistent with the requirements of the City's Zoning Ordinance.

Uses such as temporary residential shelters and non-residential care facilities require a Planning Commission Special Permit in most zones. In considering an application for a special permit, the following guidelines are to be observed:

A. A special permit shall be granted upon sound principles of land use;

B. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance;

C. A special permit must comply with the objectives of the general or specific plan for the area in which it is to be located.

Good Neighbor policies are frequently required of social services providers by the City of Sacramento. They are addressed in the following goal and policy:

**Goal LU4**
**Require social service providers to adopt and implement a "Good Neighbor" Policy when establishing a new use or modifying their current facility.**

**Policy LU4a**
Address hours of operation, landscaping and architectural treatments, property maintenance, security,
loitering, and communication with the surrounding property owners and businesses within the Good Neighbor Policies.

## 3.9. HOUSING

The City of Sacramento has long recognized the need to increase the amount and mix of housing types within the Central City, provide housing options for people

working in the city center and provide an alternative to land-intensive, single-family suburban development. As suburban land becomes more scarce and costly, and as commute times increase due to traffic congestion, Central City housing will become a viable and attractive option for many people.

The River District has several advantages for providing future housing. Parcels in the District are relatively large and many of the existing uses are transitional in nature. The area is also in close proximity to Downtown with convenient access to the open space and recreational amenities offered by the American and Sacramento Rivers. Additionally, the extension of light rail service to the area will provide transit access to all parts of the city, the new intermodal station and the airport. The following Goals H1 and H2 (Housing) and policies encourage new development that will revitalize existing residential areas, add new housing types such as the adaptive reuse of the old Globe Mills, shown in Figure 3.12, and create new neighborhoods.

**FIGURE 3.12** Historic Globe Mills has been Converted to a Housing Development.

**Goal H1**
**Ensure individual neighborhoods within the River District develop unique identities.**

**Policy H1a**
Reinforce the Twin Rivers, Township 9 and Dreher-Basler residential neighborhoods by adding nearby housing and amenities.

**Policy H1b**
Locate housing adjacent to or near natural or planned amenities, cultural and recreational resources.

**Goal H2**
**Provide a range of housing choices attractive to families and individuals at all income levels.**

**Policy H2a**
Provide accessible and adaptable housing for the physically disabled, seniors and other groups with special needs.

**Policy H2b**
Ensure that affordable housing is built in a manner that maintains a high quality of design and construction.

**Policy H2c**
Ensure that affordable housing units are dispersed throughout the River District and well-integrated within market-rate housing developments.

**Policy H2d**
Encourage a diversity of multi-family housing types and a mix of rental housing and ownership housing.

**Policy H2e**
Encourage live-work options, especially as an adaptive-reuse of historic structures and in areas with a mixed-use environment.

Even with the enormous opportunities presented in the River District, there are significant constraints in the near term to the development of housing. Some of the obstacles, both real and perceived, that new River District projects will have to overcome include:

- The current image of the area as an industrial and commercial district with a significant number of social services agencies serving the homeless population;
- The high cost of land in the District compared to outlying areas;
- Inadequate infrastructure to support the current uses, since many of these systems will require upgrades and expansion in order to be able to support residential development;
- Lack of services, such as grocery stores and amenities such as neighborhood parks, that would be required by a residential population;
- Relative isolation from other neighborhoods;
- The perception that environmental cleanup may be required due to the industrial nature of many of the current and former businesses to make sites suitable and safe for residential use; and
- Many existing land uses generate economic returns that are equal to or greater than potential values that can be generated by residential development.

While these obstacles may exist today, the policies and guidance of this Plan and its related documents will aid in transforming the District to a new direction. The Specific Plan and accompanying River District Special Planning District (SPD) acknowledge the contribution and viability of existing industrial and commercial uses while paving the way for new residential development. The River District area, together with the Railyards area to the south, provides the City of Sacramento with the most significant long-term opportunity for residential development within the Central City.

## 3.10. SUSTAINABILITY

The River District Specific Plan supports efforts to achieve the City's sustainability goals. Sustainability is a broad term that generally means that a person or society lives within the means of what the Earth can provide over a long term. When a process is sustainable, it can be carried out multiple times without negative effects on the environment or high costs. These efforts can include conservation, alternative energy, pollution reduction and climate protection. The Specific Plan includes sustainability goals in several chapters that promote water and resource conservation, building to LEED standards and the adaptive reuse of existing buildings. The River District will be home to projects meeting these sustainability goals.

## 3.11. NONCONFORMING LAND USES

The intent of the River District Specific Plan and River District Special Planning District (SPD) is to allow existing light industrial and processing uses to continue operating within the area in their current locations. Recent development activity in the area indicates a trend toward replacement of these uses with office and mixed use. This trend is expected to continue as new infrastructure and services are developed in the area.

The number of existing heavy industrial uses in the area is limited and the establishment of new heavy industrial uses will continue to be prohibited. The River District Specific Plan and River District SPD recognize that there is no need to prematurely induce the relocation of these existing uses; however, new incompatible uses inconsistent with the Specific Plan will be restricted from establishment in this area.

The following goal and policy supports the smooth transition of the District.

**GOAL LU 5**
**Allow development in the River District to take place over time, respecting its eclectic nature.**

**Policy LU 5a**
Provide appropriate support to property and business owners as they transition over time from legal, nonconforming uses to those which meet new SPD zoning code requirements.

The nonconforming use regulations set forth in Chapter 17.88 of the City Zoning Ordinance apply to nonconforming uses and to the use of nonconforming buildings, structures and lots except as noted within the River District SPD, Section 17.120 of the Sacramento City Code.

**FIGURE 3.13** Tapestri Square is an Urban Infill Townhome Development at 21st and T Streets.

CHAPTER

# 4

# HISTORIC RESOURCES

The Specific Plan's goals and policies related to historic resources primarily address the preservation, rehabilitation and opportunities for the adaptive reuse of historic properties within the River District. The Plan proposes to establish the North 16th Street Historic District with the intent to transform it into a vibrant mixed-use arts, retail, residential and commercial Area. Just as the historic former Pacific Gas and Electric (PG&E) Building along the Sacramento River is proposed to be repurposed as a science center, the individual landmark buildings within the River District are also anticipated to be adapted to exciting new uses. The Specific Plan also addresses plans for development along the levees within the River District, some of which are potentially-eligible as historic resources.

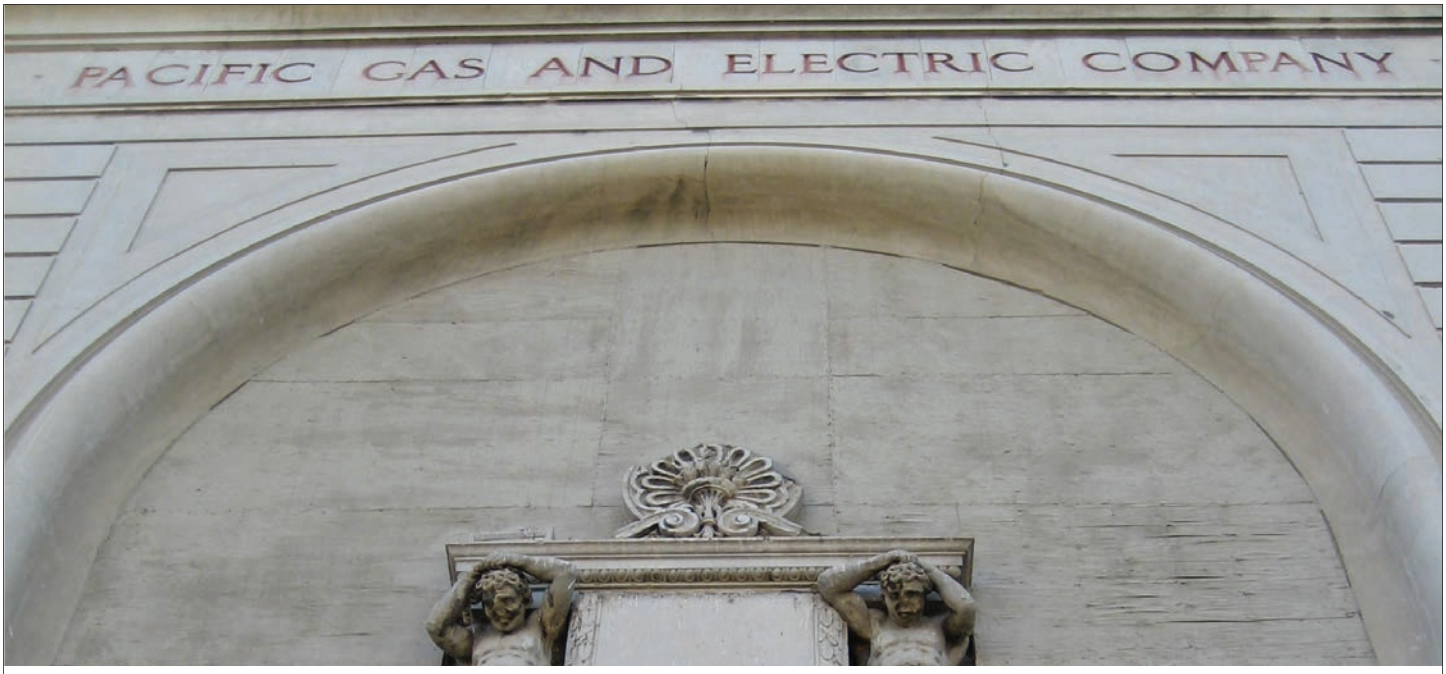



**FIGURE 4.0** Cartouche from the Historic PG&E Power Station.

The history of the River District, summarized in the Introduction Chapter of this Specific Plan, showcases the area's important role in the history of Sacramento. The areas ties to the Sacramento and American Rivers, the development of levees, the growth of the railroads and the development of Sacramento as an agricultural and canning center and transportation hub, highlight the area's transformation over the years.

## 4.1. HISTORIC RESOURCES

The River District Specific Plan recognizes the economic and cultural value of the historic resources in the area. The Plan's goal is to preserve and incorporate these assets into future developments in a manner that will enhance the urban fabric and neighborhood viability of the River District. The historic structures in the River District range from the Beaux Arts-style former PG&E substation along the Sacramento River, to the brick warehouses and commercial buildings in the North 16th Street Area. Figure 4.1 depicts the location of the River District's historic resources. By formally designating the historic resources, the City is able to help ensure they will remain valuable assets, contribute to the area's growth and development, and help to enhance the River District's special sense of place for years to come. The following HR (Historic Resources) goal and policies address reuse of historic properties:

**GOAL HR1**
**Preserve and protect the River District's historic resources and properties.**

Policy HR1a
Ensure that historic properties help to enhance and provide a valuable special sense of place in the River District.

Policy HR1b
Assist property owners in benefitting from listing historic structures and districts in the Sacramento Register of Historic and Cultural Resources.

Policy HR1c
Assist property owners in the preservation, maintenance and rehabilitation of the historic assets.

Policy HR1d
Allow the streetscape standard in the Historic District to deviate from the City's requirement for trees in order to maintain the historic features and characteristics of the district.

## 4.2. LISTING OF HISTORIC RESOURCES

Information about the River District's historic structures is primarily derived from a 2009 survey of historic architectural resources commissioned for the Specific Plan, which is an update of an earlier 1999/2000 architectural survey conducted by the Redevelopment Agency. The historic survey evaluated structures at least 50 years old or older within the River District for their potential eligibility for listing in the California Register of Historical Resources and the Sacramento Register of Historic & Cultural Resources.

If determined eligible for listing in these Registers, a property would be considered an historic resource for purposes of compliance with CEQA. The historic properties survey update only included structures that were then 50 years old or older. Structures that will attain 50 years of age after 2009 were not surveyed and no determination was made as to their potential eligibility as historic resources in the future. Additional properties may be added to the Register in the future. Also, eligible levees and archaeological resources within the River District would also be considered historic or cultural resources for the purposes of CEQA.

Table 4.2 below summarizes the survey's eligibility recommendations for individual Landmarks. It is followed by brief descriptions of many of the recommended historic Landmark buildings in the River District. Additional information and a complete listing of recommended Landmarks may be found in the 2009 River District Architectural and Historical Property Survey Update.

1 Water Street – Sacramento Water Treatment Plant:
At the time of its construction in 1921, this facility was considered the most modern of its kind in the United States. The complex is comprised of three main structures: the Head Building, the Pump House and Coagulant Building. These buildings are examples of the Beaux Arts architectural style.

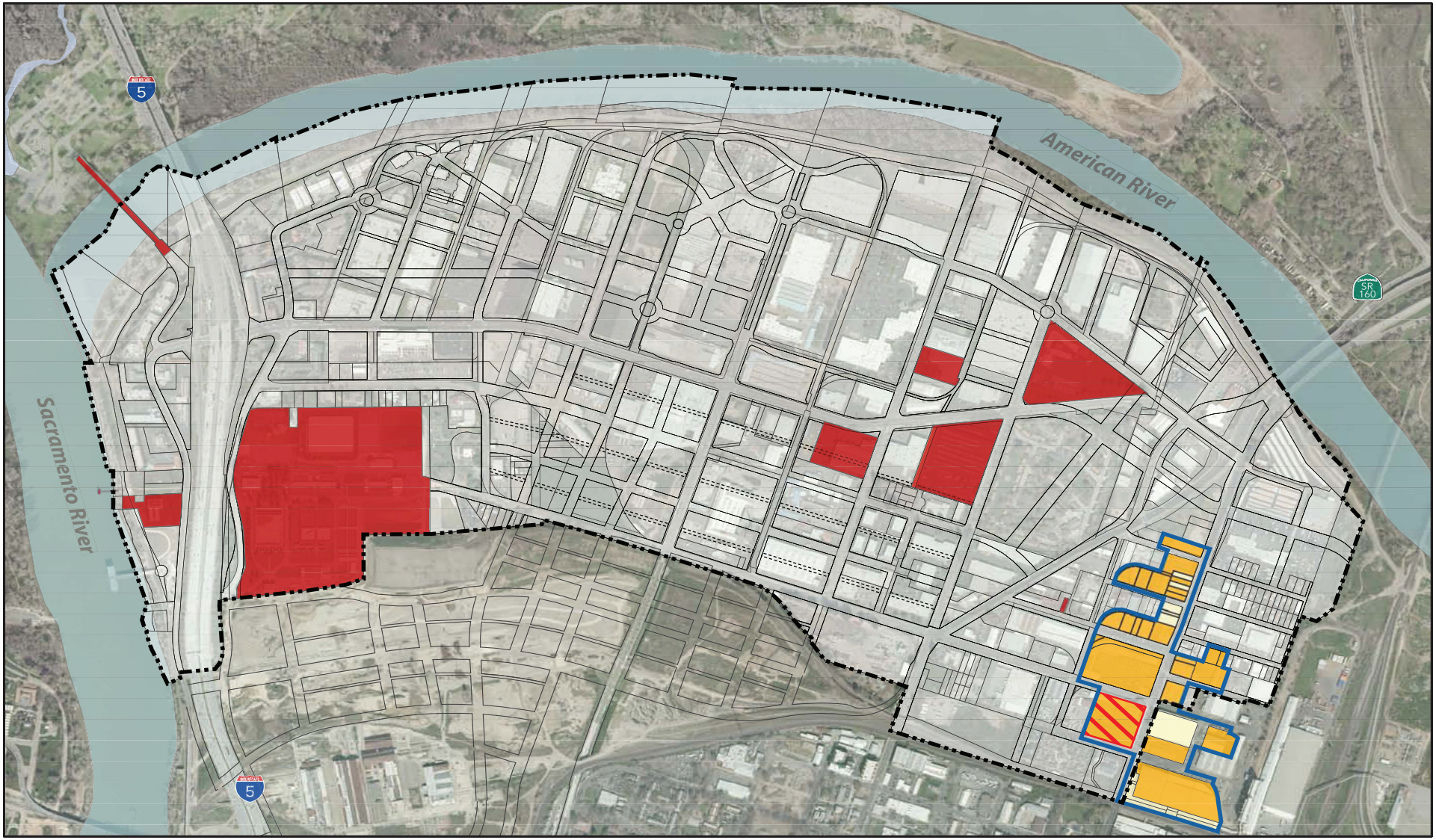



**Figure 4.1 River District Specific Plan Historic Resource Map**

- River District Specific Plan Area
- Specific Plan Rights-of-Way
- Existing Parcels
- Recommended Designated Landmark Parcels
- North 16th Street Historic Distict Boundary
- North 16th Street Recommended Landmarks

**Figure 4.2 Recommended River District Individual Landmarks**

| Parcel Number | Address | Occupant / Historic Occupant |
|---|---|---|
| 001-0210-038 | 1 Water Street | Water Treatment Plant |
| 001-0190-004 | 450 Jibboom Street | PG& E Power Station B |
| N/A | Jibboom St. & American River | Jibboom Street Bridge |
| 001-0090-005 | 1100 Richards Blvd. | U-Haul & Storage/Zellerbach Warehouse |
| 001-0031-008 | 950 Richards Blvd. | Sacramento Theatrical Supply/ Coffing Reddington Warehouse |
| 001-0081-006 | 521 N. 10th Street | Admail West/Volker Flooring Warehouse |
| 001-0082-001 | 700 Dos Rios Boulevard | Smythe Academy/Dos Rios School |
| 002-0051-002 | 116 N. 16th Street | Pipe Works Fitness/ Sacramento Pipe Works |
| 001-0130-007 | 1341 N. C Street | Firehouse |

**450 Jibboom Street – PG&E Power Station B:** Constructed in 1912 and designed by Willis Polk, this auxiliary steam power plant reflects Beaux Arts influences (depicted in Chapter 3, Figure 3.5). This building was listed on the National Register of Historic Places 2010.

**Jibboom Street and American River – Jibboom Street Bridge:** The Jibboom Street Bridge, constructed in 1931, played an important role in the development of Sacramento. Until the I-5 Bridge was built in 1968, this bridge was an important north-south car link. It is a combined cantilever and swing bridge with a mainspan of 351 feet and two secondary Parker truss spans of 139 feet each.

**1100 Richards Boulevard – Zellerbach Warehouse:** The Crown Zellerbach Corporation developed the general plans and specifications for this building, which was constructed in 1948. It is an early example of utilitarian-adapted International style. At the time of its construction, it was considered a progressive example of future construction design for this type of building.

**950 Richards Boulevard – Sacramento Theatrical Lighting:** The former Coffin-Reddington Warehouse was completed in 1951. The building was designed by the architectural firm of A.C. Martin & Associates, another well known mid-century architectural firm located in Los Angeles. The building's modern office section sits in front of a large warehouse, built with impressive trusswork and open spaces.

**521 North 10th Street – Volker Flooring:** This building was constructed in 1949 for a wholesale floor covering distributor. The building is an early example of concrete tilt-up construction and has Art Deco and Streamline Moderne stylistic influences (Figure 4.3).

**700 Dos Rios Boulevard – Dos Rios School:** The one-story stucco-surfaced structure was designed in 1942 by George Sellon, a leading Sacramento architect and

**FIGURE 4.3** Former Volker Flooring, Now Admail West, 521 North 10th Street.

the first State architect. The original school reflects a Moderne design utilized sensitively in a public school context.

**116 North 16th Street – Pipe Works:** Constructed in 1923, this building is a particularly fine representative of small industrial architecture. The almost Beaux Arts character of the original building, seen in Figure 4.4, with its many tall and arched windows adds elegance to an otherwise utilitarian structure.

**1341 North C Street – Fire Station #14:** The two-story brick building, constructed in 1948 by well-known Sacramento architect Clarence C. Cuff, is a simple and utilitarian example of its Moderne style and utilitarian type.

**North 16th Street Historic District:** The recommended North 16th Street Historic District contains over 20 properties, identified in Figure 4.5 and listed in Table 4.6, eligible as contributing resources in the historic district. Many of the buildings are brick and were constructed in the 1920s, with several constructed in the 1930s and 1940s. These buildings, generally with simple utilitarian forms, some with walls reflecting the curves of the railroad spurs that connected to the uses in the buildings, are indicative of the "between the wars" period in the River District's and Sacramento's industrial and warehouse history.

Source: Kent Lacin Media Services

**FIGURE 4.4** Pipeworks Fitness, at 116 North 16th Street.

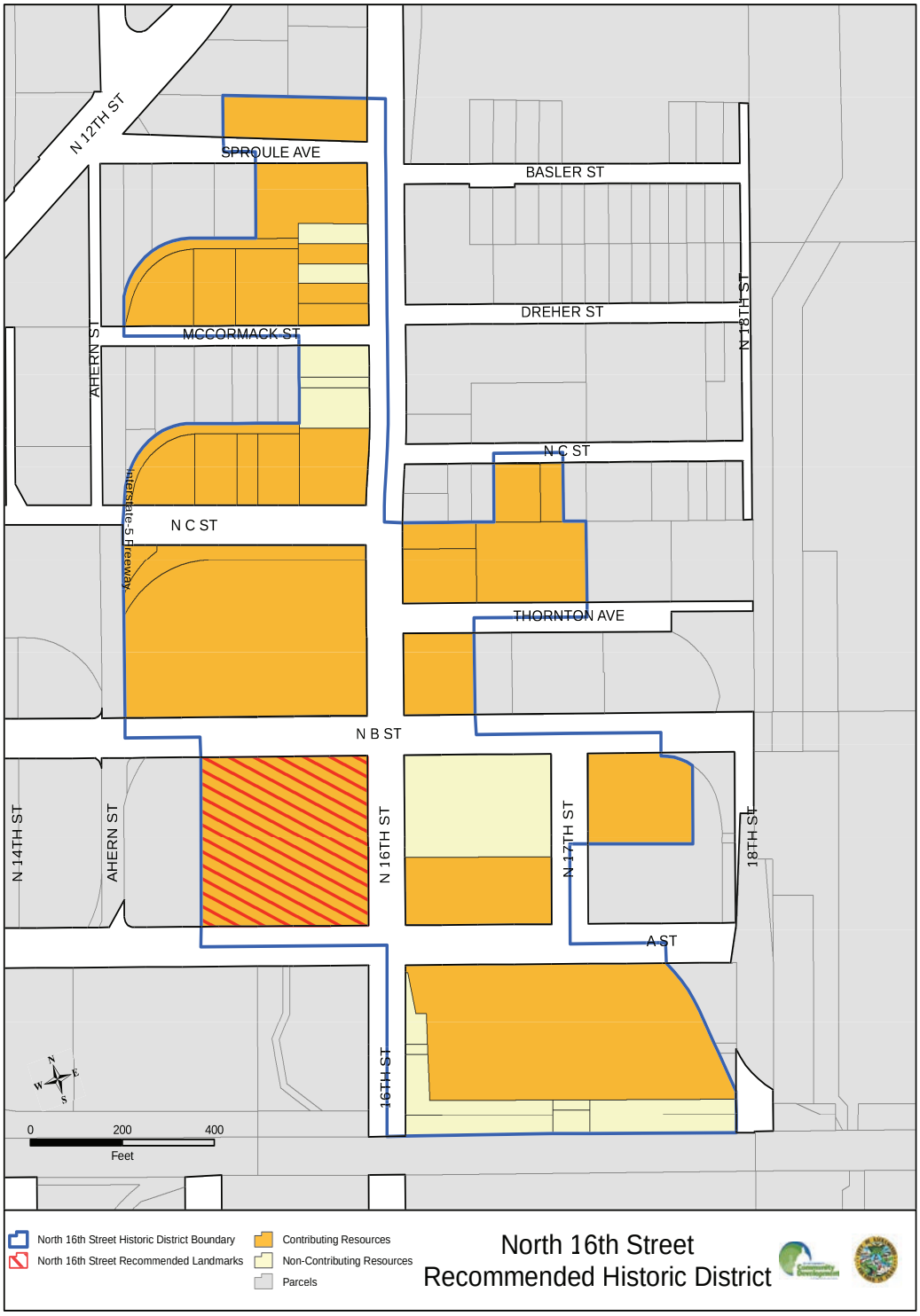



**FIGURE 4.5** North 16th Street Historic District.

**Figure 4.6 North 16th Street Historic District Contributing Resources**

| Parcel Number | Address | Occupant / Historic Occupant |
|---|---|---|
| 002-0054-001 | 83 N. 17th Street | Capital Machine & Welding Works |
| 002-0055-002 | 1601 N. A Street | California Almond Growers Exchange |
| 002-0053-004 | 131 N 16th Street | California Almond Growers Exchange |
| 002-0051-002 | 116 N. 16th Street | Pipe Works Fitness/Sacramento Pipe Works |
| 002-0051-005 | 200 N. 16th Street | Produce Terminal |
| 001-0151-001 | Adjacent to 200 N. 15th Street | Rail Right of Way |
| 001-0153-001 | 211-217 N. 16th Street | Ruland's Office Furniture |
| 001-0152-018 | 221 N. 16th Street | Wood Bros. Carpet/W.A. Ward Seed Co. |
| 001-0152-017 | 1615 Thorton Ave. | Wood Warehouse/Ward Warehouse |
| 001-0152-019 | 235 N. 16th Street | Vacant |
| 001-0142-013 | 318 N. 16th Street | Flying "A" Service Station |
| 001-0152-004 | 1610-1616 N. C Street | Cardinal Scale/<br>Top Hat Potato Chip Factory |
| 001-0142-018 | 1401-1451 N. C Street | Cardinal Scale/<br>Top Hat Potato Chip Factory |
| 001-0142-019 | 1501 N. C Street | Vacant/California Packing Corp. |
| 001-0142-020 | 1515 N. C Street | Office/California Packing Corp. |
| 001-0142-014 | 1527 N. C Street | Pacific Flooring/Beverage Distribution |
| 001-0141-022 | 1448-1503 McCormack Street | Tom's Refrigeration/Hancock Oil Co. |
| 001-0141-025 | 1517 McCormack Street | Power Break Service |

**Figure 4.6 North 16th Street Historic District Contributing Resources (continued)**

| Parcel Number | Address | Occupant / Historic Occupant |
|---|---|---|
| 001-0141-017 | 400 N. 16th Street | Railbridge Cellars Winery |
| 001-0141-016 | 410 N. 16th Street | Vacant/Truck Sales building |
| 001-0141-013 | 440 N. 16th Street | Prolo Press/Sunland Oil Co. |
| 001-0141-024 | 470 N. 16th Street | Crest Carpet/Mack Truck Int'l |
| 001-0103-009 | 500 N. 16th Street | Capital Sheet Metal/Western Machinery Co. |
| 001-0151-002 | Adjacent to 200 N. 15th Street | Rail Right of Way |
| 001-0152-006, -005, -004 | 1610-1616 N. C Street | Vacant/Cardinal Scale/ Top Hat Potato Chip Factory |
| 001-0141-021 | 1448-1503 McCormack Street | Tom's Refrigeration/Hancock Oil Co. |
| 001-0141-002 | Adjacent to 1448-1503 McCormack Street | Rail Right-of-Way |
| 001-0142-002 | Adjacent to 1401-1527 North C Street | Rail Right-of-Way |

In surveying and designating historic districts, properties are evaluated as to whether they "contribute" as significant historic resources in the creation of a specific historic district, or whether they do not contribute as historic resources for that district. Historic district boundaries are identified so that they incorporate the District's Contributing Resources, the District's character-defining features and its era of significance. As such, some Non-Contributing properties often get included within the District's boundaries.

For those Non-Contributing properties located within the North 16th Street Historic District's boundaries, identified in Table 4.7, proposed exterior work or any new construction is reviewed relative to its compatibility with, and to ensure maintenance of, the Historic District's features and characteristics. Also, it should be noted that Non-Contributing properties could be historic relative to some other era of significance. For instance, if the Historic District was established for 19th century residential structures and there was a 1940s structure where a

**Figure 4.7 North 16th Street Historic District Non-Contributing Resources**

| Parcel Number | Address | Occupant / Historic Occupant |
|---|---|---|
| 002-0053-003 | 121 N. 16th Street | California Almond Growers Exchange |
| 001-0142-010 | 324 N. 16th Street | Truck Park |

**Figure 4.7 North 16th Street Historic District Non-Contributing Resources and Vacant Parcels (continued)**

| Parcel Number | Address | Occupant / Historic Occupant |
|---|---|---|
| 001-0142-011 | 324 N. 16th Street | Truck Park |
| 001-0142-012 | 324 N. 16th Street | Truck Park |
| 001-0141-014 | 430 N. 16th Street | Vacant Lot |
| 001-0141-015 | 420 N. 16th Street | Vacant Land |
| 002-0055-001 | 1600 N 16th Street | Southern Pacific Transportation Company |
| 002-0055-009 | 0 16th Street | Southern Pacific Transportation Company |
| 002-0055-008 | 0 16th Street | Southern Pacific Transportation Company |
| 002-0055-011 | 0 17th Street | Southern Pacific Transportation Company |
| 002-0055-005 | 0 18th Street | Southern Pacific Transportation Company |
| 002-0055-006 | 0 18th Street | Southern Pacific Transportation Company |
| 002-0055-010 | 0 18th Street | Southern Pacific Transportation Company |
| 002-0055-007 | 0 18th Street | Southern Pacific Transportation Company |

significant event occurred that qualified it individually as historic, it would be a non-contributing property for the Historic District, but it could also be an individual Landmark on its own.

Besides buildings, Contributing Resources within the Historic District include the railroad spurs and their rights-of-way that either adjoin the buildings or are within the Historic District. Additionally, the street rights-of-way within the North 16th Street Historic District, such as that shown at 1501 North C Street in Figure 4.8, have character-defining features such as loading docks without curbs and sidewalks to allow for

**FIGURE 4.8** Elevated Docks are Common in the Historic District.

ease of truck loading access, similar to those seen on the R Street Corridor. It is also noted that the boundaries of the recommended Historic District extend beyond the boundaries of the Specific Plan area.

## 4.3 LANDMARK AND HISTORIC DISTRICT DESIGNATIONS

The River District Specific Plan's adoption will occur concurrently with the adoption of the ordinance designating the properties identified above as recommended Landmarks. It will also include all properties located within the recommended Historic District boundaries and the Contributing Resources within the Historic District boundaries. Designation occurs by ordinances, adopted by the City Council, adding Landmarks, Historic Districts and Contributing Resources in the Sacramento Register of Historic & Cultural Resources pursuant to Title 17, Chapter 17.134 of the City Code.

When a proposed development project involves a designated historic property, it is reviewed through the Preservation process, rather than the Design Review process. The review occurs prior to construction being undertaken, or prior to applications for permits involving site work, and involves the exterior of a structure or historically publically-accessible interiors. The designation helps to ensure that construction on these properties will maintain the original historic fabric and character-defining features, while allowing for adaptive new uses of the property as the area develops and grows. The designation qualifies the structure as eligible to use the California Historical Building Code, which can provide a certain amount of flexibility and cost savings.

### Structures That Will Not Be Designated

One of the key Specific Plan elements calls for a new pedestrian-friendly street grid alignment throughout the River District. This new alignment will include portions of the State Printing Plant building, recommended as potentially eligible for listing in the California and Sacramento Registers. The Specific Plan therefore does not include the designation of this property.

The development of Township 9, the 65 acre mixed-use project at North 7th Street and Richards Boulevard approved in 2008, also included potentially eligible structures. Except for one structure, the buildings have since been demolished to develop the project per the approved entitlements and environmental documents. Similarly, the Continental Plaza building located at 425 North 7th Street will not be designated. A PUD was approved for this location prior to the building becoming 50 years old and the PUD assumes the demolition of the building.

## 4.4. NORTH 16TH STREET HISTORIC DISTRICT PLAN

The Specific Plan proposes the revitalization of the North 16th Street Historic District into a lively arts, entertainment and commercial/residential mixed-use area that will attract visitors and shoppers throughout the day and evening. The revitalization of the Historic District will be built upon the adaptive re-use of the historic buildings, such as that for the current Pipe Works use, to meet the needs of viable, contemporary commercial, arts and entertainment venues. Residential mixed-use projects and possible live-work units are also envisioned, including the possibility of additions above some of the historic structures.

The special character of the Historic District will be part of its draw, capitalizing upon the industrial streetscape, similar to that found within the R Street Historic District south of Downtown. Similar to R Street's Special Planning District, the River District SPD envisions that the adaptive reuse of these historic structures will be encouraged, and as such, treated with flexibility regarding potential additions, without compromising the significant features and characteristics that give the district its value and distinctiveness. Applications for new development will be reviewed by the Preservation Director or Preservation Commission in accordance with Zoning Ordinance requirements.

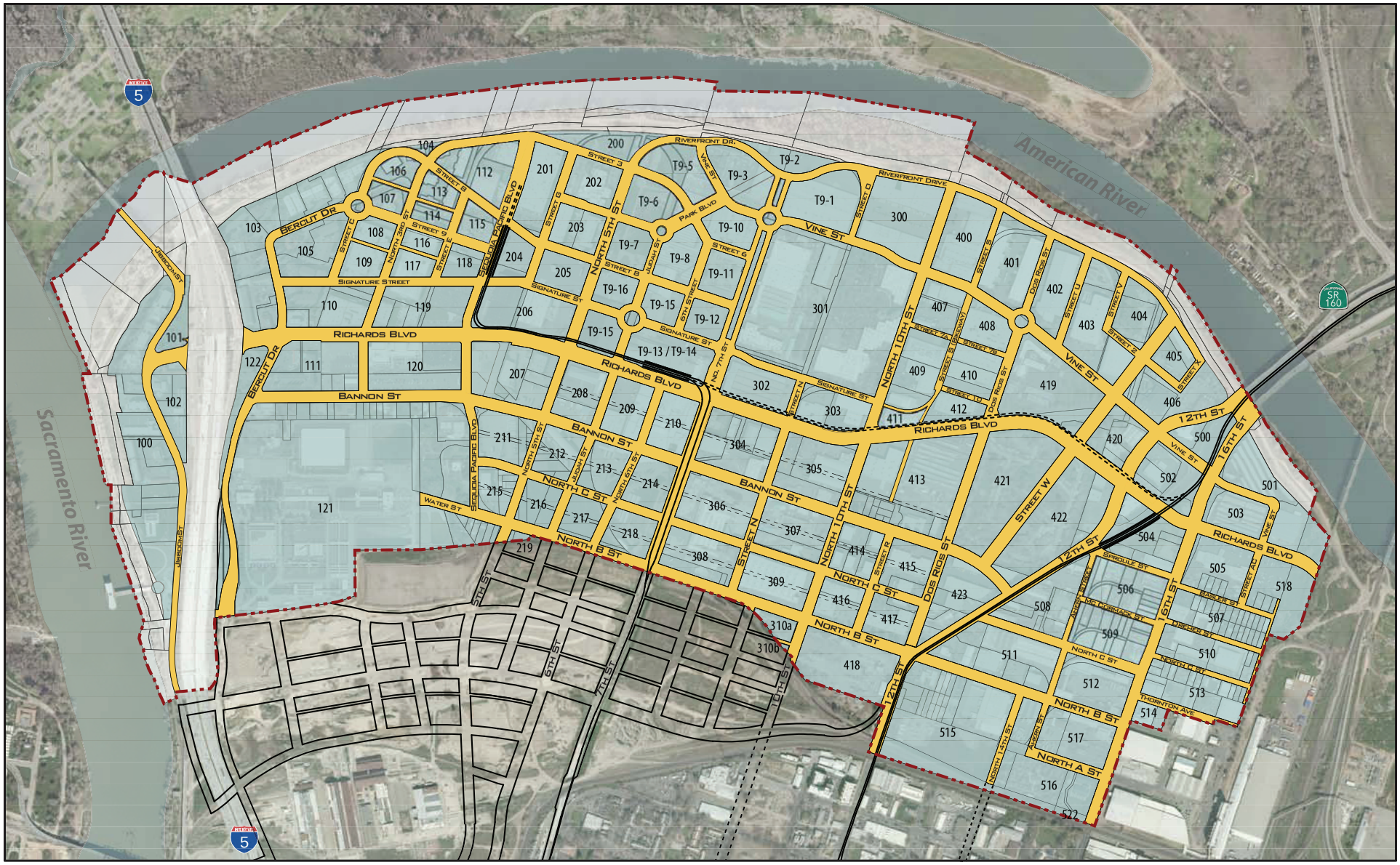
CHAPTER

# 5

# CIRCULATION

This chapter describes the circulation improvements needed to support the River District Specific Plan. The improvements are necessary to provide a framework for the growth which is projected within the District and enhance its connectivity with the entire Central City. A key principle of the Specific Plan is the transformation of the current circulation network that largely supports industrial-based businesses to one that places a higher priority on the pedestrian and walkability. The new street network is envisioned to balance the needs of an increasingly diverse land use base while at the same time maintaining the viability of the street network for businesses that use large vehicles in their operations.

**FIGURE 5.0** Regional Transit has a Major Presence in the River District.




## Figure 5.1 River District Specific Plan Block and Street Diagram

- RDSP Boundary
- LRT Line / Station Platform
- Future LRT Line - 35 ft ROW Dedication see Street Sections & Design Guidelines
- 413 Blocks-numbered
- Public Rights-of-Way (ROW)
- Railyards Street Network

The new pattern of streets, shown in Figure 5.1, is aligned to connect the circulation network of the River District with surrounding neighborhoods. It extends the grid, relieves current and potential future congestion points, provides a pedestrian- and bicycle-friendly environment and accommodates ongoing projects.

## 5.1. DEVELOPMENT OF ACCESS IN THE RIVER DISTRICT

### Early Vision

Long before the River District was annexed by the City of Sacramento, maps from the late 19th and early 20th centuries illustrate the intention to extend the Sutter Grid into the Specific Plan area. An early plan dating to 1873 shows a downtown grid extending through the Railyards to the edge of the then newly constructed American River levee (Figure 5.2). However, with the construction of the Southern Pacific Railyard complex and the secondary levee for the railroad, the city's original vision for extending the grid north to the American River was never realized. Through the middle of the 20th century, the River District was left undeveloped with the exception of small farming and agricultural uses.

In 1915, Auburn Boulevard (now 12th Street) bridged over the American River and was the first vehicular route in the area to provide access north of the Downtown grid. Auburn Boulevard became part of the early State Highway system in 1926. In 1928, it was signed as US 40/US 99 East. This allowed for eastern access into the area along what is known today as Richards Boulevard.

Access into the District on the Sacramento River side improved with the completion of the "I" Street Bridge in 1911 and subsequent relocation of the Sacramento Railroad Station to 4th and I Streets. The raised viaduct leading to the I Street Bridge at 3rd Street also provided northern access to Jibboom Street paralleling the Sacramento River. In 1931, the Jibboom Street Bridge was constructed across the American River just east of its confluence with the Sacramento River. It reached north to the Garden Highway along the northern bank of the American River.

With the establishment of state highway access at either end of Richards Boulevard, the canning industry prospered in the area in the 1930s and the 1940s. In 1968, the construction of Interstate 5 along the east banks of the Sacramento River provided

**FIGURE 5.2** Plan for Sacramento, 1873.

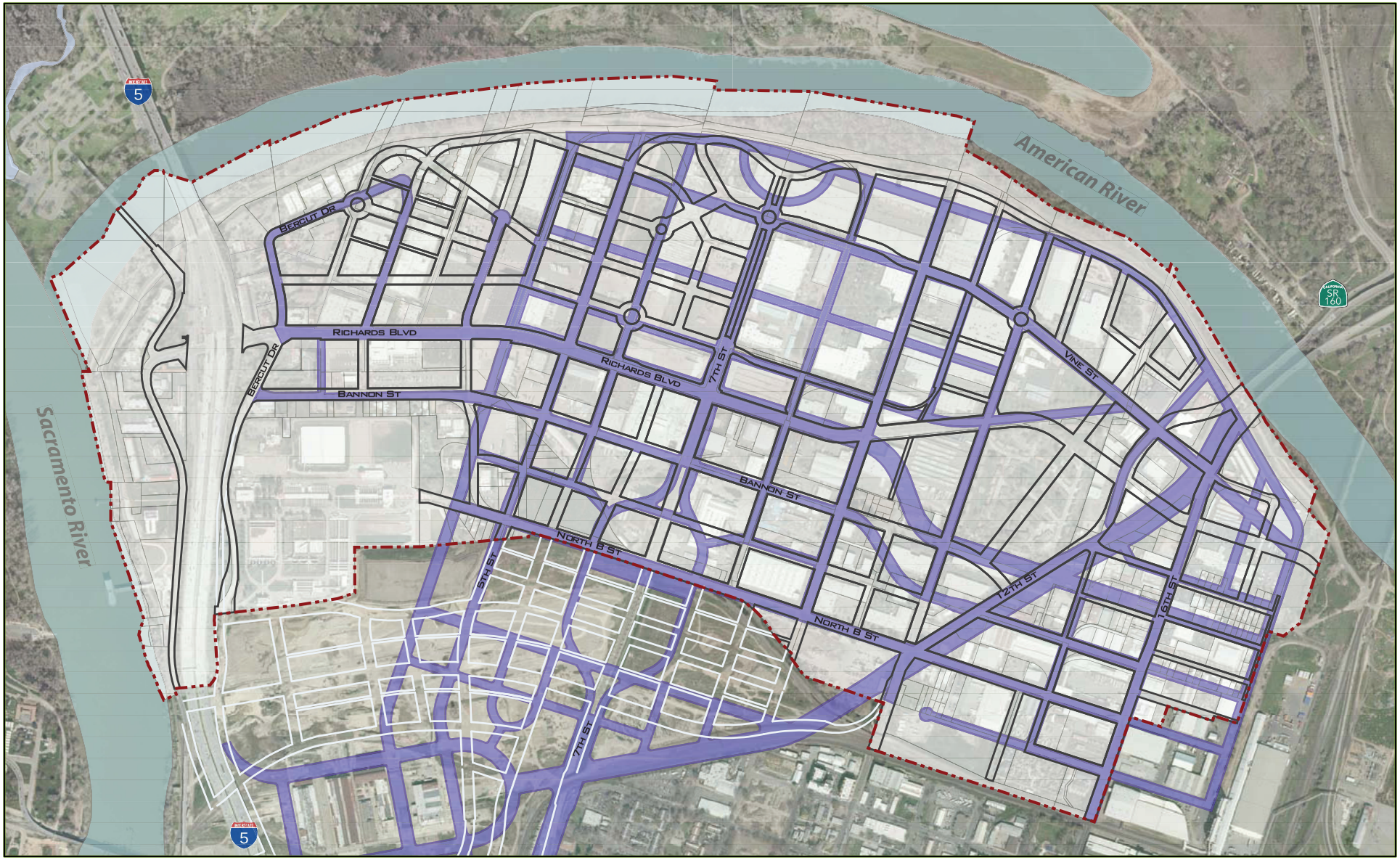



**Figure 5.3 Evolution of Circulation Plan - 1994 RBAP to 2010 River Distict Specific Plan**

River District Specific Plan Boundary

Existing Parcels

Railyards Circulation Plan 2007

Richards Blvd Area Plan (RBAP) Circulation 1994

River District Specific Plan Circulation 2010

additional incentive for warehouse uses to locate in the underdeveloped area. Overall development, however, continued to be hampered by limited access.

In 2004, 7th Street was extended north from Downtown through the Railyards to the River District. This linkage has directly contributed to the location of a number of new tenants in the District, including the City of Sacramento at 300 Richards Boulevard and the California Highway Patrol's headquarters campus on North 7th Street.

## 5.2. FORMER RICHARDS BOULEVARD AREA PLAN CIRCULATION NETWORK

The circulation network laid out in the Richards Boulevard Area Plan (RBAP), adopted in 1994, was predicated on the establishment of a new Intermodal Station and transit center at the intersection of North 7th Street and North B Street (Figure 5.3). This ambitious plan set forth a network of streets through the District which responded to the symmetry of the centralized station complex around North 7th Street that then continued north as a grand park terminus at the river levee.

The Township 9 PUD, adopted in August 2007, and the Railyards PUD, adopted in December 2007, deviated significantly from the RBAP by including a new location for the Intermodal facility within the Railyards and a finer grain street network with more north/south connections. The street patterns of the River District Specific Plan build on the precedents set by these two projects.

## 5.3. ESTABLISHING A NEW GRID FOR THE RIVER DISTRICT [1]

The River District Specific Plan represents an integrated approach to land use and circulation planning. Over the last several decades, land uses in the District have mostly included large warehouse users, many of which were attracted to the area by its close proximity and access to the highway network or the downtown businesses they supply. The number of streets has been minimal since they service large parcels with limited access points. Streets are wide to accommodate trucks and sidewalks are absent in some locations.

The intent of the Specific Plan is to enhance street alignments, design and streetscape features that will improve walkability and support transit services. The land use patterns established in the River District Specific Plan require a circulation framework that accommodates a variety of urban intensive uses. At the same time, the Specific Plan still accommodates the existing warehouse uses, even as the expectation is that new residential and neighborhood serving commercial and office uses will be introduced.

The River District Specific Plan circulation network balances the needs of these future and existing uses through a modified grid system, which provides for larger parcels for light industrial uses and campus-type development, while defining areas for more dense land use patterns with a finer grid pattern. For example, where there is a priority for traffic flow, the Plan allows for expanded intersections with turn pockets. Otherwise, intersection widths are at minimum lengths to improve pedestrian ease in street crossing. Street sections for the River District Specific Plan are attached in Appendix 3.

The following goal C1 (Circulation) and policies address the transition of the District to a more pedestrian-friendly street network:

**GOAL C 1**
**Maximize vehicle and pedestrian/bicycle connections within and between the River District and surrounding neighborhoods.**

**Policy C 1a**
Construct vehicular, bicycle and pedestrian connections through the secondary levee along North B Street, such as those at North 5th Street, North 6th Street, Judah Street, North 10th Street, and North 14th Street.

[1] Some street names in the River District Specific Plan were placeholders at time of publication and are anticipated to change. Please see Figure 5.1 for the location of named streets at the time of adoption of this Specific Plan."

**Policy C 1b**
Improve the design of major streets including North 16th Street, North 12th Street, North 7th Street, Jibboom Street and Richards Boulevard to enhance walkability while moving traffic as smoothly as possible through the District.

**Policy C 1c**
Create local-serving east-west streets by constructing Riverfront Drive along the American River Parkway and extending Vine Street, Signature Street, Bannon Street and North C Street from North 5th Street to North 10th Street.

**Policy C 1d**
Create local-serving north-south streets through the extension of North 5th Street, North 6th Street, Judah Street and North 10th Street from the Railyards to Vine Street.

**Policy C 1e**
Consider a larger civic or campus-type development on a case-by-case basis provided that: 1) the project maintains pedestrian and bicycle connections in accordance with the grid pattern; and 2) the development would not be detrimental to the implementation of the goals and policies of the River District Specific Plan.

## 5.4. DESCRIPTION OF CIRCULATION NETWORK

The River District Specific Plan's streets and circulation network plans are described below.

**Richards Boulevard**
Richards Boulevard has long been the east-west link between two north-south highway systems that border the Central Core. As a primary access and truck route feeding Interstate 5 and Highway 160 leading to Interstate 80, Richards Boulevard has existed as a throughway within the District with high peak volumes at the endpoints and moderately high speeds.

Traffic projections for Richards Boulevard show increasing volumes of daily traffic with future development. However, movement of vehicles will be improved with the Specific Plan's grid network. The new grid will allow for traffic to disperse by providing alternate routes, thus moderating the impacts to Richards Boulevard.

The River District Specific Plan takes advantage of the opportunity for portions of Richards Boulevard to become a more "complete street." Complete streets are roadways designed and operated to enable safe, attractive and comfortable access for all modes of travel. The roadways typically include features such as sidewalks, bicycle lanes, planter strips with street trees, raised crosswalks, center medians with trees, bus pullouts and on-street parking. The Specific Plan encourages retail frontage on the south side of Richards Boulevard between Sequoia Pacific Boulevard and Dos Rios Street. To support walk-in commercial and service uses, the blocks fronting the south side of the Boulevard will be designed to accommodate parallel on-street parking.

**North 7th Street**
As the central north-south spine for the River District, North 7th Street is the primary gateway into the River District. It links the District to the core area through the Railyards. The Specific Plan streetscape improvements to North 7th Street, north of North B Street, define a boulevard street section through its entire length as it joins the improvements set forth in Township 9's Planned Unit Development (Appendix 3). Township 9, located immediately north of Richards Boulevard, will develop North 7th Street with a median park featuring a meandering walk ending at a park along the American River (Figure 5.4).

**FIGURE 5.4** North 7th Street, North of Richards Boulevard.

Source: Jacobs Consulting

### West of North 7th Street

Signature Street and Bannon Street are expected to create much needed redundancy in the local street network to relieve local east-west traffic along Richards Boulevard. South of Richards Boulevard, the Specific

Source: Jacobs Consulting

**FIGURE 5.5** Township 9, a Mixed-Use Development, is a Planned Unit Development Approved in 2007.

Plan network maintains the Bannon Street alignment and parallels Richards Boulevard from Bercut Street to North 10th Street. Additionally, the Sequoia Pacific Boulevard connection past the Interim Greyhound Terminal between Richards Boulevard and Bannon Street provides another north/south connection in the District. The proposed land uses in this area will be highly mixed with ground level retail along two-way, local streets with on-street parking.

A large portion of the area north of Richards Boulevard and west of North 7th Street has been platted by Township 9, as shown in Figure 5.5. The Township 9

**FIGURE 5.6** Sequoia Pacific Boulevard Area will focus on Future Green Line Light Rail Station.

project extends Signature Street westward, parallel to Richards Boulevard. The northwest corner of Richards Boulevard and North 7th Street will be the location of the first stop on the Green Line, the light rail line proposed to connect Downtown with the Sacramento International Airport. A second light rail station is proposed in the Specific Plan on Sequoia Pacific Boulevard and the proposed street pattern radiates from that station to serve riders accessing the riverfront and the future neighborhood center just west of the station. Street traffic will be local in nature, crossing a pedestrian street on axis with the transit station and potentially connecting to future uses along the riverbank (Figure 5.6).

### East of North 7th Street

The area east of North 7th Street and north of Richards Boulevard contains large block configurations that accommodate existing uses by the State of California: the California Highway Patrol headquarters and the California Lottery complex. The area directly to the

**FIGURE 5.7** Concept for Street W (Promenade), Part of the Future Redesign of Twin River Housing Project.

the area east of North 7th Street and north of Richards Boulevard contains large block configurations that accommodate existing uses by the State of California: the California Highway Patrol headquarters and the California Lottery complex. The area directly to the south of Richards Boulevard contains more varied block sizes with some large parcels held for existing uses or approved projects that are moving forward in development.

It is likely that many of the existing large warehouse uses will remain for the foreseeable future; consequently, the new streets will likely be phased in as development progresses. Similarly, when the Twin Rivers Housing

Project (formerly Dos Rios Housing Project) is redeveloped, a new Promenade Boulevard will extend to the river with a pedestrian prioritized street section (Figure 5.7). The Smythe Academy, part of Twin Rivers USD, is also located in this area on Dos Rios Street, north of Richards Boulevard, necessitating safe, walkable streets for children in the neighborhood.

**North 10th Street**

Currently, 10th Street is a north-south connection though the Central City beginning at Broadway to Alkali Flat neighborhood. It provides direct one-way access to the State Capitol and the Central Core from the Capital City Freeway. North of I Street, 10th Street has been converted to two-way operation. The traffic volume is low as it proceeds past City Hall north through Alkali Flat and terminates at the site of the former Crystal Creamery and the embankment of the Union Pacific Railroad levee.

Beginning again at North B Street, 10th Street becomes North 10th Street and continues north to the base of the American River levee and a trailhead to the Two Rivers Bike Trail. The Specific Plan land use designations along North 10th Street are slated for an eclectic mix of light industrial, warehouse conversions and mixed use office with residential and small commercial. The California Lottery campus is located on North 10th Street between Richards Boulevard and the American River.

Linking the Alkali Flats and River District segments of 10th Street and maintaining local two-way operation will have great benefit to the River District, Downtown and the Railyards. It will connect the Central City from Broadway to the American River. The Railyards Specific Plan proposes connecting these two segments of 10th Street and North 10th Street, as does the River District Specific Plan.

**FIGURE 5.8** North 14th Street Tunnel, Closed in 1994.

**New North 14th Street Underpass**

The existing North 14th Street pedestrian tunnel, seen in Figure 5.8, was constructed in 1980 and was closed in 1994 because it had become an attractive nuisance for crime and undesirable activities. Neighbors viewed the tunnel as a "conduit for crime." The Specific Plan re-envisions the former tunnel as a new underpass for pedestrians, bicycles and vehicles. This would occur once the North 16th Street Area has developed sufficiently and the Mansion Flats neighborhood concerns regarding the safety of the new underpass can be addressed. The reestablishment of a connection between the River District and the Mansion Flats neighborhood will improve access to this area and the American River Parkway and Two Rivers Bike Trail, as well as provide relief from potential future traffic congestion, and allow easier access to jobs and services.

**Interstate 5 and Highway 160**

Two regional projects, not funded or studied as part of the Specific Plan but nevertheless impacting the District, are slated to provide traffic-flow improvements to Richards Boulevard during the life of the Specific Plan: the Interstate 5/Richards Boulevard Interchange Improvement Project and the Highway 160 American River bridge replacement project.

Caltrans and the City are working together to make improvements to the Interstate 5 interchange in a two-phase project. The first phase (referred to as Interim Phase Improvements) will increase ramp lane capacities within the existing Caltrans rights-of-way and provide a direct connection to the Railyards from the interchange via Bercut and Jibboom Streets. The second phase of improvements (called the Ultimate Interchange) is being planned for construction in the future to accommodate new development in the Railyards and the River District. The goal of the Ultimate Interchange Project is to provide improvement to the Interstate at Richards Boulevard that will increase capacity and improve traffic flow. Depending on future interchange alternatives, Richards Boulevard and Bannon Street may need additional vehicle travel lanes requiring additional right of way.

The second regional improvement project for Richards Boulevard will be located at its convergence with North 12th Street and North 16th Street, and light-rail crossing resulting in a number of traffic problems. The City of Sacramento has studied potential replacement and realignment options for this intersection and the American River Bridge in anticipation of the potential relinquishment of Highway 160 by the State of California. The realignment of street infrastructure identified in the Specific Plan for this area is based upon the preferred alternative recommended in the "Route 160 American River Bridge Replacement Planning Study" conducted for the City in April 2008 as part of the North Central Business District Access Study.

The realignment provides the opportunity to eliminate a major congestion point and pedestrian and bicycle safety hazard in the River District. The preferred alternative identifies Richards Boulevard as a future link to the Sutter's Landing area, eliminates the convergence of three high traffic volume streets, provides improved traffic flow in all directions and improves safe crossing for pedestrians and bicyclists. Replacement of the bridge, as envisioned in the River District Specific Plan circulation network, will also allow for the continuation of the Two Rivers Trail to the east with a grade separated crossing. The trail currently terminates at the west side of the Highway 160 Bridge.

The following policies speak to these desired improvements:

**GOAL C2**
**Support freeway improvements that will reinforce the Specific Plan circulation network.**

Policy C2a
Support ramp and lane improvements to State Route 160 intersection with Richards Boulevard that will ensure safe crossing for all modes in the River District.

Policy C2b
Support improvements to the Interstate 5/Richards Boulevard Interchange that minimize its physical and visual impacts.

Policy C2c
Support Interstate 5 and Richards Boulevard Interchange improvements that do not restrict two-way street flow.

Policy C2d
Encourage the uninterrupted continuation of the Two Rivers Trail along the American River to be incorporated into the Highway 160 overcrossing improvements.

North B Street and 12th Street
The intersection of North B Street with North 12th Street and Dos Rios Street creates another difficult traffic confluence point in the River District. Eliminating the through connection of Dos Rios at North B and North 12th Streets relieves the walkability problem at this confluence point.

Riverfront Drive
Improving and highlighting access to the Sacramento and American Rivers is a key objective of the River District Specific Plan. At its completion, the River District circulation plan will provide improved access to the American River. The primary north-south streets of North 5th Street, North 7th Street and North 10th Street will provide direct access to Riverfront Drive from the south.

Riverfront Drive will be a slow speed route along the south toe of the American River levee between North 12th Street and North 5th Street, continuing westward into the Sequoia Pacific Boulevard Area. The street breaks into a series of segments which circulate back into the adjacent street grid at intervals averaging every three blocks. There may be elevation changes along the future Riverfront Drive depending on whether future developments choose to berm up to the levee. The construction of the road and the required transitions will be evaluated on a case by case basis. The street is conceived as a local access street that can be closed for festivals and events. Street parking will be allowed throughout the length of the drive for easy access to the river.

Bus service should be anticipated along the drive as population densities increase.

American River Crossing
Various public planning documents have identified a bridge crossing the American River near Sequoia Pacific Boulevard that connects with Truxel Road at Garden Highway, including the Sacramento Area Council of Governments SACOG has Metropolitan Transportation Plan adopted in 2007. SACOG has modeled a four lane bridge for vehicular traffic with mixed flow lanes for light rail trains northbound and southbound.
Regional Transit is moving forward with planning efforts for a light rail bridge as part of the light rail extension to the Sacramento International Airport. The American River

Parkway Plan, a policy document which guides land use decisions affecting the Parkway, calls for the American River bridge that accommodates only light rail, bicycles and pedestrians. The Parkway Plan will need to be amended in order to allow the bridge to carry vehicles.

Although the crossing would be a regional project and is outside of the scope of the Specific Plan planning effort, the traffic analysis for the River District Specific Plan used the SACOG assumptions adopted in the Metropolitan Transportation Plan. The Specific Plan's street layout for Sequoia Pacific Boulevard allows for an approach ramp to a future bridge that would span Riverfront Drive and the Two Rivers Trail on the levee crest. Again, that bridge project is not included in the Specific Plan or in the Finance Plan.

Two other potential bridge projects mentioned in planning documents are the bicycle/pedestrian crossing from Street W (Promenade) within the future Two Rivers Community Plan to Northgate Boulevard addressed in the American River Parkway Plan and the Richards Boulevard crossing of the Sacramento River into West Sacramento in the Sacramento Riverfront Master Plan. These or other bridges crossings warrant evaluation for feasibility in future studies.

The following policies emphasis the importance of new and improved river crossings:

**GOAL C3**
**Support adding new and improving existing river crossings for all modes of travel.**

Policy C3a
Support a multi-modal American River bridge that includes local vehicular traffic, light rail transit, pedestrians and bicycles to connect the River District and Natomas.

Policy C3b
Support improvements to the Highway 160 overcrossing at the American River for safe and efficient multi-modal travel, including bicycles and pedestrians

Policy C3b
Support the evaluation of additional river crossings.

Block Size
The design of a viable and inviting pedestrian street requires the aspects of use, scale and visual treatment to work together. The Land Use section and Design Guidelines direct the ultimate types of uses and the architectural and urban design treatments that will facilitate an active environment for neighborhood shopping and pedestrian commuting; however, block size and the nature of the street crossing is paramount to creating a walkable street network.

The scale and proportion of blocks throughout the majority of the District will provide mobility choice for the pedestrian. The finer block grid will allow vehicular traffic to disperse over the network and narrower streets will reduce long pedestrian wait times at signals and shorten street crossings.

Traffic Calming and Roundabouts
Traffic calming devices are used to "calm" traffic to enhance neighborhood livability and safety. Traffic calming measures can control the amount of traffic or reduce the speeds of traffic, depending on the method used. Volumes of traffic can be controlled by diverting or blocking certain movements, such as providing barriers to cut-through traffic. Speed control methods, such as narrowing the roadway or creating street corner bulb-outs, slow traffic down. Appropriate traffic calming measures will be incorporated into the River District circulation system.

Roundabouts and traffic circles have also been incorporated into the street network of the River District Specific Plan. The majority of the roundabouts are located in the previously approved Township 9 project. Roundabouts offer several advantages to traditional signalized intersections including: 1) reduced speeds leading to greater safety for vehicles and pedestrians; 2) low maintenance since there are no costs for traffic signal monitoring; 3) reduced delays and increased capacity because vehicles yield instead of coming to a complete stop; and 4) better aesthetics because the central island provides landscaping opportunities (Figure 5.9).

**GOAL C4**
**Implement innovative approaches to solving traffic control problems.**

Policy C4a
Implement innovative approaches to solving traffic control problems.

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

**FIGURE 5.9** Traffic Circles Reduce Speeds and Provide Landscaping Opportunities.

## 5.5. ALTERNATE MODES IN THE RIVER DISTRICT

An important component of the River District Specific Plan is accommodating and promoting alternate modes of transportation. The Specific Plan builds upon the existing types of alternate modes to make it a true transit-oriented community.

### Light Rail

As described earlier, the first transit stop for the Green Line north of the Central Core is located at Township 9 and is scheduled to open in 2011. Planning for the next segment, which will cross the American River and connect to the Sacramento International Airport, is underway and construction is planned to begin in 2017.

The existing Blue Line, which links Watt Avenue at Interstate 80 to the Central Core (and then south to Meadowview), does not currently stop in the River District. However, a station study conducted by Regional Transit in 2006 identified the potential need for a station in this area to serve future residents and employees. The recommended location on North 16th Street, between the 500 and 700 blocks, coincides with the preferred alternative in the 2006 study.

Regional Transit has also identified a future light rail linkage between the existing Blue Line (Watt Ave to Meadowview) and Green Line (Downtown to Airport) along the north side of Richards Boulevard. In anticipation of the future link, Regional Transit recorded a 35-foot easement on the Continental Plaza development on Richards Boulevard east of North 7th Street. The easement would accommodate the future 30 foot wide right-of-way for an extension of the light rail line between Township 9 and North 12th Street along Richards Boulevard. This link will provide increased convenience for light rail transit riders, linking the Airport, Natomas and North Sacramento areas without circulating through Downtown

The policies listed below support the establishment of expanded light rail transit service to the area.

**GOAL C5**

**Maximize public transit connections within the River District.**

**Policy C5a**

Support the extension of the light rail Green Line connection from the River District to the Sacramento International Airport.

**Policy C5b**

Support a future light rail connection between the Green Line and the Blue Line along Richards Boulevard (North 7th Street to North 12th Street).

### Buses

Regional Transit operates bus service primarily along Richards Boulevard, North 7th Street and North B Street. The interim Greyhound terminal will provide service to the region and beyond. As the area is redeveloped, it is envisioned the level of transit service will increase to accommodate anticipated travel demand and an easy connection to the Sacramento Intermodal Transportation Facility, Downtown and the Sacramento International Airport. In developing the transit system, priority should be given to ensuring safe, convenient and accessible transfer stations for light rail and bus passengers. Furthermore, the accommodation of bicycle commuters transferring between these transit modes should receive substantial design consideration at these locations.

### Pedestrian Network

Pedestrian mobility and access is a high priority of the Specific Plan circulation plan. While the majority of the proposed block sizes are comparable to the historic Sacramento grid (360' x 320' blocks), some blocks are larger and will require sensitive site design to ensure pedestrian connectivity remains at walkable distances. An improved pedestrian and bicycle network is supported by the following goal and policies:

Careful planning will be necessary to ensure pedestrian safety while providing for the efficient and safe movement of large vehicles in areas where diverse land uses co-exist. There are many areas in the District that will maintain warehouse uses which will need to accommodate large vehicles and trucks that need expanded turning radii and other vehicular clearances. As development patterns transition, potential conflicts and safety concerns may increase and will need to be addressed.

**Goal C6**
**Provide pedestrian and bicycle paths, lanes and routes suitable for recreational and commuting purposes.**

Policy C6a
Ensure bicycle and pedestrian trails and routes provide seamless connections within and beyond the River District.

Policy C6b
Redesign the North 12th Street and North 16th Street underpasses between Alkali Flats and the River District to accommodate safe bicycle and pedestrian crossings.

Policy C6c
Link the Two Rivers Trail to Sutter's Landing Regional Park through a safe crossing at North 12th/North 16th Streets.

Policy C6d
Improve and increase access to and along the rivers for bicycles and pedestrians.

Bicycle Network
There are three classes of bikeway as described by Caltrans and the 2010 Sacramento City/County Bikeway Master Plan. They are:

Class I Bikeway - A completely separate facility designated for the use of bicycles. The facility is separated from any street or highway by a physical space, berm, fence, or other barrier.

Class II Bikeway - A lane within a street or roadway designed for the one-way use of bicycles. It is an on-street facility with signs, striped lane markings and pavement legends.

Class III Bikeway – Any on street right-of-way recommended for bicycle travel which provides for shared use with motor vehicles or pedestrian traffic.

The River District Specific Plan's bicycle network is designed to maximize the mobility of the bicyclist through the District and enhance the already robust network of bike facilities surrounding the area. The River District exhibits the beginning of a very strong bikeway system with Class I, II and III lanes (Figure 5.10). It is currently served by the Sacramento River Parkway which extends along the Sacramento Riverfront from Old Sacramento to Discovery Park.

The Two Rivers Trail starts at Tiscornia Park at the confluence of the American and Sacramento Rivers and continues to North 12th Street. Once the Highway 160 American River Bridge is replaced, it will allow the extension of the Two Rivers Trail to Sutter's Landing Regional Park and beyond. Until that occurs, the trail will use surface streets to cross North 12th and North 16th Streets at Richards Boulevard and link with a north-south trail that runs along the Blue Diamond property. The trail crosses the river on the old Northern Electric Railroad Bridge to connect with trails in the Sacramento Northern Parkway and American River Parkway.

The River District Specific Plan includes additional Class I trails to strengthen the existing lanes. The re-use of an old rail spur east of North 10th Street will serve as the focus of an active bikeway which the plan envisions as a vibrant pedestrian-bikeway within the core of reclaimed warehouse buildings (see Street Sections in Appendix 3 and Design Guidelines). The hub is located only 200 yards from the Two Rivers Trail and will link to the Central City via a new 10th Street underpass.

Primary vehicular routes in the District will include Class II bikeways, which are dedicated lanes within the street, to facilitate clear bicycle commute routes across the District. Currently, there is only a skeletal network of on-street bike lanes in the District. Principal east-west routes exist on Richards Boulevard through to Jibboom Street and North B Street from 12th to 16th Streets and a short connector through the Blue Diamond properties to the Sacramento Northern Parkway.

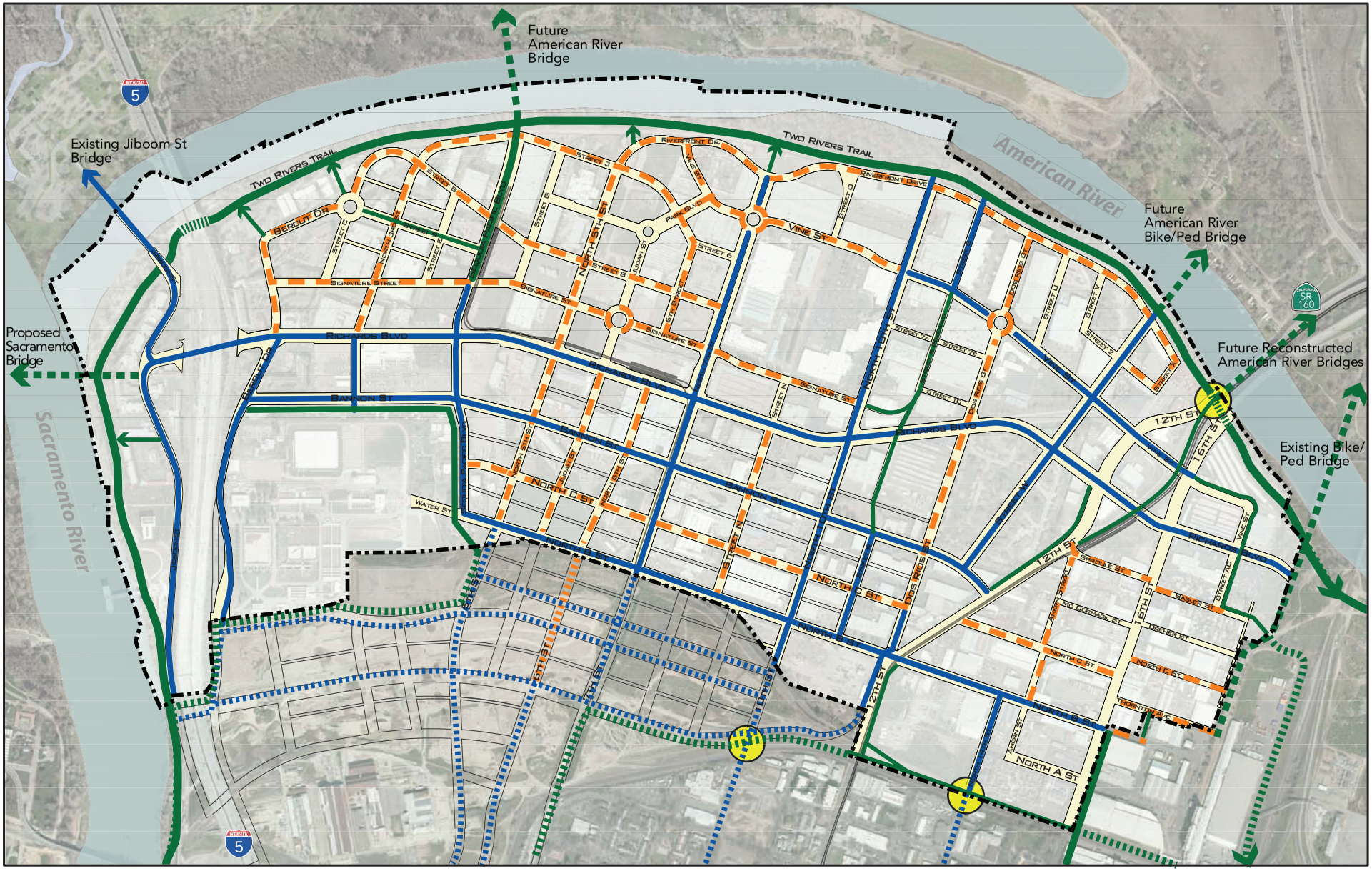



**Figure 5.10 Bicycle Circulation Map**

River District Specific Plan Boundary

Proposed Grade Separated Bike/Ped Throughways

Specific Plan Bike Network

- Class I Bike Trail
- Class II Bike Lanes
- Class III Mixed Flow

Connecting Bike Network

- Class I Bike Trail
- Class II Bike Lanes
- Class III Mixed Flow

CHAPTER

# 6

# PARKS AND OPEN SPACE

The greatest natural assets of the River District are the two rivers that form its northern and western boundaries – the American and the Sacramento Rivers. Hidden from view by elevated flood protection levees, the unique opportunity presented by the River District's location at the confluence of these major California rivers has not yet been fully realized. The River District Specific Plan sets the stage for a future district that recognizes and maximizes the regional benefits of these resources.

**FIGURE 6.0** Robert T. Matsui Waterfront Park Facing the Historic PG&E Power Station.

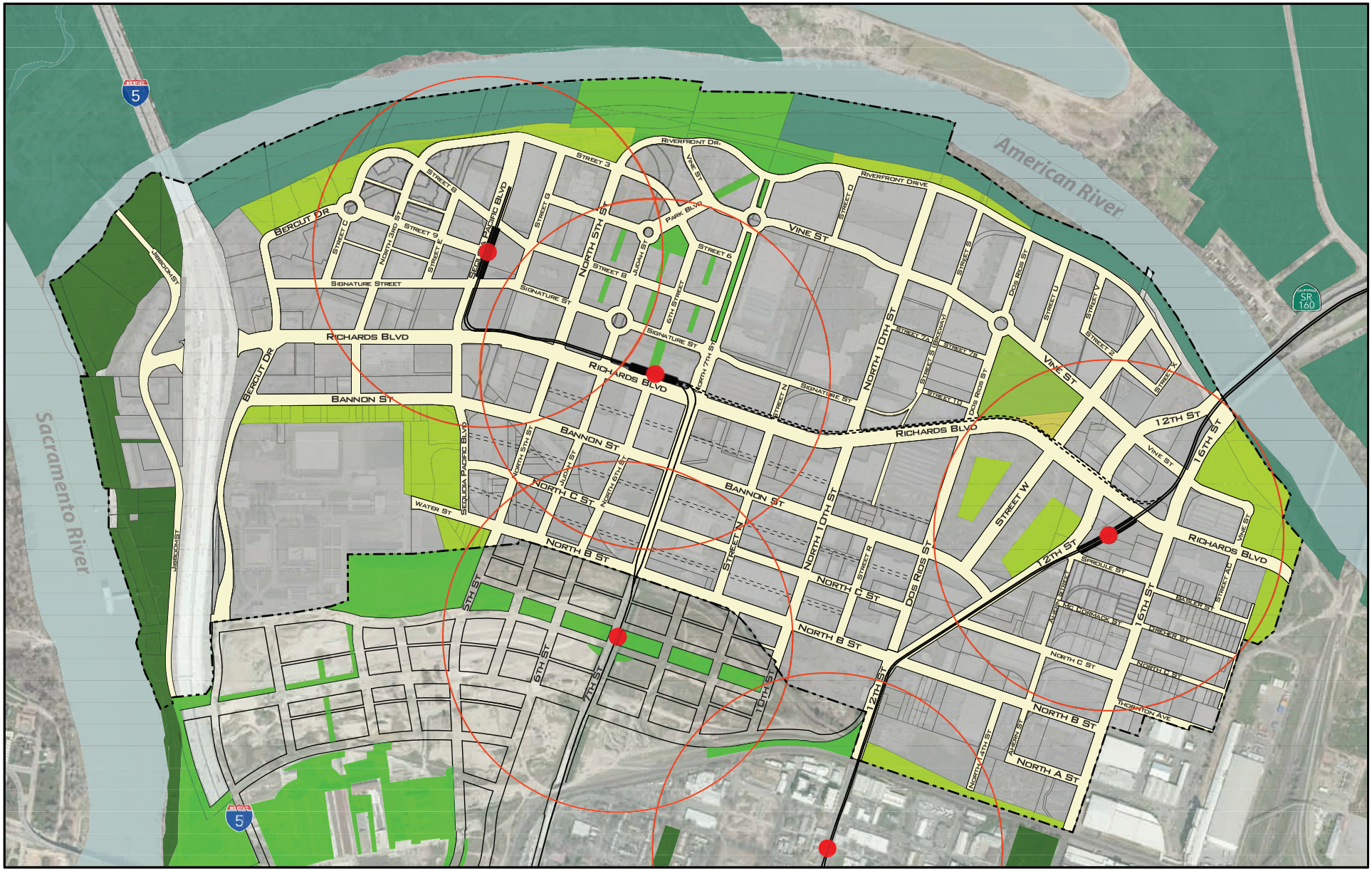



**Figure 6.1 River District and Vicinity Parks Map**

- River District Specific Plan Boundary
- LRT Line / Station Platform
- Future LRT Line - 35 ft ROW Dedication see Street Sections & Design Guidelines
- 5 minute Walking Radius from Transit Station
- Existing Parcels
- Specific Plan Proposed Park
- Approved Future City Park
- Existing City Park
- American River Parkway
- Existing School Grounds
- Proposed School Grounds

The River District will be comprised of neighborhoods with active parks, bikeways and green spaces (Figure 6.1). The River District Specific Plan balances the need for regional amenities, urban public spaces, and neighborhood and community parks.

## 6.1. PARKS AND PLAZAS

City parks in Sacramento are classified as neighborhood, community or regional. Neighborhood parks, at up to ten acres in size, are the smallest sized park and serve residents and employees located within a half mile radius. Neighborhood parks are usually designed toward small children and their families and typically include such features as tot lots or adventure play areas, unlighted sport fields or sport courts, group picnic areas, landscaping and walkways.

Community parks are larger parks, usually in the ten to sixty acre range, and draw from a two to three mile radius. These parks have the same amenities as neighborhood parks, as well as facilities that serve a broader audience with amenities such as lighted sports fields, large picnic areas with shade structures, community gardens, restrooms, on-site parking, nature areas, skate parks, water elements, dog parks or community centers.

Regional parks vary in size but are generally larger than community parks. Their distinguishing characteristic is the presence of amenities that serve a larger (citywide and beyond) population, such as a golf course or zoo. Parkways, like the American River Parkway, are also considered regional recreational amenities

The provision of adequate park space within the River District is addressed in the following POS (Parks and Open Space) goals and policies:

**GOAL POS1**
**Provide a community park of ten acres or larger to serve the River District.**

Policy POS1a
Provide a community park consistent with the City's Parks and Recreation Master Plan 2005-2010, and as updated.

Policy POS1b
Provide active play areas in the community park that will serve residents within a two to three mile radius.

**GOAL POS2**
**Provide neighborhood parks within one-half mile of all residences in the River District.**

Policy POS2a
Locate neighborhood parks within residential areas and on secondary streets.

**GOAL POS3**
**Provide parks, open spaces and public gathering areas easily accessible to the employees working in the District.**

Policy POS3a
Provide walking areas, picnic benches and other amenities attractive to employees.

The two existing parks in the River District are the Robert T. Matsui Waterfront Park, located at the Water Intake Facility on Jibboom Street, and Tiscornia Park, located at the confluence of the American and Sacramento Rivers. The eight acre Robert T. Matsui Waterfront Park was completed in 2007. It features an interactive water fountain, a grassy area overlooking the Sacramento River and a network of pedestrian walkways, benches and shade trees (Figure 6.2). The Water Intake Facility has been incorporated into the park and provides visitors a unique overlook on the Sacramento River.

**FIGURE 6.2** Robert T. Matsui Waterfront Park.

**FIGURE 6.3** Tiscornia Park is Enjoyed by Families and Boaters.

**FIGURE 6.4** Sacramento River Parkway is a Class 1 Bicycle and Pedestrian Trail.

Tiscornia Park, pictured in Figure 6.3, is almost 10 acres in size, has a sandy beach, picnic area and boat access to the American River. Both Tiscornia and Robert T. Matsui Waterfront Parks are connected via the Sacramento River Parkway, a Class 1 bicycle and pedestrian trail running along the Sacramento River, seen in Figure 6.4. In addition, while not included within the boundaries of the River District Specific Plan area, the planned Sutter's Landing Regional Park is located about a mile and a half upstream along the American River. Plans are in place to connect Sutter's Landing Regional Park to the River District via an extension of the Two Rivers Trail.

The City of Sacramento's parkland dedication requirements are outlined in the 2030 General Plan, the Parks and Recreation Master Plan 2005-2010 and City Code, Chapter 16.64. The City's service level goal for neighborhood and community parks is five acres of park for every 1,000 residents. In redevelopment or infill areas of the City it may be difficult to reach this goal as development projects tend to be located on smaller tracts of land than developments in suburban locations, thereby having less of an opportunity to dedicate land. As a result, parks may be smaller or may be developed in a more intense fashion fitting to the surroundings. In this kind of urban setting, recreation facilities may also include indoor gyms, urban plazas or rooftop gardens.

In infill or redevelopment areas, the City may require the dedication of parkland to meet the neighborhood requirement only, or 2.5 acres for every 1,000 residents, with the remainder of the parkland dedication requirement to be met through the payment of in-lieu fees. The in-lieu fees may be pooled and used for acquisition of a community park site to serve the area or to make improvements to existing parks serving the area. The projected development of the River District will require a minimum of 35 acres of neighborhood parks. Table 6.5 details the existing and needed park acreage in the River District.

**Table 6.5: Park Acreage Needed to Serve the River District (at build-out)**

| | Neighborhood Acres | Community Acres | Total Neighborhood and Community Acres | Regional Acres |
|---|---|---|---|---|
| | (1) | (2) | | (3) |
| City's Service Level Goal (per 1,000 population) | 2.5 acres | 2.5 acres | 5 acres | 8 acres |
| Park Acres Needed to meet Goal | 36.03 | 36.03 | 72.06 | 118 |
| Actual and/or Planned Park Acres | 3.92 | 16.8 | 20.72 | 14.4 |
| Planned Parks with Specific Plan Build-out | 16.58 | 9.99 | 26.57 | 0 |
| Additional Park Acres Needed | 15.53 | 9.24 | 24.77 | 0 |

| | Closing the Gap |
|---|---|
| (1) | Additional neighborhood parkland will be dedicated within the Specific Plan area or in-lieu fees will be collected to acquire additional 15.53 acres of parkland or make additional neighborhood-serving improvements to existing parks |
| (2) | Community park gap of 9.2 acres will be closed through acquisition or development of community parks within 2-3 mile service area |
| (3) | Regional park acres are determined on citywide basis; there is no dedicated funding source for acquisition. Shown here for general information only. |

As redevelopment begins to occur in the River District, demand will increase for both neighborhood and community parks. Residential densities rivaling the central business district will likely result in smaller and more compact neighborhood parks and public spaces that have a more urban character than their suburban counterparts.

The City's Small Public Places program recognizes that for infill areas not well served by existing parks, a traditional community or neighborhood park may not be possible due to land constraints and the lack of large undeveloped parcels. In these situations a small park, such as a plaza, tot lot or sculpture garden, can help meet the neighborhood need for a public gathering

**FIGURE 6.6** Fremont Community Garden at 14th and Q Streets.

place. The area to the east of North 12th Street in the River District is largely developed and, other than the Two Rivers Trail, lacks a park or public space. This area would benefit from the type of park envisioned in the Small Public Places program, such as that pictured in Figure 6.6.

Community parks may be partially met through the acquisition and development of a larger park within the River District boundaries. Additionally, the need may be met through the development of community serving facilities at Robert T. Matsui Waterfront Park or Sutter's Landing Park, located within the service area for the River District.

Table 6.7 describes the types of facilities anticipated for a neighborhood the size of the River District.

**Table 6.7: Recreation Facilities Needed to Serve River District Population at Buildout**

| Recreation Amenity | Service Level Goal | Number of Facilities Needed |
|---|---|---|
| **Fields** | | |
| Softball: Youth (43%), Adult (57%) | 1 per 7,500 | 2 |
| Baseball: Adult (57%), Little League (43%) | 1 per 7,500 | 2 |
| Soccer: Bantam (53%), Full Size (46%) | 1 per 7,500 | 2 |
| **Courts** | | |
| Volleyball | 1 per 10,000 | 1 |
| Basketball: Youth, High School | 1 per 5,000 | 3 |
| Tennis | 1 per 10,000 | 1 |
| **Picnic Area (Large Group)** | 1 per 30,000 | 0 |
| **Playgrounds: Tot Lots (41%), Adventure Play Areas (59%)** | 1 per 2,500 | 6 |

The River District has the opportunity to develop public facilities which will serve more than one function. The development of joint use facilities is supported by the 2030 General Plan and can include joint facilities such as libraries located adjacent to schools, or parks and detention basins co-located together. Joint use facilities are efficient ways to use public land and resources in a cost effective manner and are supported by the River District Specific Plan.

**GOAL POS4**
**Seek opportunities to maximize public spaces through partnerships for joint use facilities.**

Policy POS4a
Encourage joint use of public facilities such as detention basins, parks, schools and open space.

## 6.2. RIVER PARKWAYS AND TRAILS

The uniqueness of the River District is defined by its proximity to the American and Sacramento Rivers. Yet currently a visitor to the River District could be situated almost anywhere within the District and be unaware of the closeness of these two major rivers. These natural resources will guide the framework for the new District – with increased access, parkland and development facing the rivers.

The natural configuration of the American River was historically different than it is today. Originally the American River emptied into the Sacramento River farther south through Sutter Slough, near the current Historic Railroad Depot. In 1868 a new channel was dug to the north, creating the present confluence point of the American and Sacramento Rivers. Levees were constructed for flood protection in the early 1900s, creating a visual and physical barrier to the rivers.

The American and Sacramento Rivers are viewed as very different types of rivers. The American winds down from the Sierra Nevada Mountains with river forks, rapids, lakes and reservoirs that provide recreation, power, irrigation and drinking water to the region. The banks of the American River largely retain their riparian vegetation and are considered to be sensitive habitat requiring setbacks and protection from development. The 2008 American River Parkway Plan is the local guiding policy document for activities along this portion of the river. The American River is classified as both a State and Federal Wild and Scenic River, a river classification system that was created in 1968 to preserve certain rivers with outstanding natural, cultural and recreational values in a free-flowing condition for the enjoyment of present and future generations. The section of the American River that borders the River District is classified as a Recreational River within the classification and recognizes its urban edge.

In contrast, the Sacramento River slowly flows south along the Sacramento Valley floor and has traditionally been a source of water for farming and a transportation and commerce corridor connecting the valley to the San Francisco Bay Area. Urban development is considered appropriate along the river's edge and the 2003 Sacramento Riverfront Master Plan, developed jointly by the Cities of West Sacramento and Sacramento, strongly advocates for high-quality riverfront public spaces with surrounding vibrant urban neighborhoods.

The following goals and policies encourage the River District's connection to the riverfront:

**GOAL POS5**
**Activate the River District's connection to the rivers.**

Policy POS5a
Encourage riverfront development to have active uses along the American and Sacramento Rivers.

Policy POS5b
Require riverfront development to include access to the rivers for bicycles and pedestrians, where appropriate.

Policy POS5c
Encourage riverfront development to incorporate open spaces along the river for public enjoyment.

The American River Parkway is a regionally acclaimed open space greenbelt that extends from the American River's confluence with the Sacramento River, upstream to Folsom Dam. Within the River District, the American River Parkway includes the Two Rivers Trail, located on the southern levee of the American River and all land north of the levee along the shore of the river. The Sacramento County Regional Parks Department has primary management responsibilities over the Parkway.

The American River Parkway Plan considered the redevelopment and increasing urbanization of the River District. The Plan identifies the area within the River District as surrounded by an urban neighborhood where increased access and connectivity are to be promoted, which is consistent with the River District Specific Plan

**GOAL POS6**
**Respect riparian habitat, critical environmental areas, and views of the River.**

**Policy POS6a**
Protect sensitive natural habitat areas along the riverfront.

**Policy POS6b**
Ensure sufficient space exists between buildings to provide view corridors to the rivers.

The River District's location on the shores of the Sacramento and American Rivers brings opportunities for regional connections to the City's bikeway system. Regional trails within the Parkway extend the length of the American River Parkway, a distance of 23 miles. Planned city multi-use trails, following the south shore of the American River and the east shore of the Sacramento River, will ultimately extend the regional bikeway system north, south and east to the far reaches of the city limits. The River District's location at the hub of these planned regional links will offer future River District residents endless options for recreational outings along with bicycle commuting opportunities (Figure 6.8).

As described in the Circulation Chapter, a Class I bicycle and pedestrian trail already winds along portions of the American and Sacramento River levees in the River District. The Two Rivers Trail extends from Tiscornia Park to the Highway 160 Bridge. Completed in 2006, it is the first phase of a planned project that will extend the trail to the planned Sutter's Landing Regional Park and ultimately to the H Street Bridge that crosses the American River near California State University,

**FIGURE 6.8** Boating on the Sacramento River.

Sacramento. Currently, the Class I trail ends at the Highway 160 Bridge and connects to the Sacramento River Parkway trail via on-street facilities. The Two Rivers Trail also connects to the Sacramento River Parkway trail, which follows the Sacramento River downstream through Old Sacramento to Miller Park and beyond. Plans to extend this trail to the southern boundary of the City will someday become a reality.

These bicycle and pedestrian trails will serve as conduits to move recreation-minded people from one park or open space to another. The River District Specific Plan envisions active and passive public spaces along the trails at regular intervals, approximately a 10 to 15 minute walk apart. These recreational opportunities may range from the staffed Powerhouse Science Center with dining and parking, proposed in the historic PG&E Power Station, shown in Figure 6.9, to quiet sitting areas from which to contemplate the surrounding river views. Residents and workers alike will be able to enjoy the parkway and access to the rivers.

**GOAL POS7**

**Create active and passive points of interest along the American and Sacramento Rivers.**

Policy POS7a

Feature activity nodes at intervals of approximately one quarter mile that include recreational parks, nature areas and cultural destinations.

Policy POS7b

Ensure that activity nodes are accessible to bicycles and pedestrians.

The Township 9 mixed-use development provides a model for integrating development with the American River riparian corridor. The plan calls for raising the land side of the levee to create a gentle slope to the levee top, allowing for improved river connection and visibility as demonstrated in Figure 6.10. In this case, the 50-foot transition zone is measured from the former location of the toe of the levee, prior to the increase in elevation. This model, whenever feasible, will be encouraged to improve the River District's connection to the river.

**FIGURE 6.9** Powerhouse Science Center, proposed at the Historic PG&E Power Station.
Source: Dreyfuss & Blackford Architects

Source: Dreyfuss & Blackford Architects

**GOAL POS8**
**Improve visibility and access to the rivers.**

Policy POS8a
Encourage property owners, where appropriate, to raise the landside of the levee as demonstrated in the Township 9 Design Guidelines, in order to raise development to the height of the levee.

## 6.3. DEVELOPMENT ADJACENT TO LEVEES

Careful consideration must be given to new development within proximity to the two rivers. The 2030 General Plan directs that new development not occur within 50-feet of the landside toe of the levee. This applies to both the Sacramento and the American Rivers. The River District Special Planning District (SPD), in the City of Sacramento Zoning Ordinance, and the River District Design Guidelines further define what this setback area, or "transition zone," may look like and the uses that may be included within it. For example, it is anticipated that a gravel roadway will be located on the landside of the levee for maintenance purposes. Other acceptable uses may include landscaping, fencing, directional or educational signage, or limited paved roadways. The type of trees and other plantings, including the method of planting, allowed in this area will be determined as sites develop, in consultation with the staff and requirements of the local flood control agency. Allowable heights adjacent to the levees are also contained within the River District SPD in the City Zoning Ordinance.

The following policies address treatment of the transition zone and its relation to the built environment:

**GOAL POS9**
**Create an open space transition zone between the river and private development.**

Policy POS9a
Set back buildings 50 feet or more from the toe of the land side of the levee ("transition zone"), as directed by the 2030 General Plan.

Policy POS9b
Incorporate uses within the transition zone that are complementary to the Parkway. These uses may include landscaping, fencing, directional or educational signage, seating, uncovered picnic areas, and a limited amount of paved roadway area. Buildings are not allowed within the transition zone.

Policy POS9c
Incorporate riparian species into landscaping in the transition zone that complements the adjoining river front vegetation.

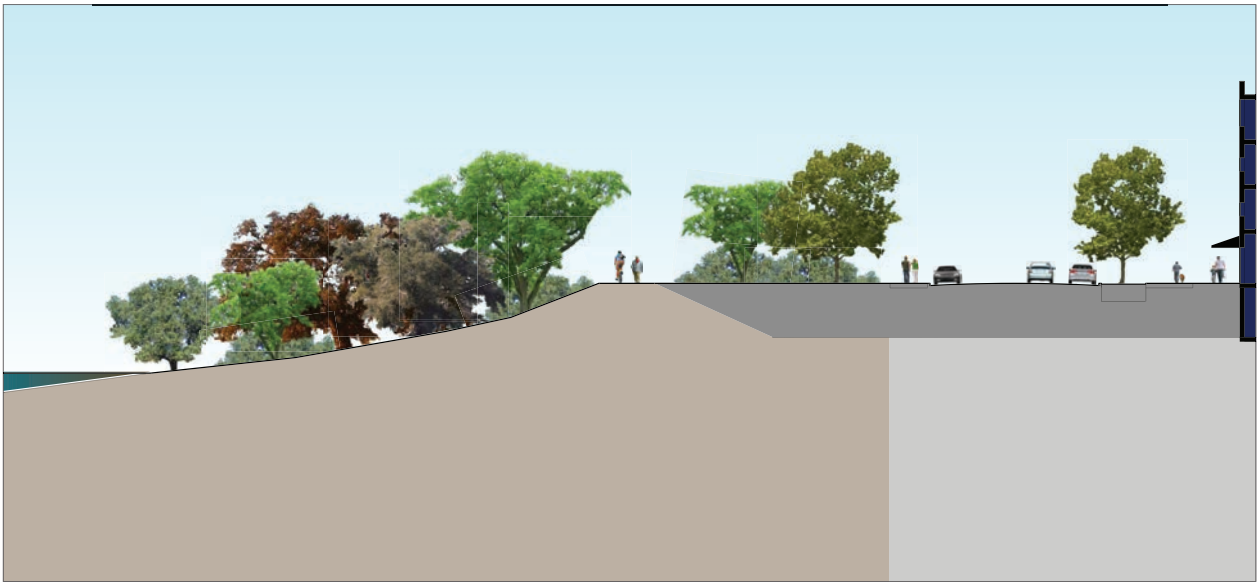


**FIGURE 6.10** Township 9 will berm up to the levee top.

## 6.4 PARKS AND PUBLIC SAFETY

Safe parks are created through thoughtful design and an active community. The Specific Plan encourages the implementation of "Crime Prevention Through Environmental Design" (CPTED) principles to ensure ample visibility into park spaces from the street and adjacent residential development, appropriate lighting, and strategically placed structures and landscaping. CPTED concepts are described in more detail in Chapter 7.

Goal POS10 advocates for using CPTED principles in the design and improvement of parks, trails and open spaces.

**GOAL POS10**
**Create safe parks and riverfront environments.**

**Policy POS10a**
Maintain clear lines of sight and visibility into parks and open spaces.

**Policy POS10b**
Support implementation of CPTED standards along the American and Sacramento Rivers, as appropriate.

**Policy POS10c**
Provide lighting for paths and walkways that provides safety without glare and intrusion into the natural landscape.

**Policy POS10d**
Support efforts to improve the safety of the bike trail between the Railyards project and the Jibboom Street Bridge by developing it as a formal trail.

**Policy POS10e**
Encourage residential view corridors, such as balconies and picture windows, overlooking open space areas to provide additional surveillance.

CHAPTER

# 7

# PUBLIC SERVICES AND COMMUNITY FACILITIES

Great neighborhoods are often judged by the quality of their public services and community facilities. Today, the largely industrial River District contains minimal community-serving public amenities. Those that are located within the area include the Smythe Academy (formerly the Dos Rios Elementary school) and Fire Station #14. This stands in contrast to the future River District envisioned in the Specific Plan.

Source: Kent Lacin Media Services

FIGURE 7.0 Fire Station #14 on North C Street.

As newer, more intensive uses are developed in the River District, there will be increased demand for expanded school, police and fire services. Beyond the community facilities that will be developed to meet the specific demands of planned development in the area, the Specific Plan also provides for new facilities which will be of benefit to the larger region.

This chapter of the River District Specific Plan describes the community facilities and public services that will be provided in the District as new development occurs.

## 7.1. PUBLIC SAFETY

Public safety is essential in establishing a sense of well-being for residents and businesses. Protection from the risks of natural and man-made hazards, crime, and disease are important considerations in attracting new residents and businesses to the River District.

Fire protection and police services are provided to the River District Specific Plan area by the City of Sacramento Fire and Police Departments. The Fire Department maintains a station within the River District area as well as another one in nearby Downtown. The Police Department has an office in the River District at 300 Richards Boulevard which also serves as a substation for the area. The following Goal CS1 (Community Services) and policies address public safety:

**GOAL CS1**
**Provide for appropriate levels of public safety within the River District.**

**Policy CS1a**
Encourage property owners and businesses to implement Crime Prevention Through Environmental Design (CPTED) standards.

**Policy CS1b**
Support additional river crossings to facilitate access by emergency vehicles and evacuation during emergencies.

**Policy CS1c**
Provide for the relocation of the existing fire station on North C Street to a new location that has access to the 16th Street corridor and meets current Fire Department criteria for construction and siting.

**Fire Facilities**
Currently, the River District is home to Fire Station #14, located at 1341 North C Street. This building was constructed in 1948 and is potentially eligible for listing in the California and Sacramento Registers of Historic Resources. Still fully operational, it houses a single fire engine and a 4-person fire company (Figure 7.1). The Station #14 building does not meet current seismic requirements of the Essential Service Building Seismic Act of 1986 and it is not cost effective to be retrofitted. Further, this small station is land-locked by surrounding development and cannot be expanded.

Source: Kent Lacin Media Services

**FIGURE 7.1** Fire Station #14.

The Fire Department is actively seeking to relocate the staff and equipment from the station on North C Street to a larger and modernized facility. The projected development planned for the River District will bring sufficient population to warrant a new fire station to provide adequate public safety for the area's residents, employees and visitors.

The Fire Department has an established staffing goal of one fire company per 16,000 residents and a service standard of four to six minute response time. A fire company consists of one engine, one ladder truck or ambulance. The Fire Department's goal for a replacement facility for Station #14 is a one engine company and an ambulance. Within the River District Specific Plan area, a suitable location is one with easy access to multi-

directional (two-way) streets and highway transportation corridors and ideally is located east of 12th Street. A site of between one acre and two acres would be of sufficient size to accommodate the new fire station.

### Police Facilities

In 2008, the Sacramento Police Department (Sac PD) moved some of its operations to 300 Richards Boulevard (Figure 7.2), including administrative staff, bicycle officers, detectives, forensic investigators, Special Weapons and Tactics (SWAT) teams and patrol officers. This facility serves as an interim substation for the surrounding community. Because the building does not meet current seismic standards for emergency facilities, it is not envisioned as a permanent police station.

Although the Police Department has a target ratio of 2.0 sworn officers per 1,000 residents, 2009 funding is for 1.7 officers per 1,000 people. The Sac PD indicates that in keeping with similarly sized cities, a higher ratio of up to 2.6 officers per 1,000 residents may be desirable as the City's population expands to over half a million people (year 2010 population is approximately 486,189).

The Sac PD has estimated projected demand for police service in the River District based on the planned development of residential and non-residential uses. Excluding the number of officers that might be required to staff special events, it is estimated that demand at buildout will be for up to 30 additional personnel, breaking down as 20 sworn police officers and 10 civilian support staff. Unlike the Fire Department, emergency police service is characterized by the response of officers already in the field. Currently, the Sac PD has stated that existing police stations in the City are already staffed beyond capacity and that the projected development in the River District, Railyards and Downtown would necessitate the construction of a new police station. With growth projections in the Central City, the River District or Railyards areas are logical locations for this facility.

### Additional Public Safety Considerations

The public safety of the River District can be improved by encouraging "more eyes on the street" than are available with current industrial uses which become vacant after work hours. This can be done by encouraging mixed use development that locates retail on the ground floor and by increasing housing in the District.

The City's 2030 General Plan requires the Police Department to review development projects to adequately address crime and safety and promote the implementation of "Crime Prevention through Environmental Design" (CPTED) principles, shown below in Table 7.3. These techniques are well established to prevent crime and other problems by eliminating problem areas during site development. For example, by eliminating obstacles to natural surveillance like shrubbery, blank walls on buildings, encouraging visibility and good lighting within parking areas and in doorways, the opportunity for crime to occur is reduced. Illegal camping along the American River has resulted in: (1) increased litter, waste and debris; (2) the trampling of riparian woodlands, disturbing plant establishment and disquieting recreational experiences; (3) degraded water quality; (4) increased fire danger; and (5) wildlife discouraged from using

**FIGURE 7.2**

300 Richards Boulevard
Interim Police Substation.

otherwise suitable habitat. The 2008 American River Parkway Plan encourages recreationalists such as bicyclists, walkers, non-motorized boaters and anglers while balancing the need to preserve the Parkway for natural habitat. A similar balance should be employed to applying CPTED techniques to the Parkway, such as trimming and thinning vegetation, where appropriate, to improve visibility and enhance the safe enjoyment of the river.

**Table 7.3 Crime Prevention Through Environmental Design Concepts**

| |
|---|
| **Natural Access Control:** Design features that show public routes and discourage access to private areas. These features decrease an opportunity for crime by creating in an offender a perception of unacceptable risk when attempting access to private areas. Such design features include placement of entrances and exits, fencing, and landscaping to control traffic flow. |
| **Natural Surveillance:** Design features that increase the visibility of a property. These features maximize the ability to see persons in the vicinity and avoid trouble and allow external activities to be seen from adjacent buildings by persons who could call for help. Such design features include landscaping, lighting, window and stairway placement, and building entrance and garage layouts. |
| **Territorial Reinforcement:** Design features that clearly indicate public and private structural elements of a property. An individual will develop a sense of territoriality for a space for which he/she has a sense of ownership. With this feeling of ownership the individual will "want" to defend his environment. This ownership does not necessarily mean legal ownership; it maybe a perceived ownership, such as the sense of ownership that employees feel for the office in which they work. The sense of territory and ownership by an individual is reinforced through regularly scheduled activities, inspections, and maintenance. |
| **Maintenance:** Characteristics of an environment that express ownership of the property. Deterioration of a property indicates less ownership involvement which can result in more vandalism, also known as the Broken Window Theory. If a window is broken and remains unfixed for a length of time, vandals will break more windows. Crime is more prevalent in areas that are not maintained; as a result law-abiding persons do not feel safe and do not want to frequent those areas. |
| **Milieu:** This feature is generally associated with environmental land use and reflects adjoining land uses and the ways in which a site can be protected by specific design styles. For example, a diverse housing mix is more likely to have people present at all times of the day, and bedroom communities are more likely to be vacant during various times of the day. Since criminals know their neighborhoods and potential targets of crime, they are more likely to strike at times when they will not be discovered, and possibly apprehended. |
| **Target Hardening:** The use of mechanical devices (locks, security systems, alarms, and monitoring equipment) and organized crime prevention strategies (security patrols, law enforcement) make an area harder to access but may have a tendency to make the inhabitants "feel" unsafe. This technique is the opposite of "natural" which reflects crime prevention as a by-product from normal and routine use of an environment. Target hardening often happens after crime has been committed. The integration of similar, but customer service oriented CTPED strategies in the initial environmental design may be as effective, but less threatening. |

As development occurs, the limited access points into and out of the River District will greatly constrain traffic. This limitation can create bottlenecks which will impair safe evacuation and emergency vehicle access during emergencies. Access is especially limited at the river crossings. Additional bridge crossings in the River District will facilitate evacuation and access during emergencies.

## 7.2. SCHOOLS

The River District area currently is home to an estimated 173 school-aged children and contains one school. The Twin Rivers Unified School District (TRUSD) operates Smythe Academy, the former Dos Rios Elementary School (Figure 7.4). Constructed in 1942, the school was built to accommodate the children of the adjoining Dos Rios housing development.

The Dos Rios Elementary School was designed to accommodate approximately 210 to 220 pupils enrolled in kindergarten through sixth grade. The school and playfields are on a nine-acre site bounded by Richards Boulevard, Vine Street and Dos Rios Boulevard. After closing for renovation, the Dos Rios Elementary School reopened in 2007/08 as the Smythe Academy of Arts and Science, a charter school for 7th and 8th grade students emphasizing technology, the arts and community service. Students come from all areas of the TRUSD and from nearby school districts to attend this charter school.

Children in grades kindergarten to six residing in the River District currently attend Woodlake Elementary School, which is located three miles east of the River District. Rio Tierra Middle School, a distance of almost six miles to the north of the River District, and Grant Joint Union High School, located to the 4.5 miles to the north, also serve River District students (Figure 7.5). All these school facilities are within the TRUSD.

Source: Kent Lacin Media Services

**FIGURE 7.4** Fomer Dos Rios Elementary School, now Smythe Academy

Most of the River District Specific Plan area is located within the Twin Rivers Unified School District although a small portion, approximately 59 acres in the southeastern part of the plan areas, is located within the Sacramento City Unified School District. The Twin Rivers Unified School District was formed when a reorganization election was held in 2007 that resulted in voter approval of the merger of the Grant Joint Union High School District, the North Sacramento School District, the Del Paso Heights School District and the Rio Linda Union School District. Twin Rivers provides educational services to over 27,000 pre-kindergarten through high school and adult education students throughout its 54 school sites. The following goal and policies relate to TRUSD:

**GOAL CS2**

**Provide adequate programmatic school capacity to serve the K-12 students anticipated within the Specific Plan area.**

**Policy CS2a**

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

**Policy CS2b**

Assist the Twin Rivers School District in identifying existing and future school sites located within or in close proximity to the Plan area that will be constructed and/or expanded to serve students grades K-12 at build-out of the Specific Plan.

**Policy CS2c**

Accommodate and support innovative land use for the location, design and implementation of urban school facilities within the Specific Plan area, including consideration of flexible zoning standards as needed to facilitate public-private joint-use of facilities for schools and other complementary uses.

**Policy CS2d**

Encourage partnerships and joint-use opportunities between local businesses, developers, institutional users, and public and quasi-public agencies.

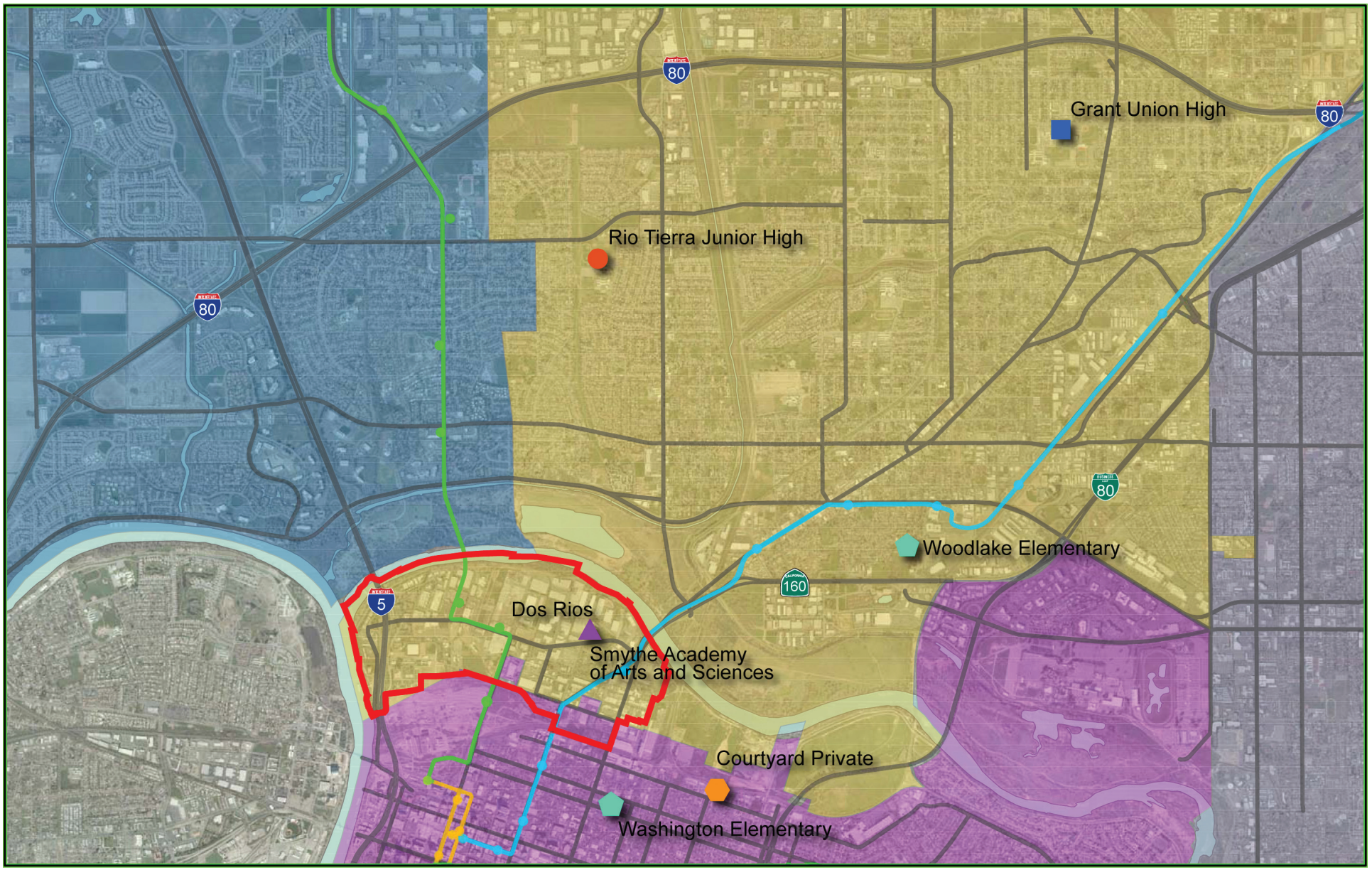



**Figure 7.5 Schools Serving the River District**

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

## EXISTING AND PROJECTED RIVER DISTRICT STUDENTS

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

**Table 7.6 Yield Rates and Student Population**

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

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

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

**Table 7.7 Twin Rivers USD School Facilities Serving River District**

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

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

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

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

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

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

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

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

CHAPTER

# 8

# UTILITY INFRASTRUCTURE

The Utility Infrastructure chapter of the River District Specific Plan establishes goals and policies for the orderly upgrading, replacement and/or expansion of public utility infrastructure such as water, sanitary sewer and storm drainage systems. The existing and future plans for electric, natural gas and telecommunication systems within the River District will also briefly be discussed in this chapter. The proposed plans for each of these public infrastructure elements will provide individual property owners and developers, as well as the City, with a framework of improvements necessary to support future development in the Specific Plan area.

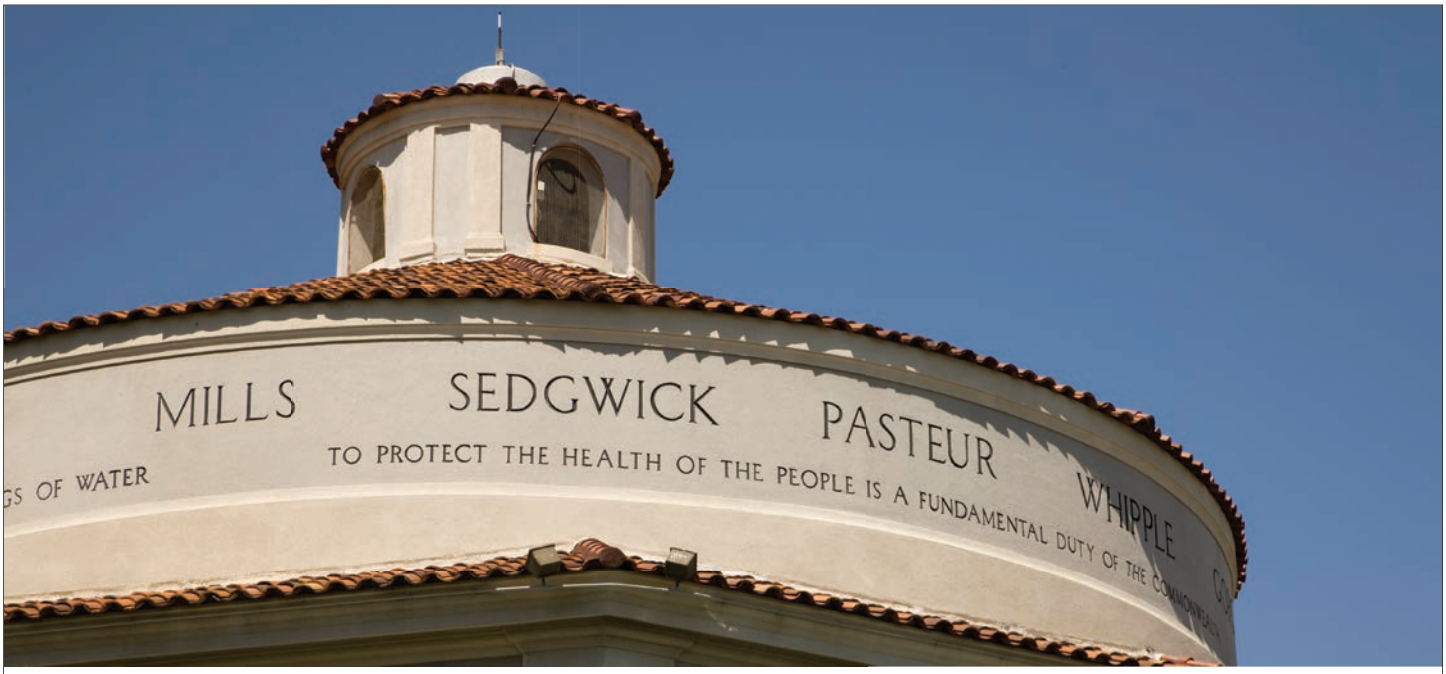



**FIGURE 8.0** Sacramento Water Treatment Plant Building Detail.

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

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

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

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

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

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

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

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

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

**FIGURE 8.1** Example of a Bioswale.

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

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

## 8.1. WATER SUPPLY AND DISTRIBUTION

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

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

**FIGURE 8.2** Sacramento Historic Water Treatment Building.

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

**FIGURE 8.3** Sacramento River Water Intake Facility.

**Water Supply**

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

**Water Conservation**

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

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

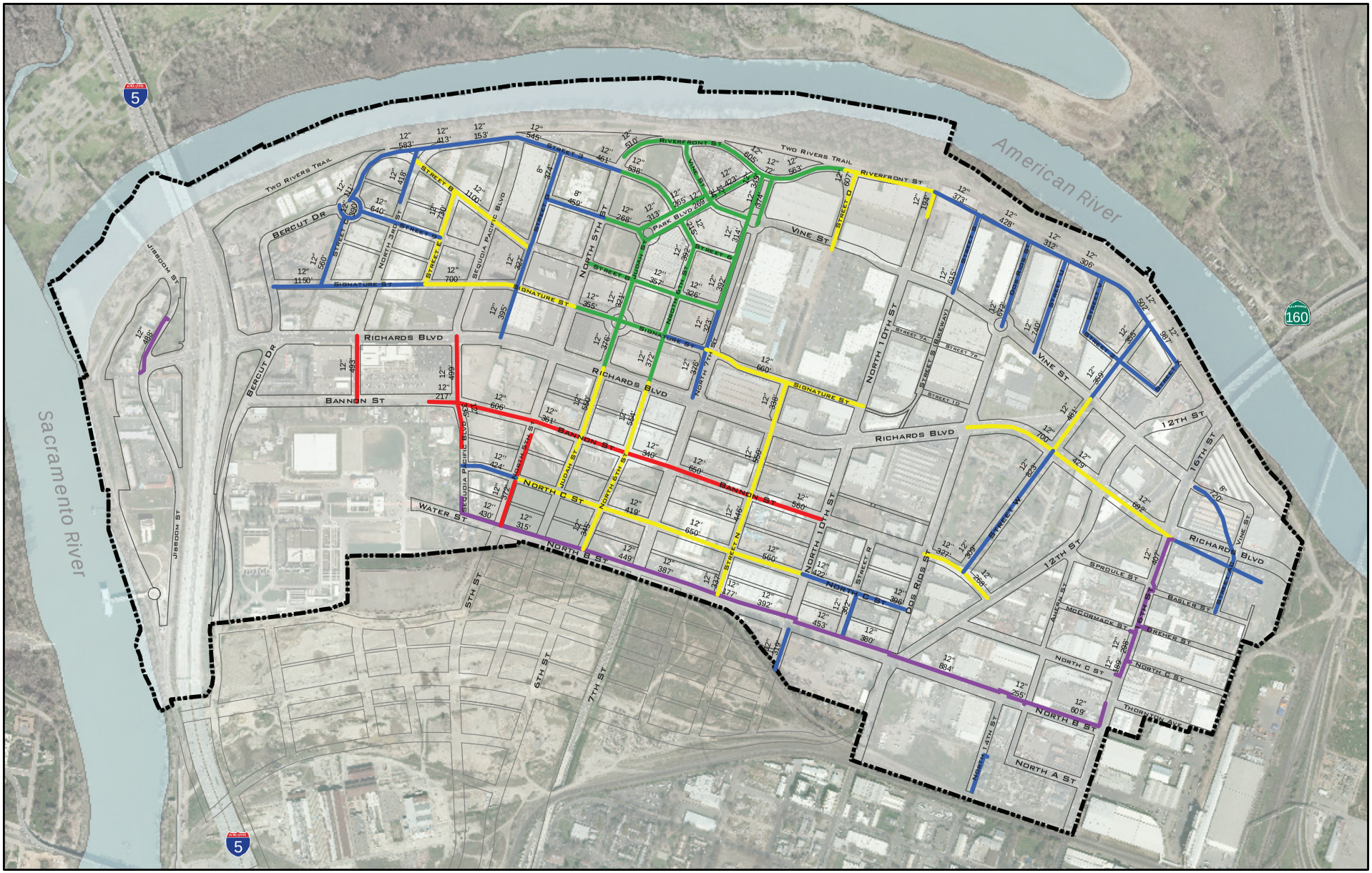



Figure 8.4 Proposed and Existing Water Supply System

## 8.2. SANITARY SEWER COLLECTION AND STORM DRAINAGE

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

### Sanitary Sewer System

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

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

The City produced a Long Term Control Plan (LTCP) that includes system improvements to reduce combined sewer overflows (CSO) to the Sacramento River and CSS outflows to city streets. The LTCP consists of increasing the pumping capacities of Sumps 1/1A and 2/2A, converting Pioneer Reservoir to a primary treatment facility with disinfection, installing a relief sewer system in the downtown area and constructing several local or regional underground storage facilities and relief sewers in areas that are currently subjected to frequent outflow and flooding. Many of these improvements have been completed, while others are in design or under study as part of an ongoing process to improve the CSS and update the LTCP. To address impacts to the system from development, the City Council approved an ordinance in 2005, amending Chapter 13.08 of the City Code, and established a Combined System Development Fee to provide funds to construct projects to mitigate downstream impacts.

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

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

### Storm Drainage

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

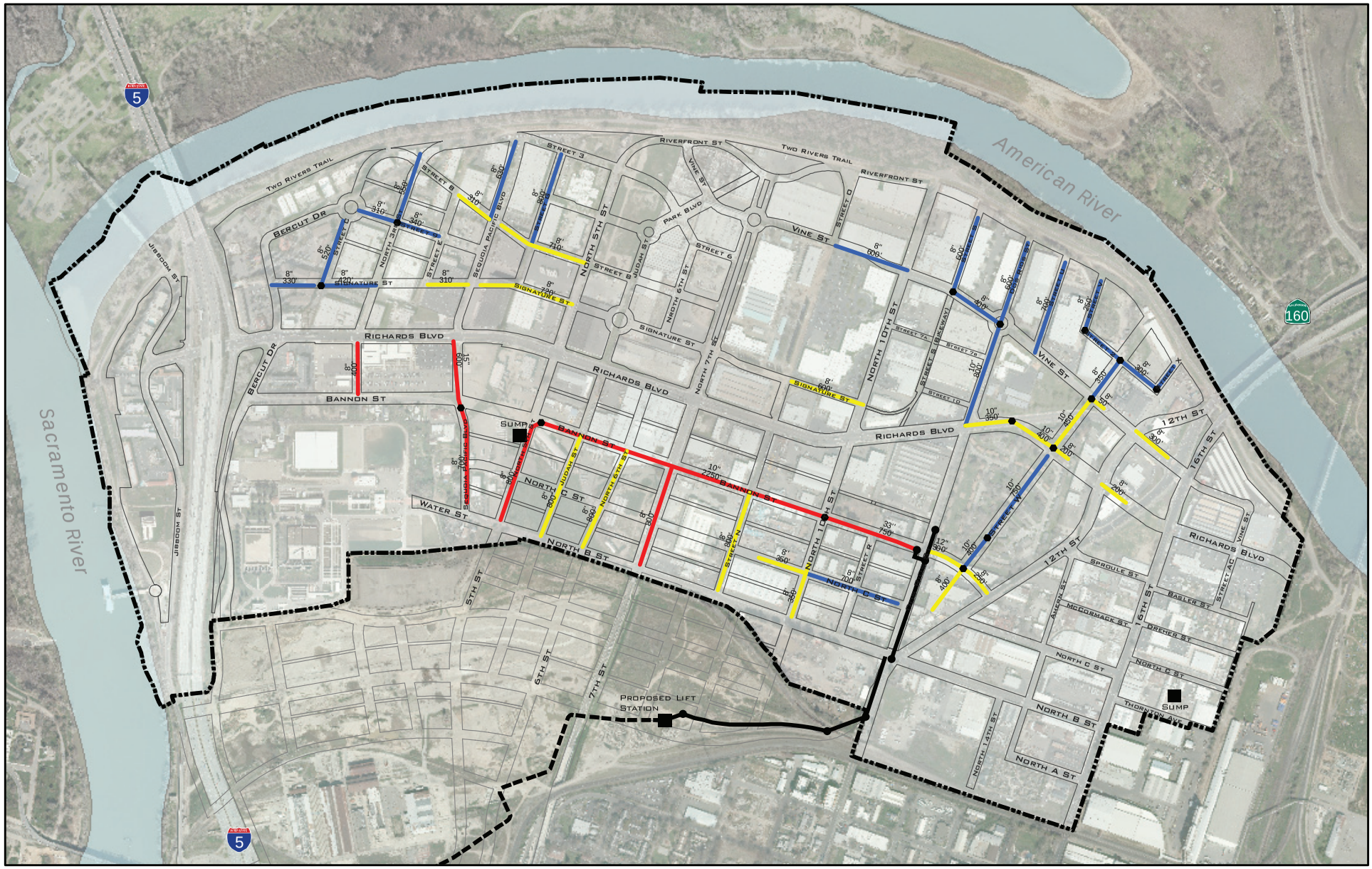



Figure 8.5 Proposed and Existing Sewer System

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

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

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

## 8.3. LEVEES

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

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

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

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

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

## 8.4. ELECTRICITY AND NATURAL GAS

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

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

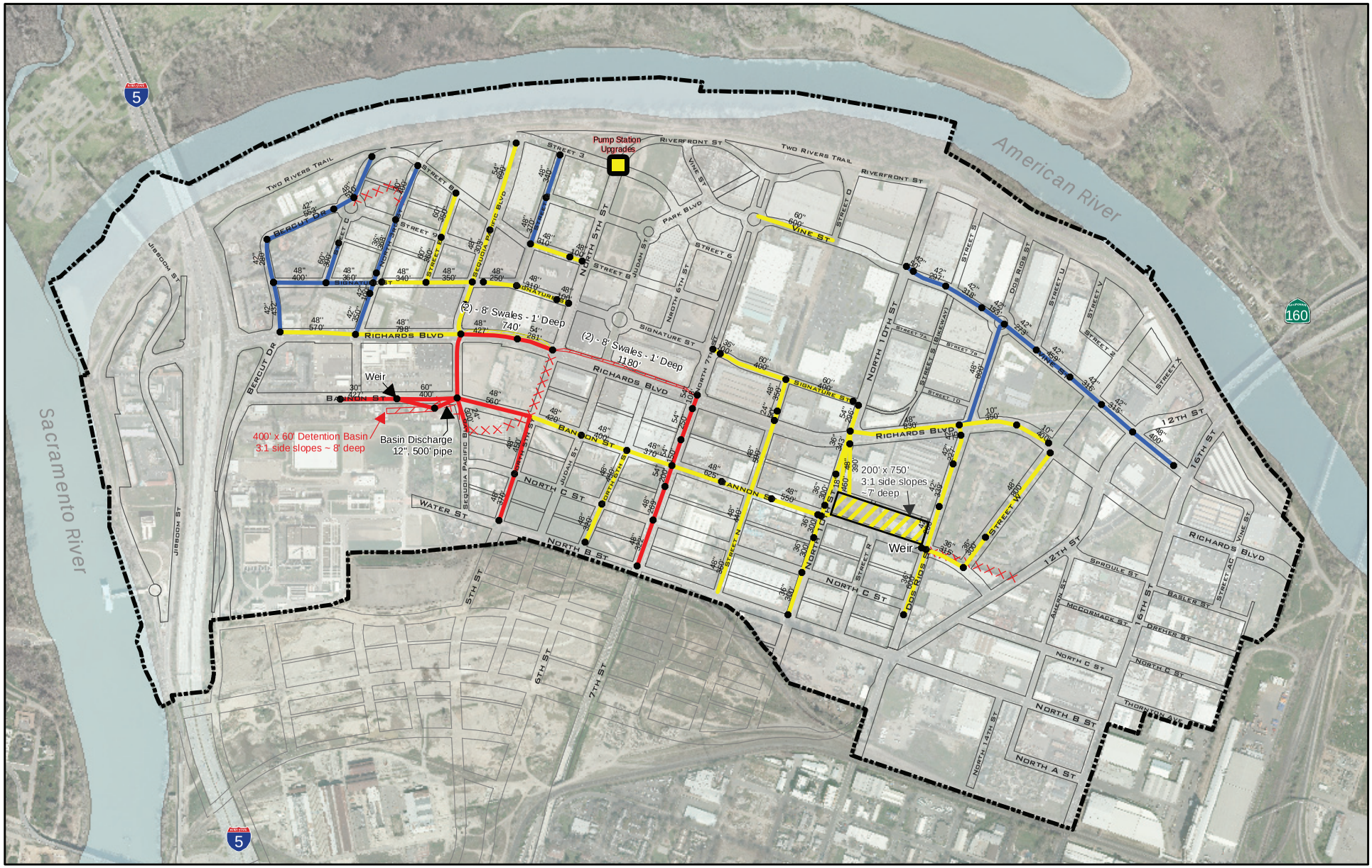



Figure 8.6 Proposed and Existing Storm Drainage System

RDSP Boundary

Proposed Manholes

Phase 1 Mains

Phase 2 Mains

Phase 3 Mains

### Planned Facilities

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

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

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

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution mains, the range of improvements needed to accommodate additional load on the gas system could include regulator stations, odorizer stations, valve lots and distribution and transmission lines.

### Energy Conservation

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

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

CHAPTER

# 9

# IMPLEMENTATION

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

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

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

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

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

## 9.1. SPECIAL PLANNING DISTRICT AND ZONING

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

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

## 9.2. DESIGN GUIDELINES

In order to further implement the Specific Plan, the City will establish the River District Design Review District that encompasses the Specific Plan area and will adopt the River District Design Guidelines to address building placement, design, setbacks, heights, massing and overhangs, as well as landscape treatments, streetscapes, lighting, signage and the design of public and civic open spaces. Please note that the boundaries of the River District Design Guidelines boundaries do not correspond precisely with the Specific Plan boundaries; rather the Design Guidelines also cover the area east of the Specific Plan area, north of the railroad levee, to Sutter's Landing Regional Park.

## 9.3. HISTORIC DESIGNATIONS ORDINANCE

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

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

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

## 9.4. FINANCE PLAN

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

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

**GOAL FP1**
**Prioritize public infrastructure investment to stimulate further economic investment.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# APPENDIX 1

## RIVER DISTRICT GOALS AND POLICIES

**Land Use**

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

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

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

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

**Goal LU2: Create a River District that is safe and inviting.**

Policy LU2a: Develop streets and intersections at a scale that are suitable, safe and attractive for pedestrians and bicyclists.

Policy LU2b: Ensure a rich urban tree canopy to provide shade and natural cooling for pedestrians.

Policy LU2c: Require secure bicycle parking and bicycle commuter facilities in all new office and multifamily residential developments and transit facilities.

Policy LU2d: Upgrade streetscapes throughout the River District to be attractive and functional and to safely integrate vehicular traffic, bicycles, pedestrians and on-street parking.

Policy LU2e: Implement "Crime Prevention Through Environmental Design" (CPTED) standards to design and implement streetscapes and sites that promote safety and livability.

Policy LU2f: Require new development, especially large and campus-style development, to dedicate multimodal connections that maintain the street grid pattern.

Policy LU2g: Provide a network of attractive and easily-visible way-finding signs.

**Goal LU3: Encourage Areas to grow as distinct neighborhoods with unique characteristics and atmosphere.**

Policy LU3a: Create a vibrant and active District center at North 7th Street and Richards Boulevard.

Policy LU3b: Establish North 7th Street as an attractive visual and physical link between the American River and the Central Core.

Policy LU3c: Encourage retail at major intersections, pedestrian streets and transit stations to activate the streets.

Policy LU3d: Design and develop North 16th and North 12th Streets to reflect their important roles as major corridors within the Central City.

Policy LU3e: Support a mix of residential and commercial uses within the North 12th and North 16th Street Area in order to create a lively and eclectic district.

Policy LU3f: Allow for a reduction in parking requirements to facilitate the adaptive reuse of existing buildings, especially in the Historic District.

Policy LU3g: Support the incorporation of unique features such as rail spur alignments into the design of new projects and buildings.

Policy LU3h: Establish gateway features at Interstate 5/Richards Boulevard, the north edge of the Railyards, and the American River/Highway 160 to distinguish these entry points to the River District and the Central City.

**Goal LU4: Require social service providers to adopt and implement a "Good Neighbor" Policy when establishing a new use or modifying their current facility.**

Policy LU4a: Address hours of operation, landscaping and architectural treatments, property maintenance, security, loitering, and communication with the surrounding property owners and businesses within the Good Neighbor Policies.

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

Policy LU5a: Provide appropriate support to property and business owners as they transition over time from legal, nonconforming uses to those which meet new SPD zoning code requirements.

**Housing**

**Goal H1: Ensures individual neighborhoods within the River District develop unique identities.**

Policy H1a: Reinforce the Twin Rivers, Township 9 and Dreher-Basler residential neighborhoods by adding nearby housing and amenities.

Policy H1b: Locate housing adjacent to or near natural or planned amenities, cultural and recreational resources.

**Goal H2: Provide a range of housing choices attractive to families and individuals at all income levels.**

Policy H2a: Provide accessible and adaptable housing for the physically disabled, seniors and other groups with special needs.

Policy H2b: Ensure that affordable housing is built in a manner that maintains a high quality of design and construction.

Policy H2c: Ensure that affordable housing units are dispersed throughout the River District and well-integrated within market-rate housing developments.

Policy H2d: Encourage a diversity of multi-family housing types and a mix of rental housing and ownership housing.

Policy H2e: Encourage live-work options, especially as an adaptive-reuse of historic structures and in areas with a mixed-use environment.

**Historic Resources**

**Goal HR1: Preserve and protect the River District's historic resources and properties.**

Policy HR1a: Ensure that historic properties help to enhance and provide a valuable special sense of place in the River District.

Policy HR1b: Assist property owners in benefitting from listing historic structures and districts in the Sacramento Register of Historic and Cultural Resources

Policy HR1c: Assist property owners in the preservation, maintenance and rehabilitation of the historic assets.

Policy HR1d: Allow the streetscape standard in the Historic District to deviate from the City's requirement for trees in order to maintain the historic features and characteristics of the district.

**Circulation**

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

Policy C1a: Construct vehicular, bicycle and pedestrian connections through the secondary levee along North B Street, such as those at North 5th Street, North 6th Street, Judah Street, North 10th Street, and North 14th Street.

Policy C1b: Improve the design of major streets including North 16th Street, North 12th Street, North 7th Street, Jibboom Street and Richards Boulevard to enhance walkability while moving traffic as smoothly as possible through the District.

Policy C1c: Create local-serving east-west streets by constructing Riverfront Drive along the American River Parkway and extending Vine Street, Signature Street, Bannon Street and North C Street from North 5th Street to North 10th Street.

Policy C1d: Create local-serving north-south streets through the extension of North 5th Street, North 6th Street, Judah Street and North 10th Street from the Railyards to Vine Street.

PolicyC1e: Consider a larger civic or campus-type development on a case-by-case basis provided that: 1) the project maintains pedestrian and bicycle connections in accordance with the grid pattern; and 2) the development would not be detrimental to the implementation of the goals and policies of the River District Specific Plan.

**Goal C2: Support freeway and highway improvements that will reinforce the Specific Plan circulation network.**

Policy C2a: Support ramp and lane improvements to State Route 160 intersection with Richards Boulevard that will ensure safe crossing for all modes in the River District.

Policy C2b: Support improvements to the Interstate 5/Richards Boulevard Interchange that minimize its physical and visual impacts.

Policy C2c: Support Interstate 5 and Richards Boulevard Interchange improvements that do not restrict two-way street flow.

Policy C2d: Encourage the uninterrupted continuation of the Two Rivers Trail along the American River to be incorporated into the Highway 160 overcrossing improvements

**Goal C3: Support adding new and improving existing river crossings for all modes of travel.**

Policy C3a: Support a multi-modal American River bridge that includes local vehicular traffic, light rail transit, pedestrians and bicycles to connect the River District and Natomas.

Policy C3b: Support improvements to the Highway 160 overcrossing at the American River for safe and efficient multi-modal travel, including bicycles and pedestrians.

Policy C3c: Support the evaluation of additional river crossings.

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

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

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

**Goal C5: Maximize public transit connections within the River District.**

Policy C5a: Support the extension of the light rail Green Line connection from the River District to the Sacramento International Airport.

Policy C5b: Support a future light rail connection between the Green Line and the Blue Line along Richards Boulevard (North 7th Street to North 12th Street).

**Goal C6: Provide pedestrian and bicycle paths, lanes and routes suitable for recreational and commuting purposes.**

Policy C6a: Ensure bicycle and pedestrian trails and routes provide seamless connections within and beyond the River District.

Policy C6b: Redesign the North 12th Street and North 16th Street underpasses between Alkali Flats and the River District to accommodate safe bicycle and pedestrian crossings.

Policy C6c: Link the Two Rivers Trail to Sutter's Landing Regional Park through a safe crossing at North 12th/North 16th Streets.

Policy C6d: Improve and increase access to and along the rivers for bicycles and pedestrians.

**Parks and Open Space**

**Goal POS1: Provide a community park of ten acres or larger to serve the River District.**

Policy POS1a: Provide a community park consistent with the City's Parks and Recreation Master Plan 2005-2010, and as updated.

Policy POS1b: Provide active play areas in the community park that will serve residents within a two to three mile radius.

**Goal POS2: Provide neighborhood parks within one-half mile of all residences in the River District.**

Policy POS2a: Locate neighborhood parks within residential areas and on secondary streets.

**Goal POS3: Provide parks, open spaces and public gathering areas easily accessible to the employees working in the District.**

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

**Goal POS4: Seek opportunities to maximize public spaces through partnerships for joint use facilities.**

Policy POS4a: Encourage joint use of public facilities such as detention basins, parks, schools and open space.

**Goal POS5: Activate the connection of River District development to the rivers.**

Policy POS5a: Encourage riverfront development to have active uses along the American and Sacramento Rivers.

Policy POS5b: Require riverfront development to include access to the rivers for bicycles and pedestrians, where appropriate.

Policy POS5c: Encourage riverfront development to incorporate open spaces along the river for public enjoyment.

**Goal POS6: Respect riparian habitat, critical environmental areas, and views of the River.**

Policy POS6a: Protect sensitive natural habitat areas along the riverfront.

Policy POS6b: Ensure sufficient space exists between buildings to provide view corridors to the rivers.

**Goal POS7: Create active and passive points of interest along the American and Sacramento Rivers.**

Policy POS7a: Feature activity nodes at intervals of approximately one quarter mile that include recreational parks, nature areas and cultural destinations.

Policy POS7b: Ensure that activity nodes are accessible to bicycles and pedestrians.

**Goal POS8: Improve visibility and access to the rivers.**

Policy POS8a: Encourage property owners, where appropriate, to raise the landside of the levee as demonstrated in the Township 9 Design Guidelines, in order to raise development to the height of the levee.

**Goal POS9: Create an open space transition zone between the river and private development.**

Policy POS9a: Set back buildings 50 feet or more from the toe of the land side of the levee ("transition zone"), as directed by the 2030 General Plan.

Policy POS9b: Incorporate uses within the transition zone that are complementary to the Parkway. These uses may include landscaping, fencing, directional or educational signage, seating, uncovered picnic areas, and a limited amount of paved roadway area. Buildings are not allowed within the transition zone.

Policy POS9c: Incorporate riparian species into landscaping in the transition zone that complements the adjoining river front vegetation.

**Goal POS10: Create safe parks and riverfront environments.**

Policy POS10a: Maintain clear lines of sight and visibility into parks and open spaces.

Policy POS10b: Support implementation of CPTED standards along the American and Sacramento Rivers, as appropriate.

Policy POS10c: Provide lighting for paths and walkways that provides safety without glare and intrusion into the natural landscape.

Policy POS 10d: Support efforts to improve the safety of the bike trail between the Railyards project and the Jibboom Street Bridge by developing it as a formal trail.

Policy POS10e: Encourage residential view corridors such as balconies and picture windows overlooking open space areas to provide additional surveillance.

**Community Services**

**Goal CS1: Provide for appropriate levels of public safety within the River District.**

Policy CS1a: Encourage property owners and businesses to implement Crime Prevention Through Environmental Design (CPTED) standards.

Policy CS1b: Support additional river crossings to facilitate access by emergency vehicles and evacuation during emergencies.

Policy CS1c: Provide for the relocation of the existing fire station on North C Street to a new location that has access to the 16th Street corridor and meets current Fire Department criteria for construction and siting.

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

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

Policy CS 2b: Assist the Twin Rivers School District in identifying existing and future school sites located within or in close proximity to the Plan area that will be constructed and/or expanded to serve students grades K-12 at build-out of the Specific Plan.

Policy CS 2c: Accommodate and support innovative land use for the location, design and implementation of urban school facilities within the Specific Plan area, including consideration of flexible zoning standards as needed to facilitate public-private joint-use of facilities for schools and other complementary uses.

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

**Utility Infrastructure**

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

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

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

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

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

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

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

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

**Finance Plan**

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

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

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

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

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

# APPENDIX 2

## COMMUNITY OUTREACH AND PUBLIC MEETINGS

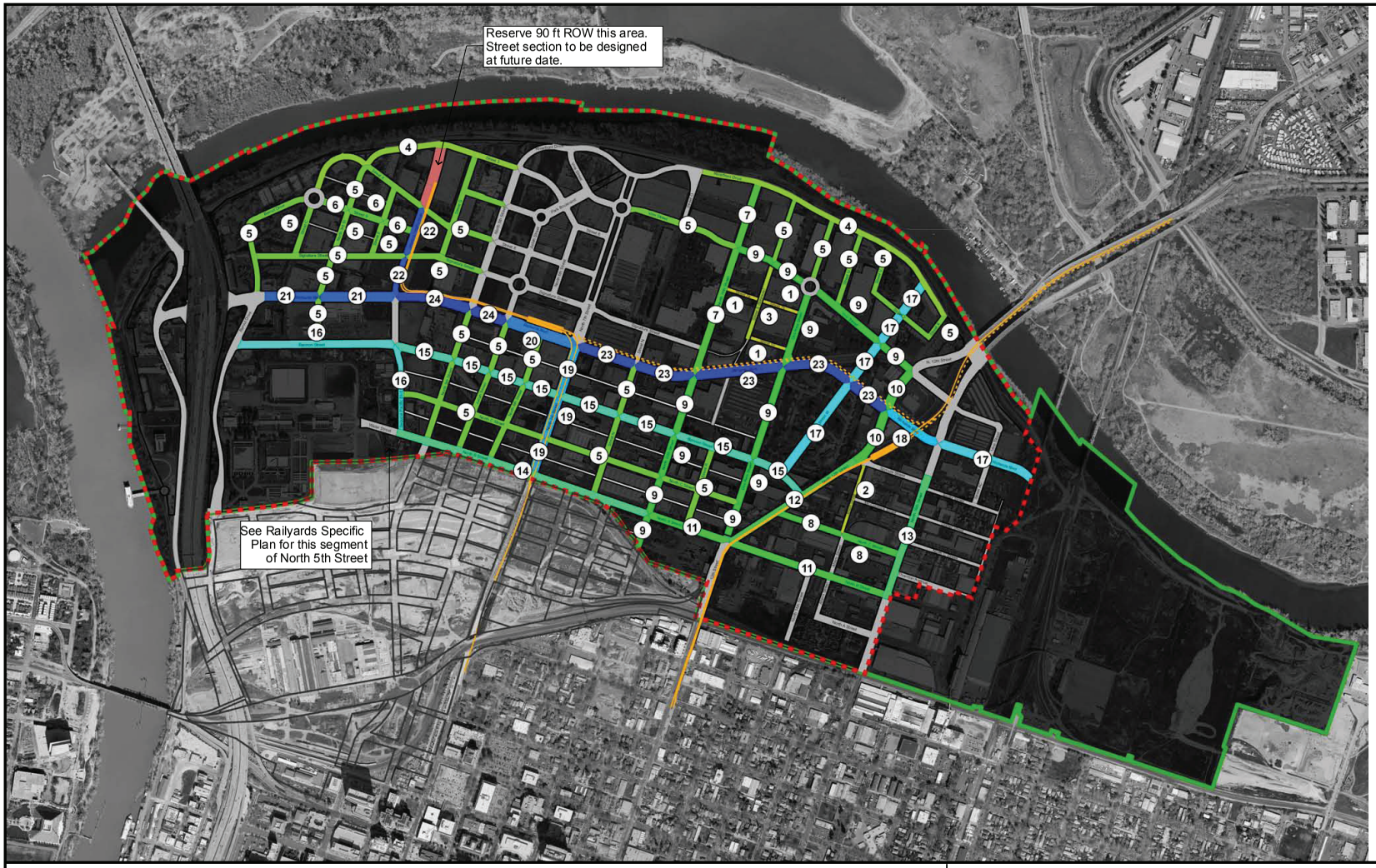
| | |
|---|---|
| Stakeholder Group Meeting | January 17, 2008 |
| Stakeholder Group Meeting | January 29, 2008 |
| Stakeholder Group Meeting | February 12, 2008 |
| Community Visioning Workshop | February 20, 2008 |
| Community Visioning Workshop | February 21, 2008 |
| Dan Burden Workshops | March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

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

*Scheduled

# APPENDIX 3

STREET SECTIONS




**Street Legend**

| | |
|---|---|
| Section 1: | 40 Foot Mews (Streets 7a, 7b, Street 10) |
| Section 2: | Ahern Street |
| Section 3: | Bicycle Boulevard (Street S) |
| Section 4: | Riverfront Drive and Street 3 (west of N. 5th St) |
| Section 5: | Standard 2-lane Local Street |
| Section 6: | Sequoia Promenade (Street 9) |
| Section 7: | North 10th Street (north of Richards Boulevard) |
| Section 8: | North C Street (N. 12th St to N. 16th St) |
| Section 9: | Dos Rios, North 10th Street (south of Richards), Vine Street (N. 10th St to N. 12th St) |
| Section 10: | North 12th Street (Vine Street to Sproule Street) |
| Section 11: | North B Street (N. 10th Street to N. 16th Street) |
| Section 12: | North 12th Street (south of Sproule Street) |
| Section 13: | North 16th Street (North B Street to Sproule Street) |
| Section 14: | North B Street (Bannon St to N. 10th St) |
| Section 15: | Bannon Street (Sequoia Pacific Boulevard to N. 12th Street) |
| Section 16: | Bannon Street (West of Sequoia Pacific) / Sequoia Pacific Blvd (North B Street to Bannon Street) |
| Section 17: | Street W & Richards Boulevard East of 12th Street (similar) |
| Section 18: | Richards Boulevard (N. 12th - N. 16th) |
| Section 19: | North 7th Street (North B Street to Richards Boulevard) |
| Section 20: | Richards Boulevard (at Township 9 Transit Station) |
| Section 21: | Richards Boulevard (Sequoia Pacific to Bercut Street) |
| Section 22: | Sequoia Pacific Boulevard (at transit station) |
| Section 23: | Richards Boulevard (North 7th Street to North 12th Street) |
| Section 24: | Richards Boulevard (Sequoia Pacific to Judah Street) |

# Street Section Key Map

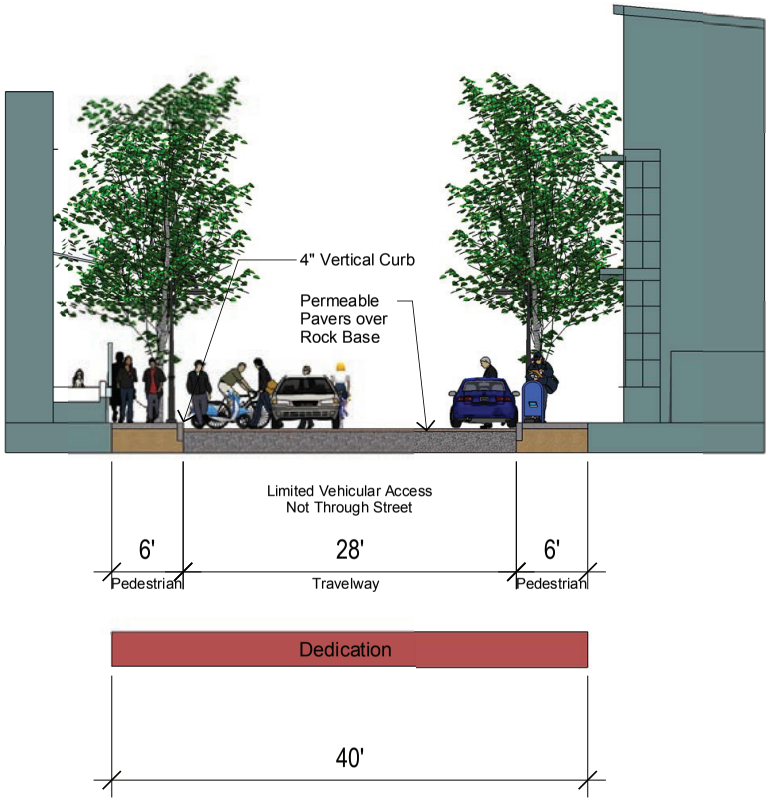
Only Numbered Street Segments are Illustrated

River District Specific Plan & River District Design Guidelines Common Boundaries

River District Design Guidelines Boundary Only

LRT Current Line /Future Line (dashed)

33 Street Segment Number keyed for Street Section (with color reference)




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

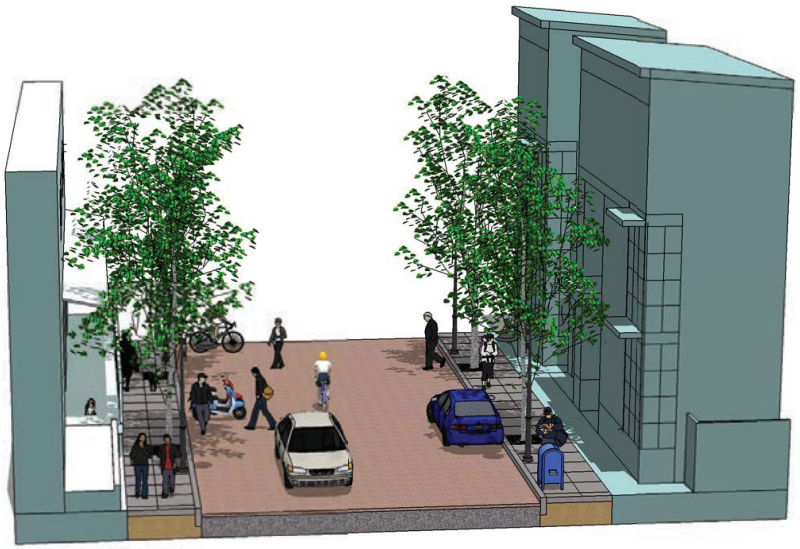
View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

1 a



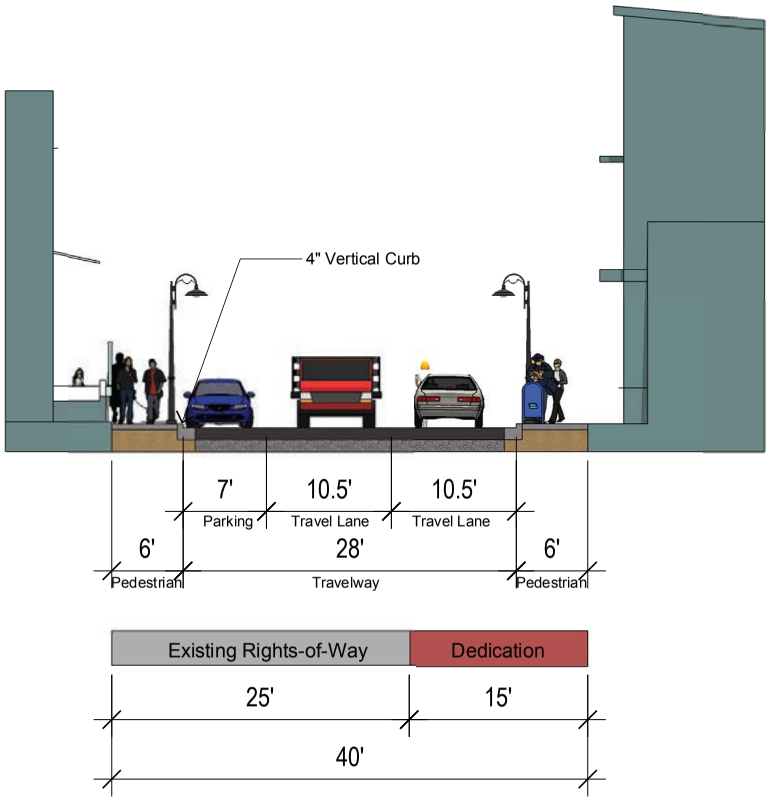
## 40 Foot Mews (Streets 7a, 7b, Street 10)

View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**1 b**




## Ahern Street

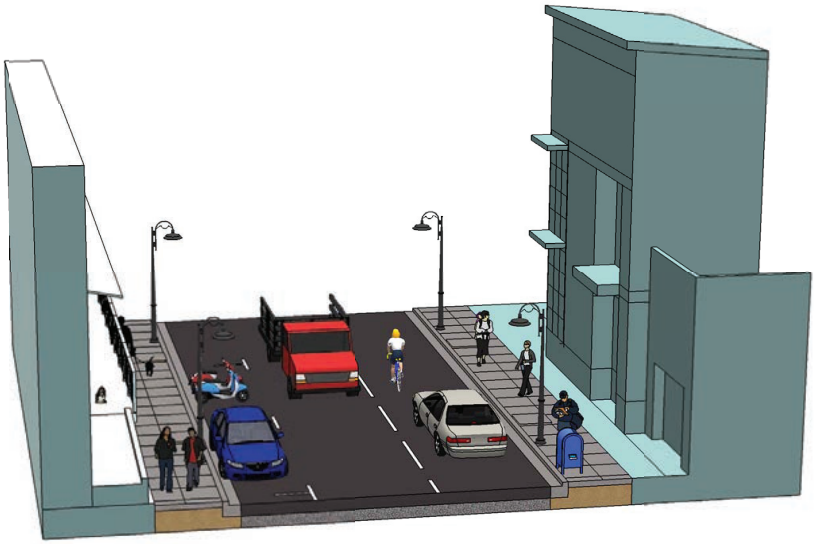
View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

**2 a**



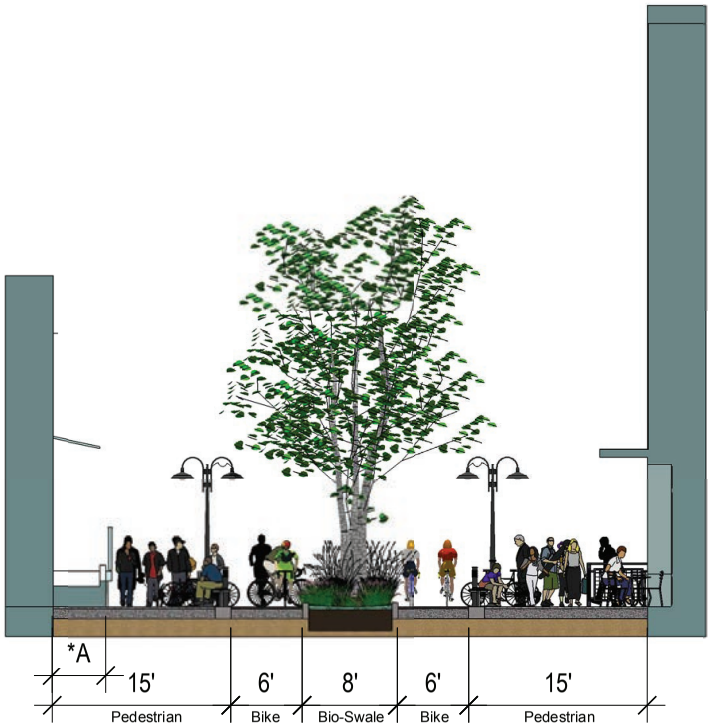
## Ahern Street

View Orientation: Looking North

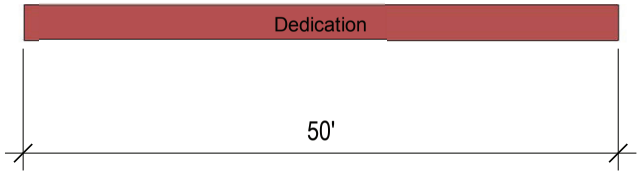
River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

2 b




*A - Encroachment for Accessible Access to Existing Raised FloorsPermitted




# Bicycle Boulevard (Street S)

View Orientation: Looking South

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

3 a

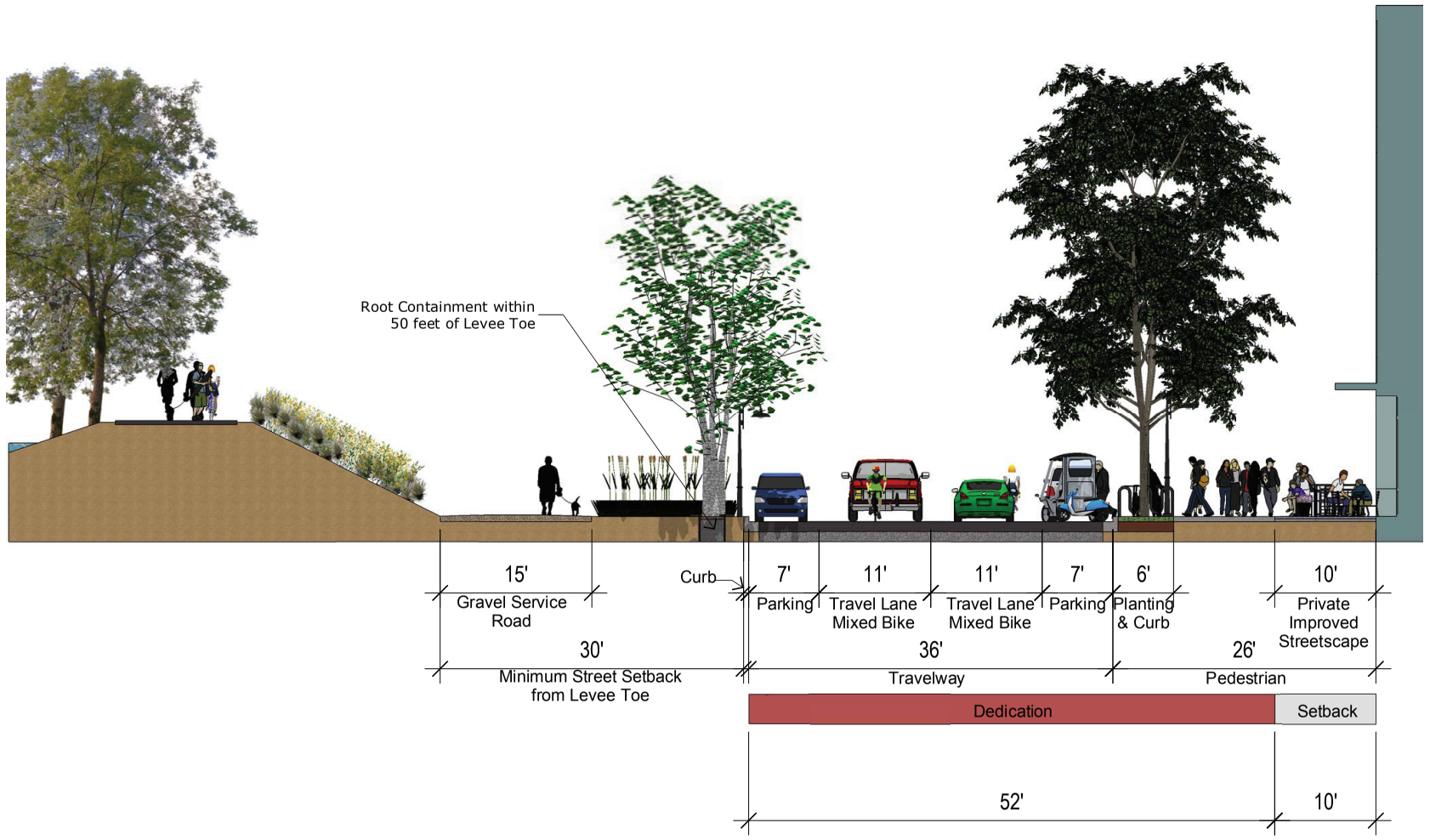
## Bicycle Boulevard (Street S)

View Orientation: Looking South

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

3 b




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

View Orientation: Looking East

**River District Specific Plan & Design Guildelines 2011**

**Scale: 1"= 1'- 0"**

0 ft 5 ft 10 ft 20 ft

**4 a**

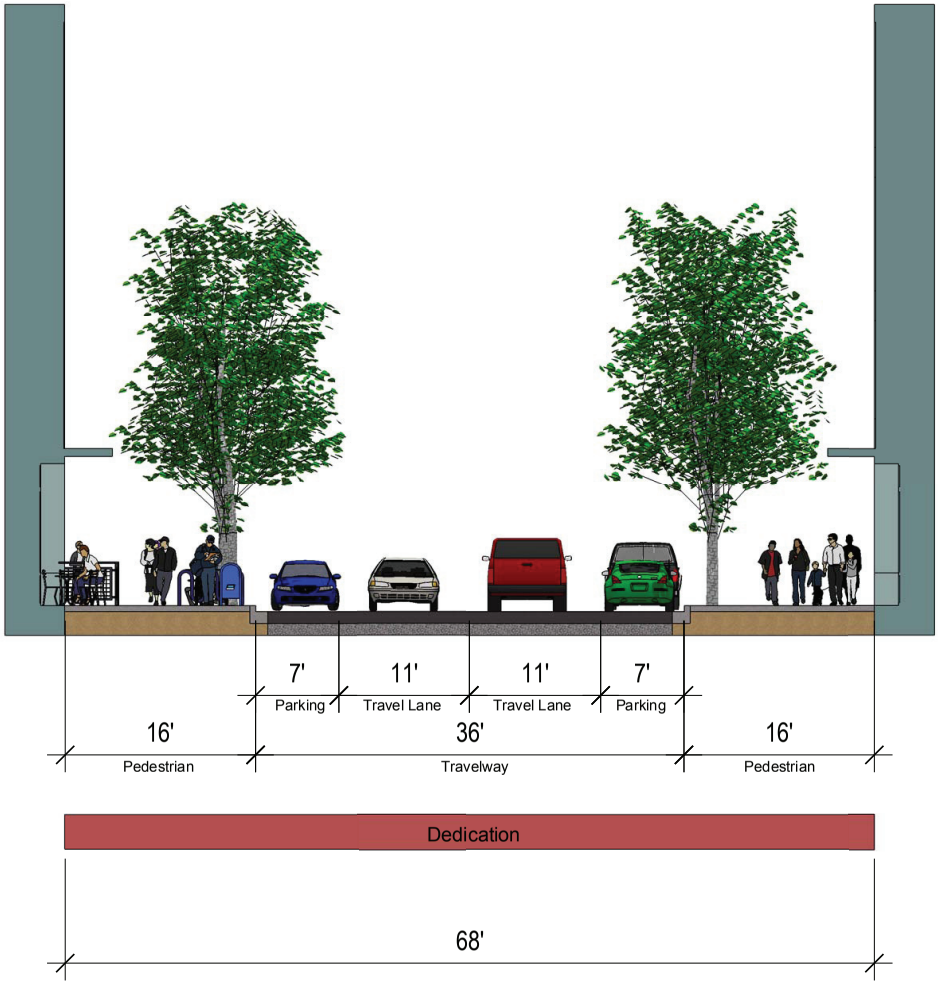
## Riverfront Drive and Street 3 (west of N. 5th St)

View Orientation: Looking East

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**4 b**




## Standard 2-lane Local Street

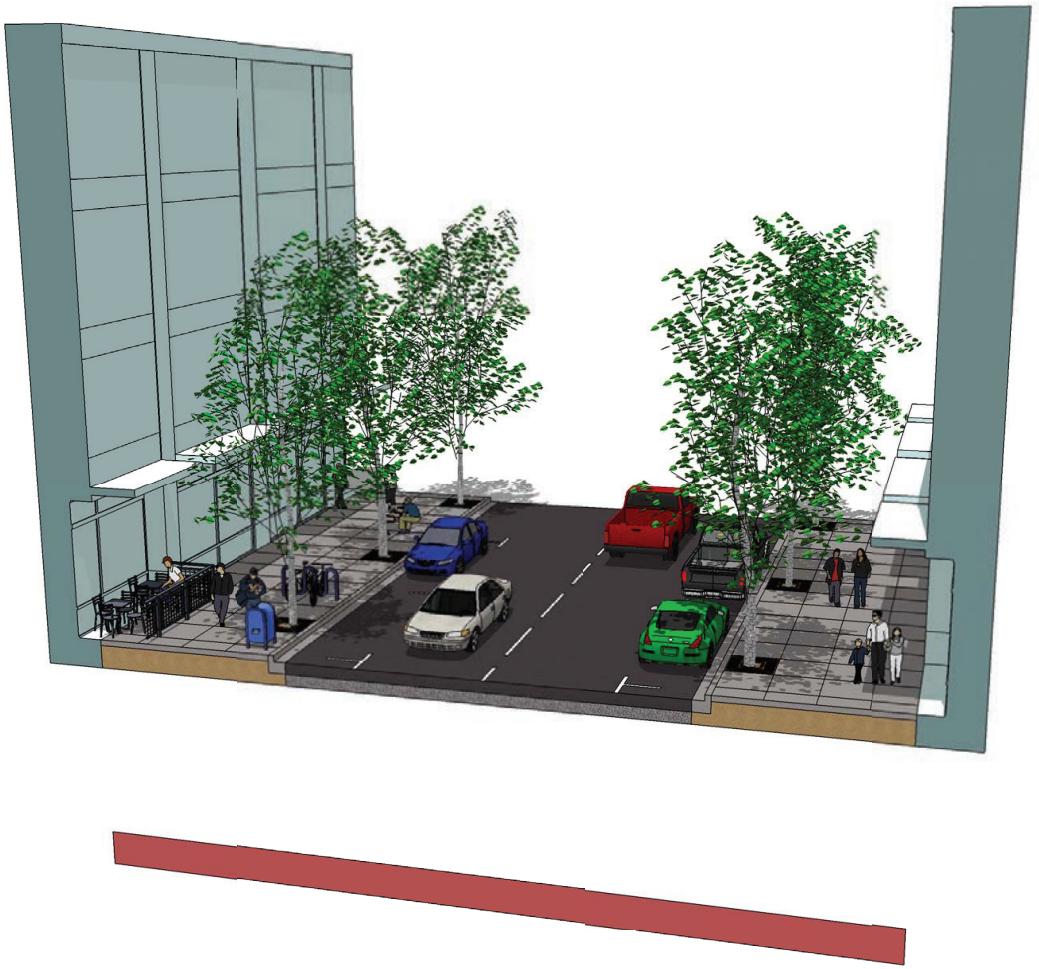
View Orientation: Non-Directional

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

5 a



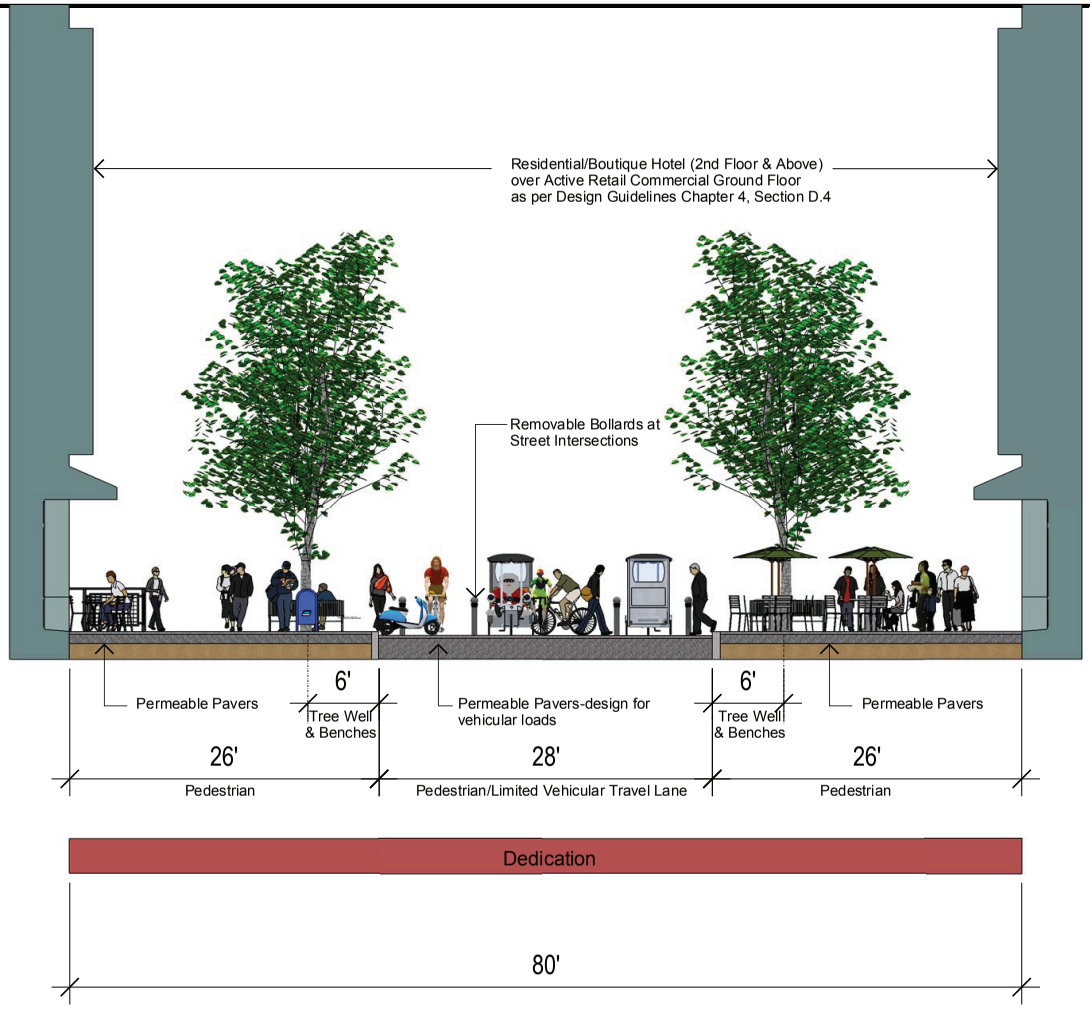
## Standard 2-lane Local Street

View Orientation: Non-Directional

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**5 b**




# Pedestrian Promenade (Street 9)

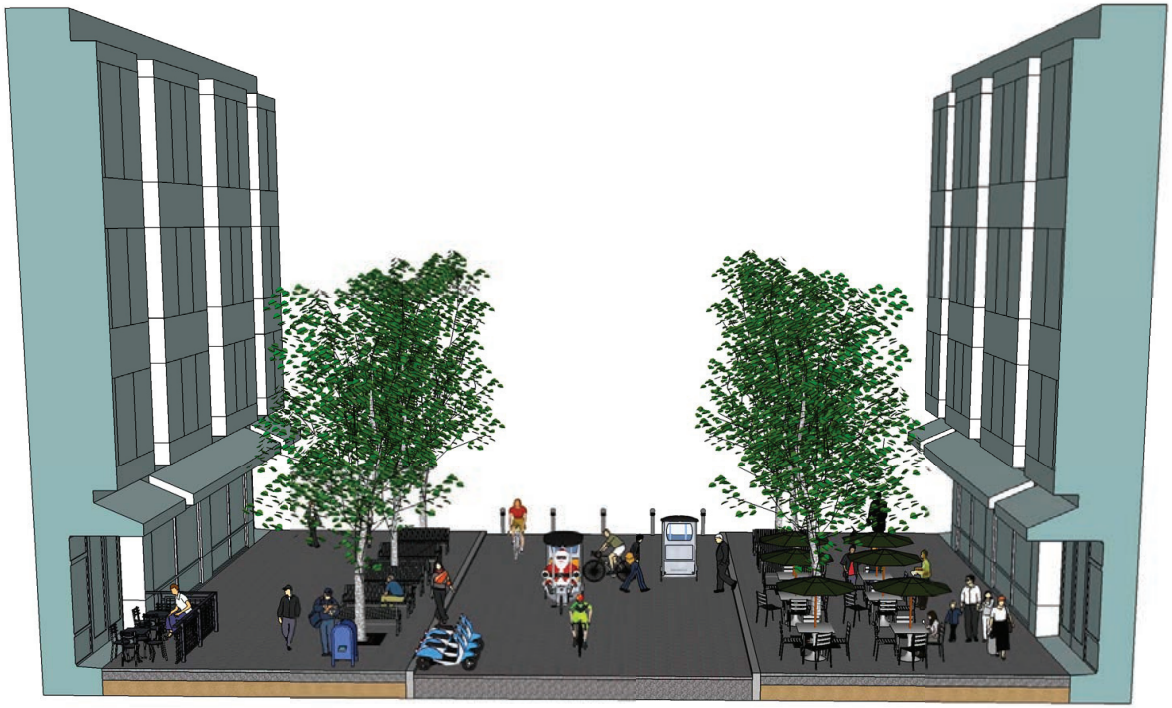
View Orientation: Non-Directional

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

6 a



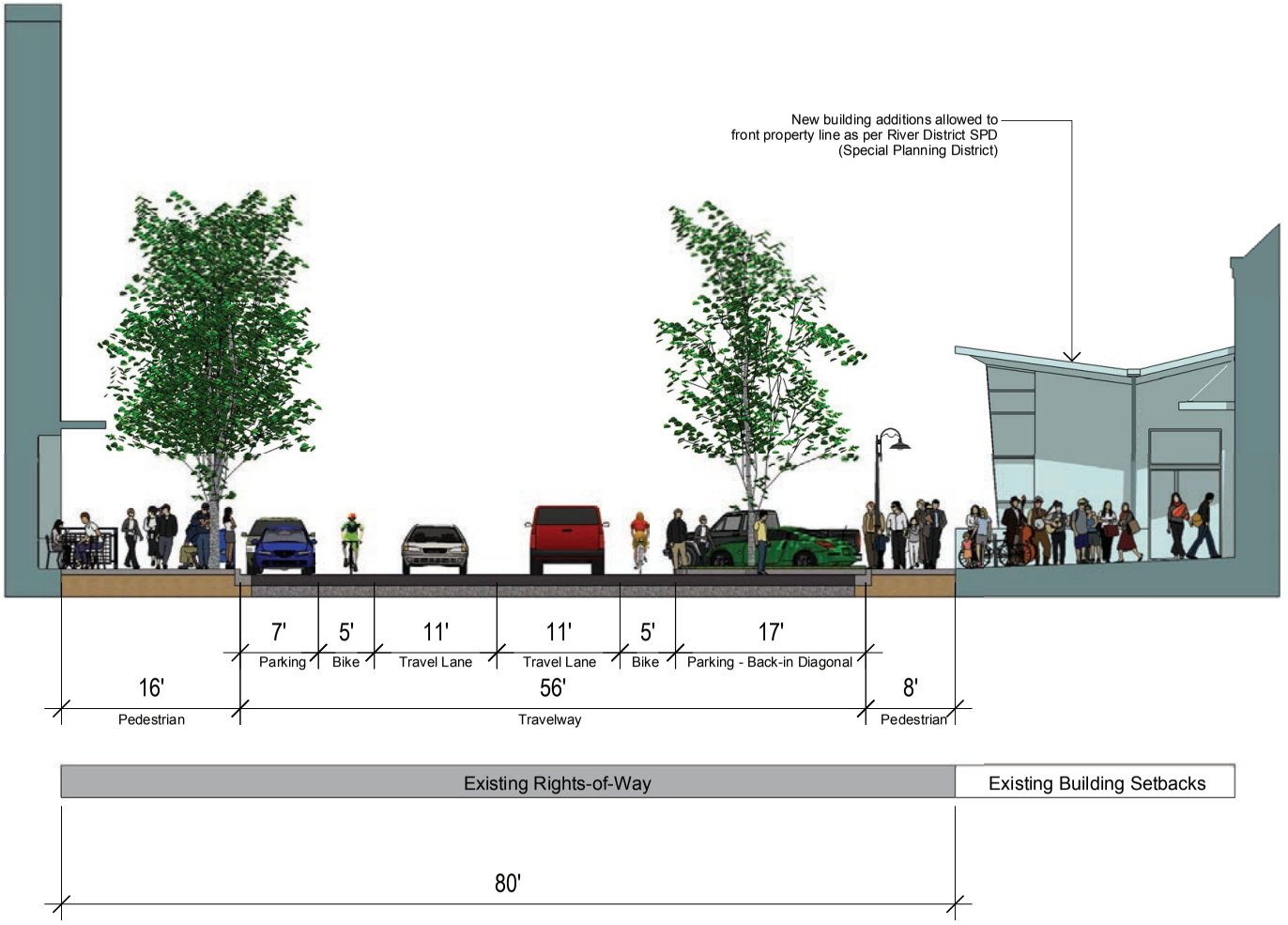
## Pedestrian Promenade (Street 9)

View Orientation: Non-Directional

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

6 b




## North 10th Street (north of Richards Boulevard)

View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

**Scale: 1"= 1'- 0"**

0 ft 5 ft 10 ft 20 ft

**7 a**

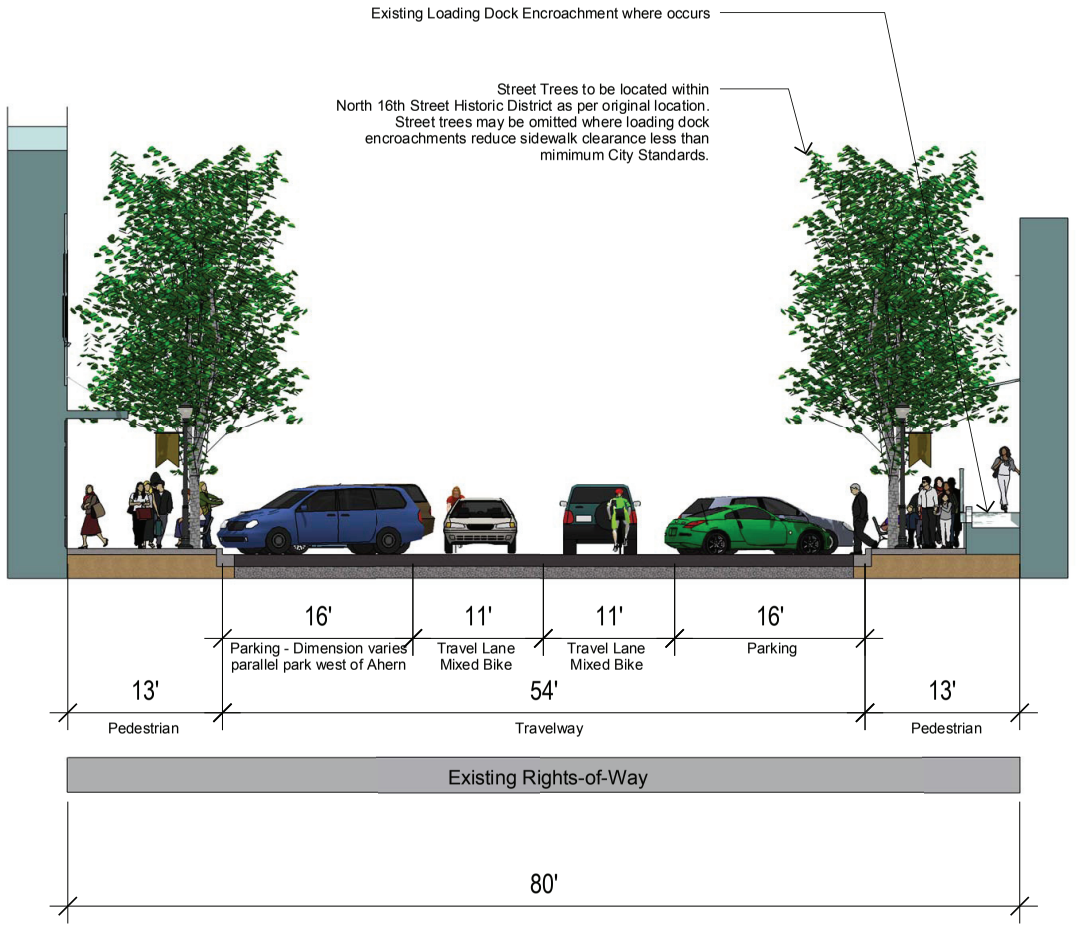
## North 10th Street (north of Richards Boulevard)

View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

7 b




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

View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

8 a

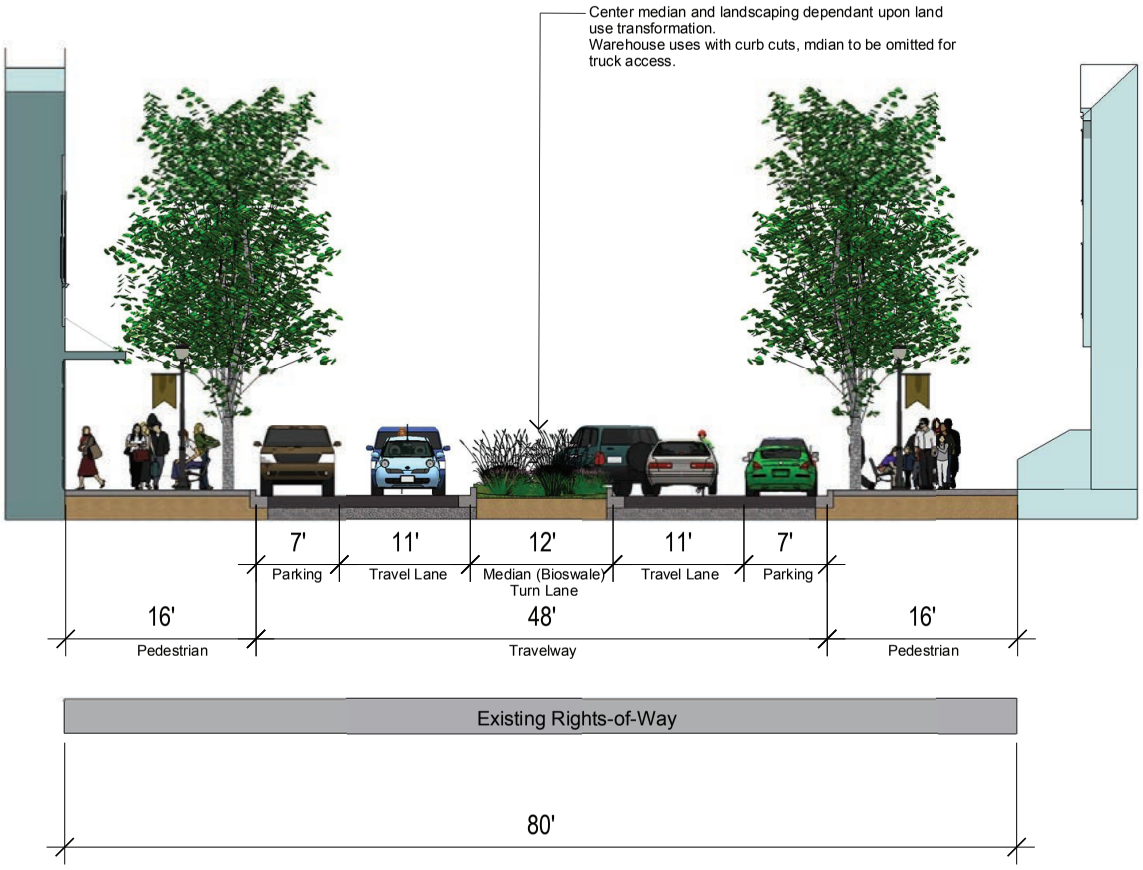
## North C Street (N. 12th St to N. 16th Street)

View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

8 b




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

View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

**9 a**

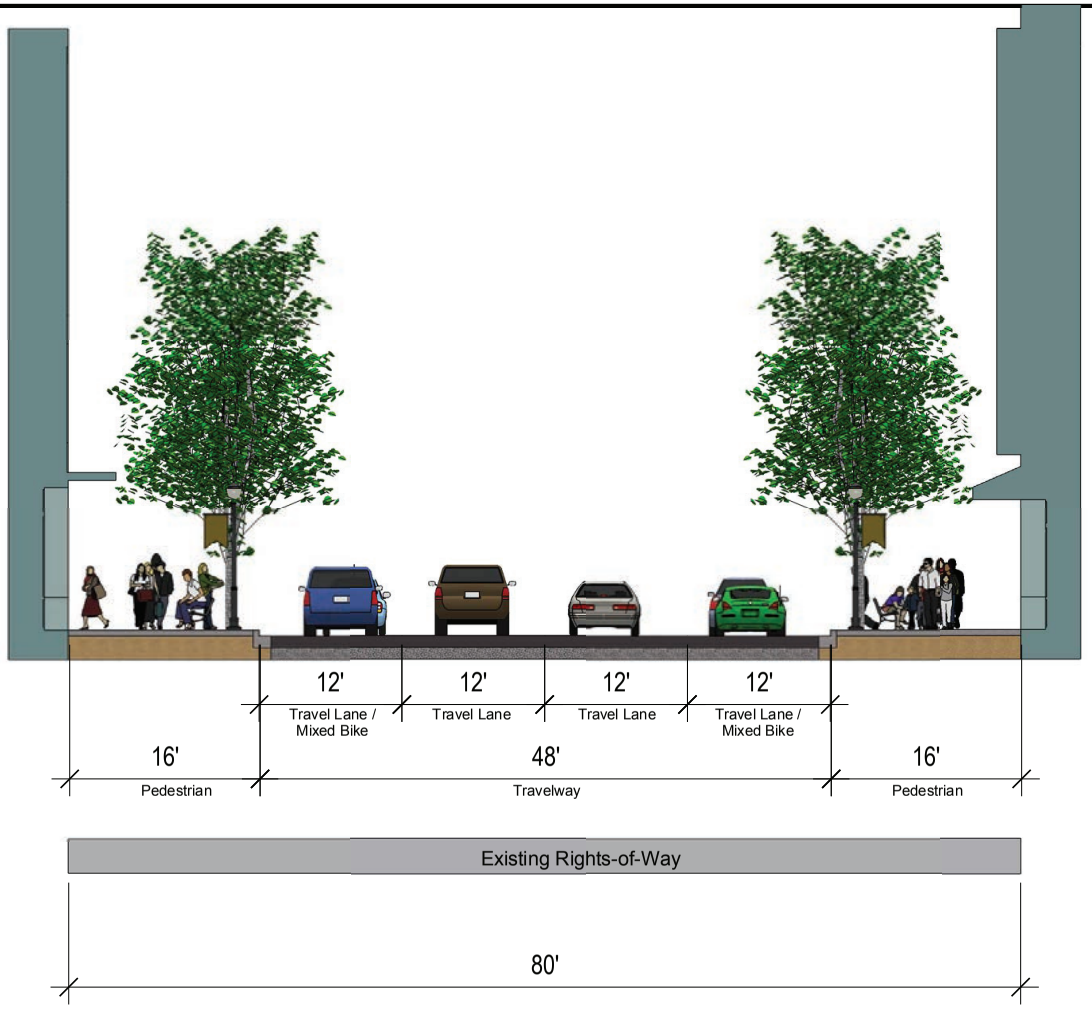
**Dos Rios, North 10th Street (south of Richards), Vine Street (N. 10th St to N. 12th St)**

View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**9 b**




## North 12th Street (Vine Street to Sproule Street)

View Orientation: Looking South

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

10 a

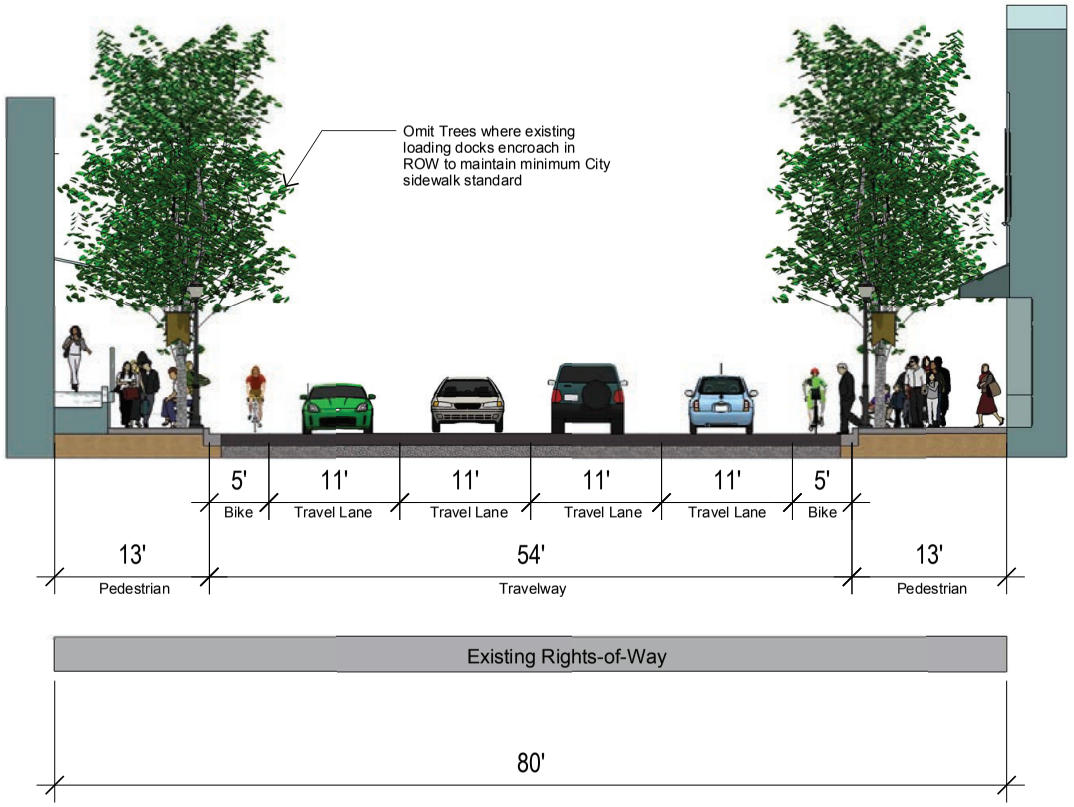
## North 12th Street (Vine Street to Sproule Street)

View Orientation: Looking South

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**10 b**




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

View Orientation: Looking East

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

**11 a**

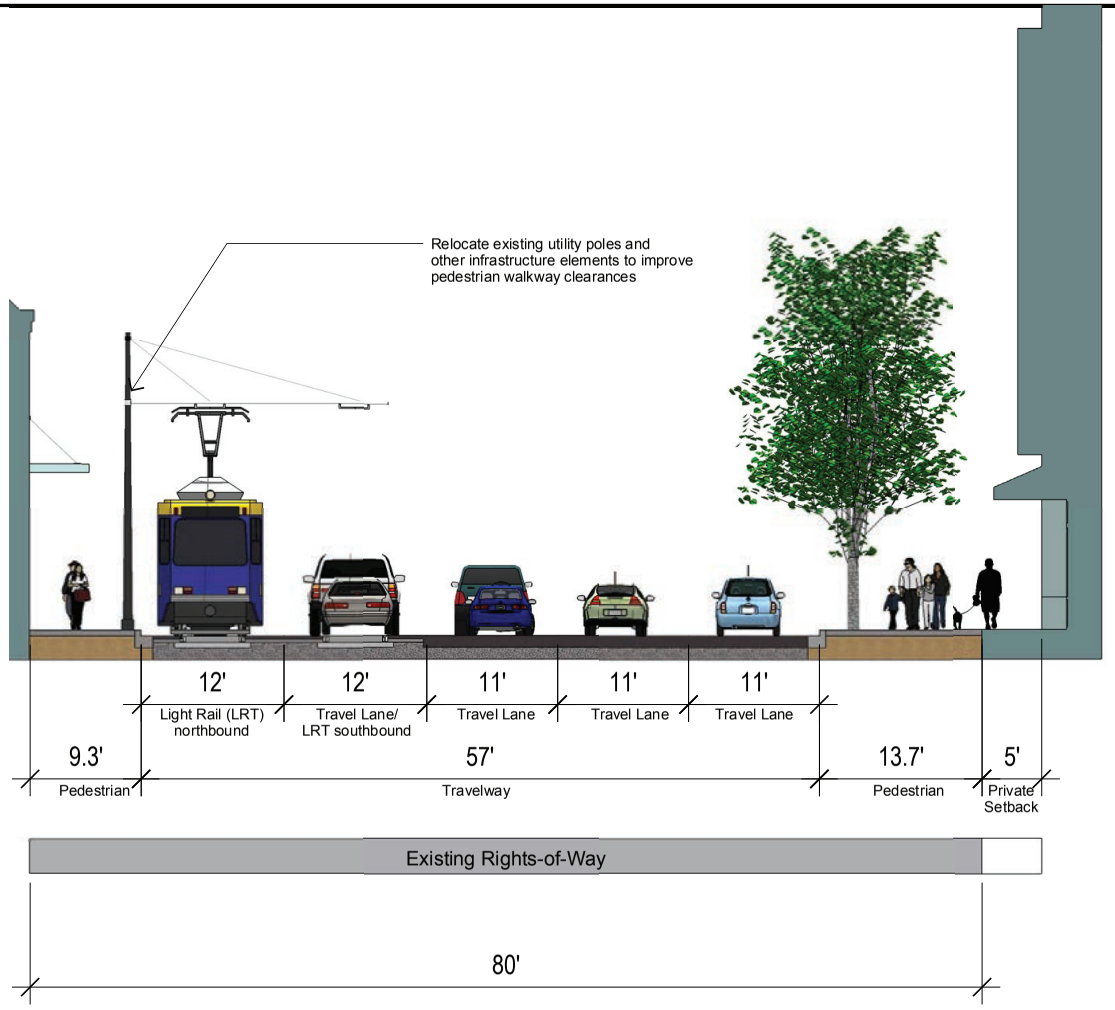
## North B Street (N. 10th Street to N. 16th Street)

View Orientation: Looking East

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**11 b**




# North 12th Street (south of Sproule Street)

View Orientation: Looking South

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

12 a

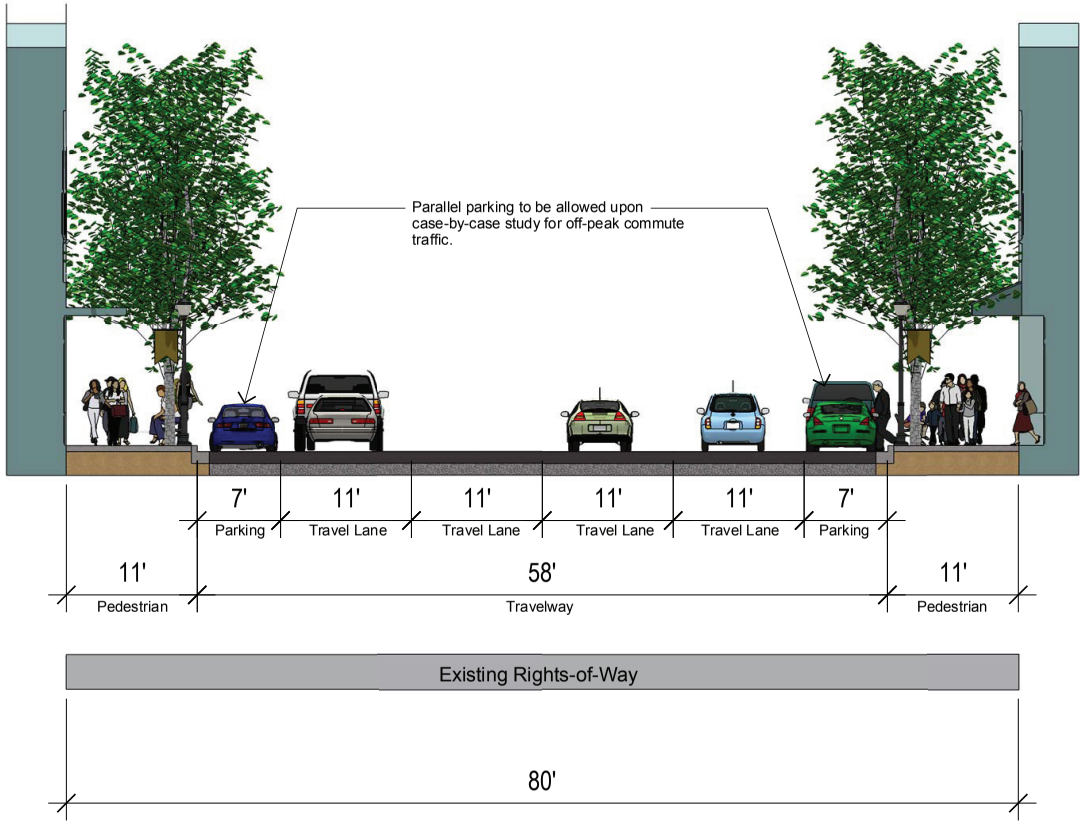
## North 12th Street (south of Sproule Street)

View Orientation: Looking South

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**12 b**




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

View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

13 a

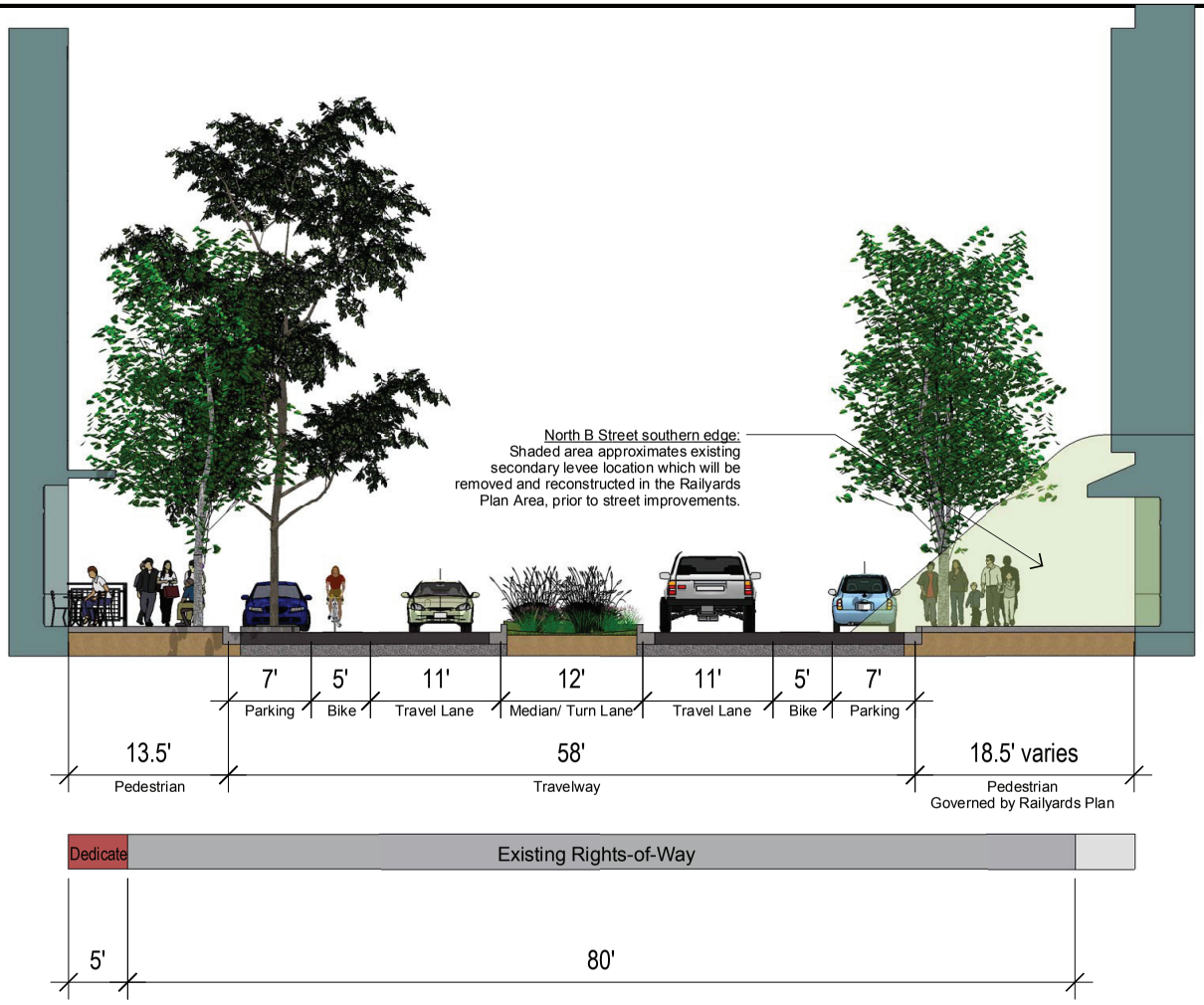
## North 16th Street (North B Street to Sproule Street)

View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**13 b**




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

View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

**14 a**

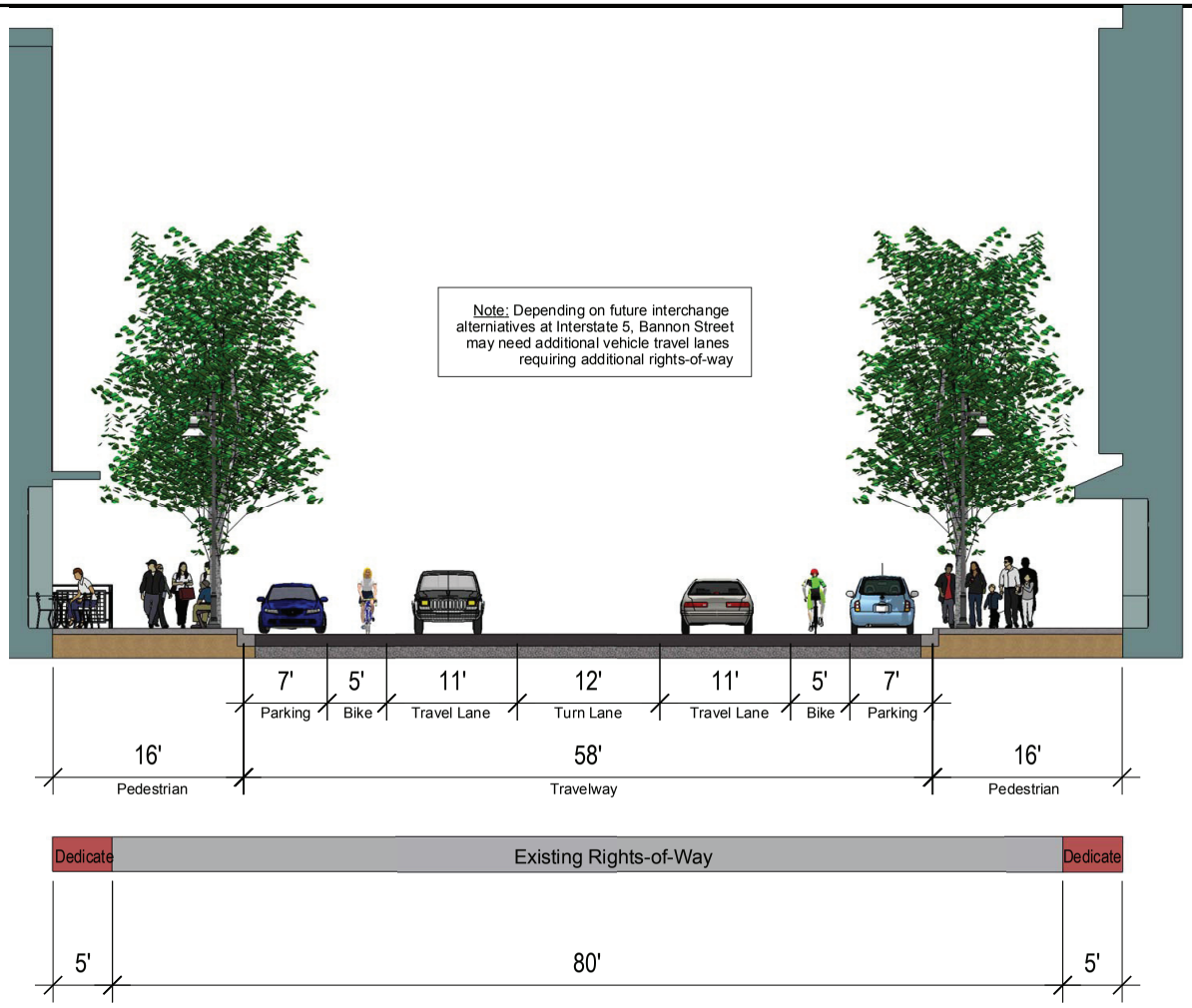
## North B Street (Bannon St to N. 10th St)

View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**14 b**




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

View Orientation: Non-Directional

River District Specific Plan & Design Guildelines 2011

**Scale: 1"= 1'- 0"**

0 ft 5 ft 10 ft 20 ft

**15a**

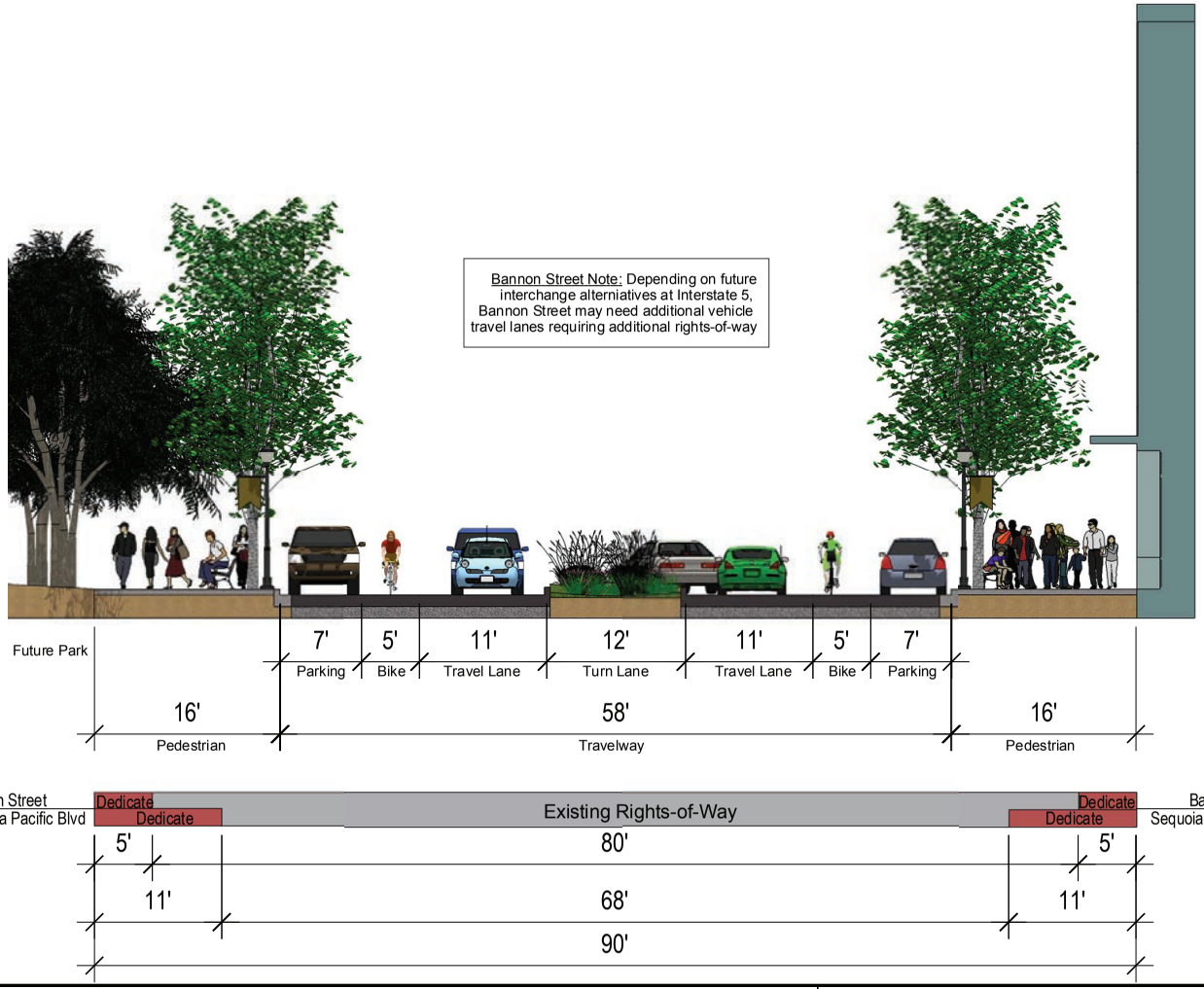
## Bannon Street (Sequoia Pacific Street to N. 12th Street)

View Orientation: Non-Directional

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**15 b**




## Bannon Street (West of Sequoia Pacific)

View Orientation: Looking West

## Sequoia Pacific Blvd (North B Street to Bannon Street)

View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

**16 a**

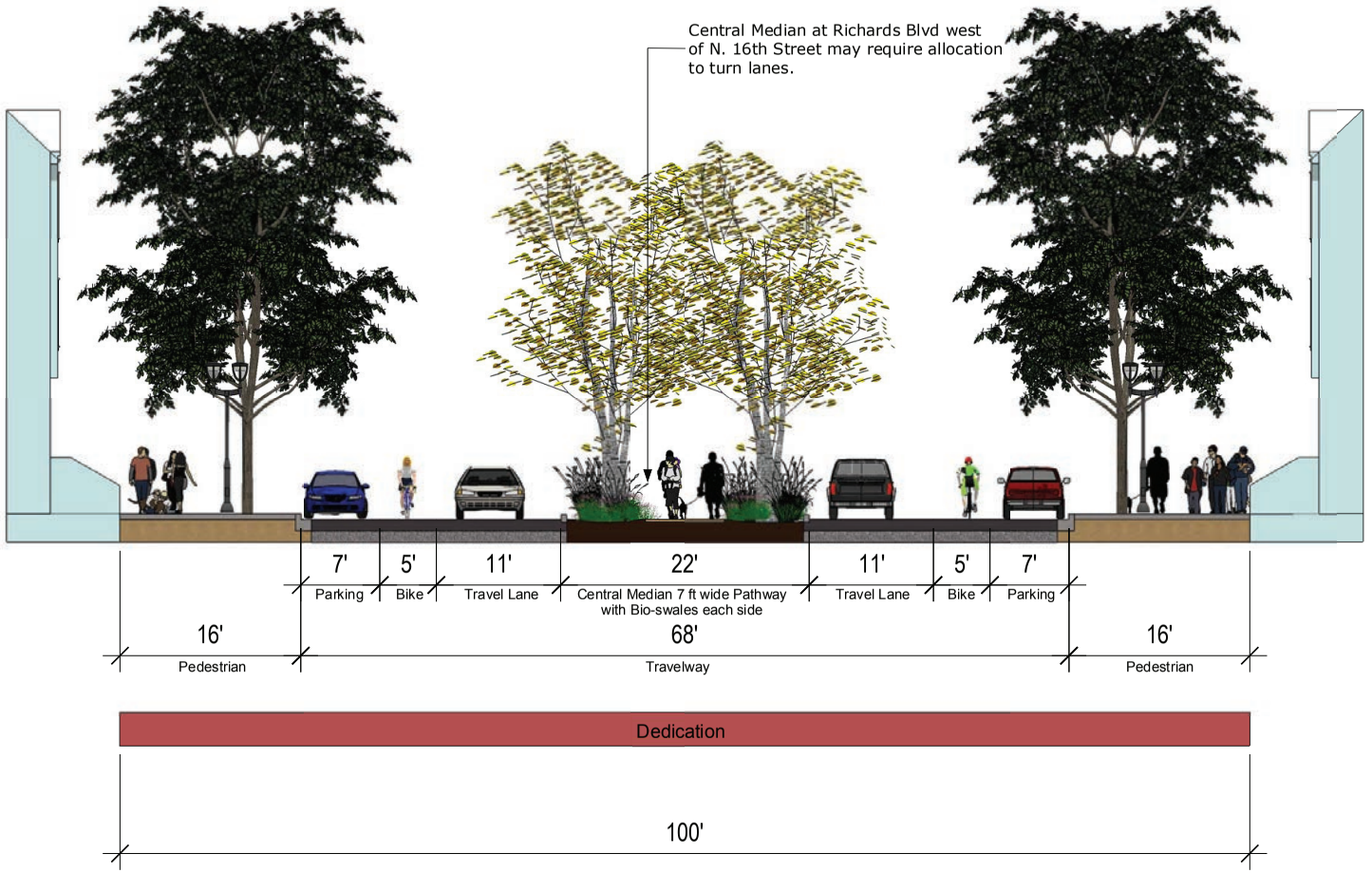
**Bannon Street (West of Sequoia Pacific)**
View Orientation: Looking West

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

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**16 b**




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

View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

17 a

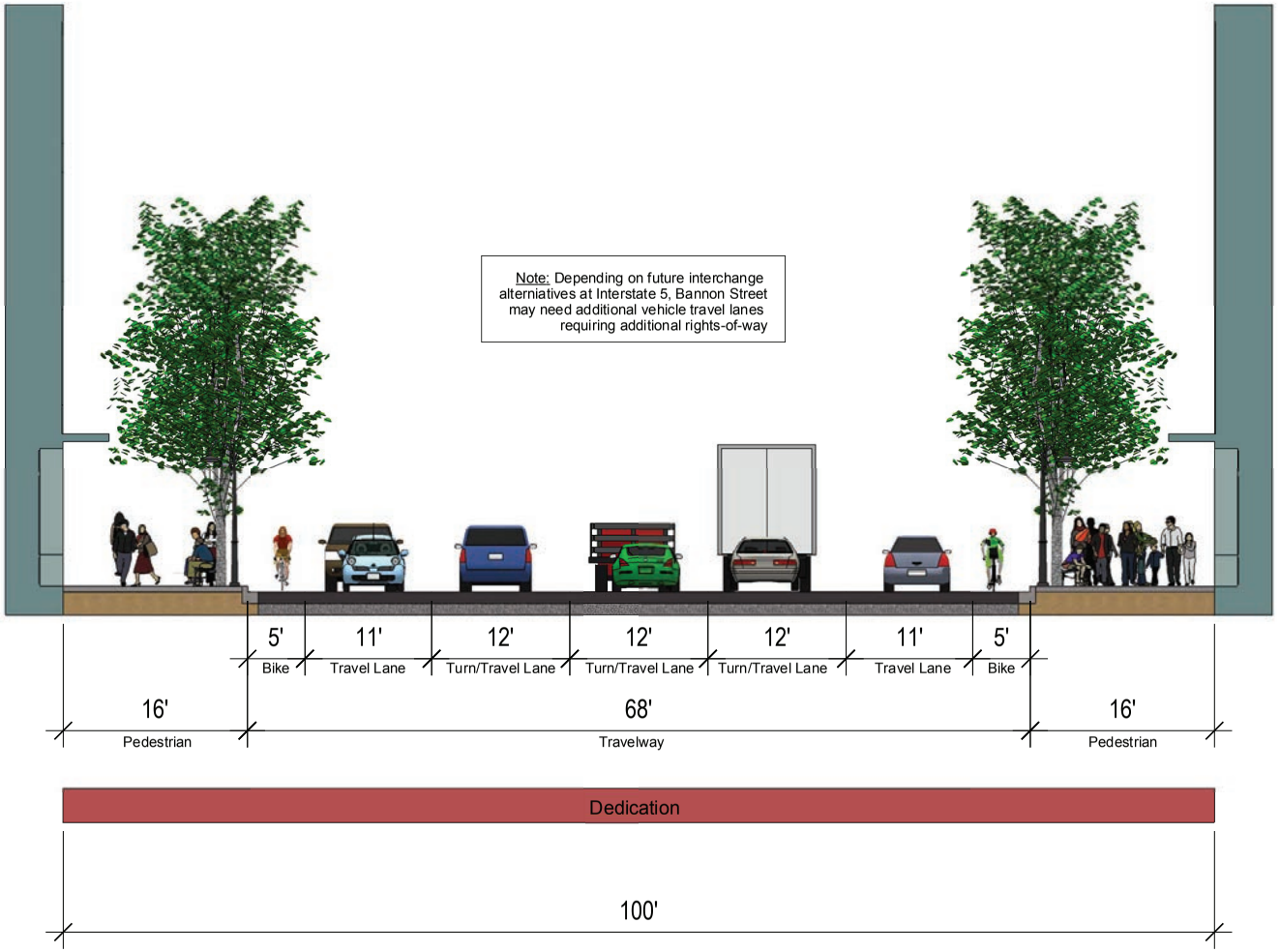
## Street W & Richards Boulevard East of 12th Street (similar)

View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

17 b




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

View Orientation: Non-Directional

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

**18 a**

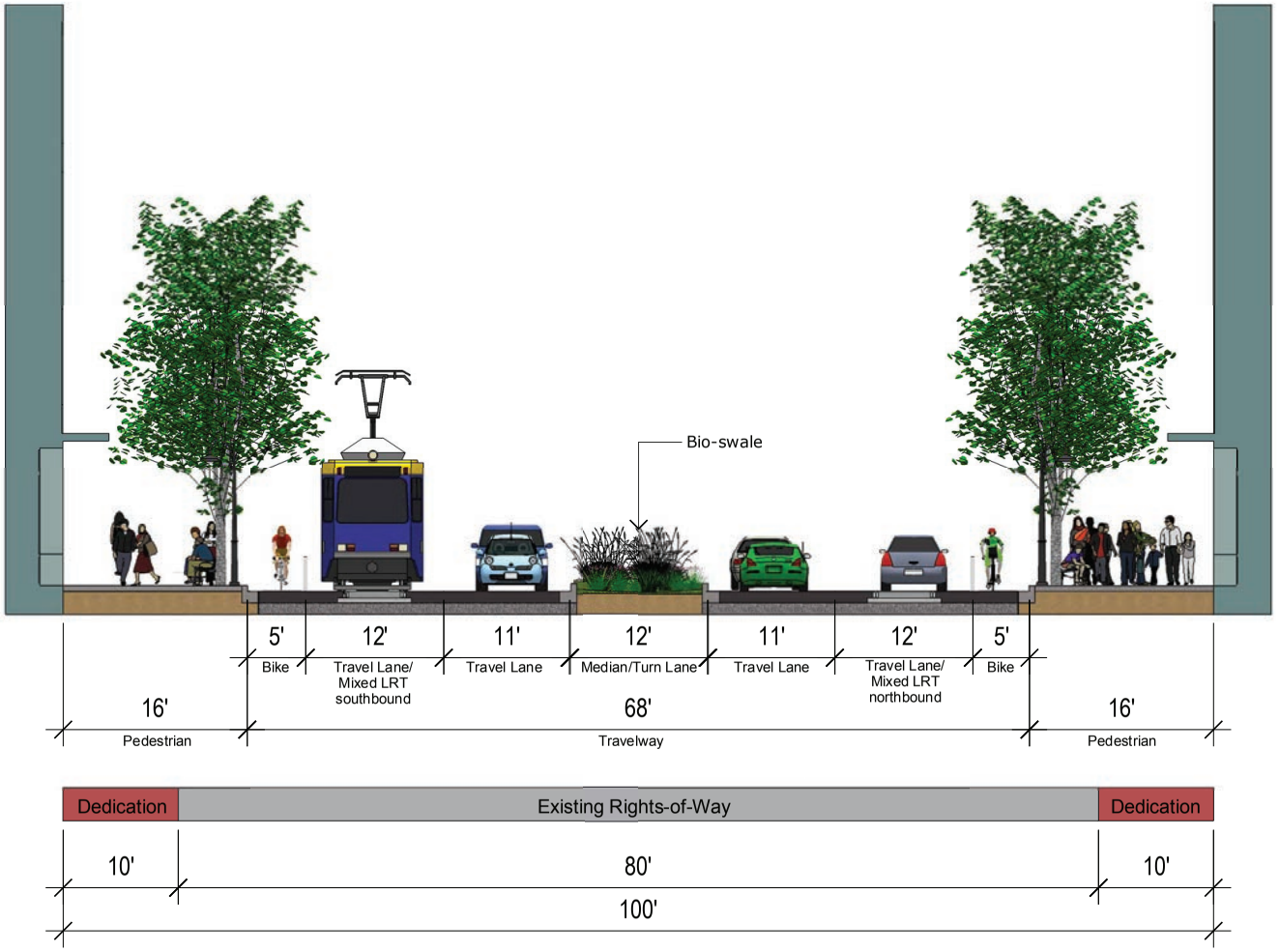
## Richards Boulevard (North 12th Street to North 16th Street)

View Orientation: Non-Directional

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**18 b**




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

View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

**19 a**

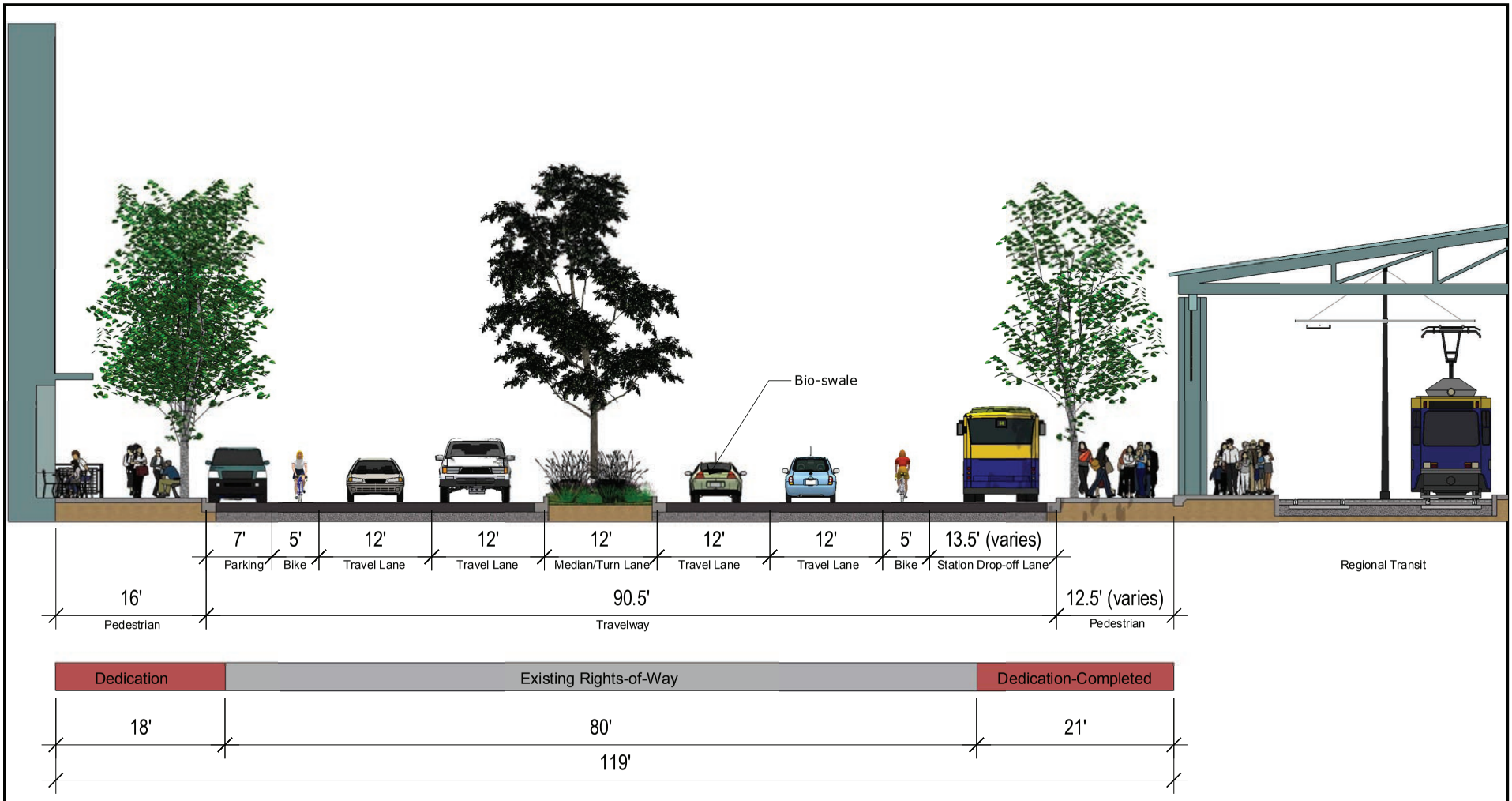
## North 7th Street (North B Street to Richards Boulevard)

View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**19 b**




# Richards Boulevard (at Township 9 Transit Station)

View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

**20 a**

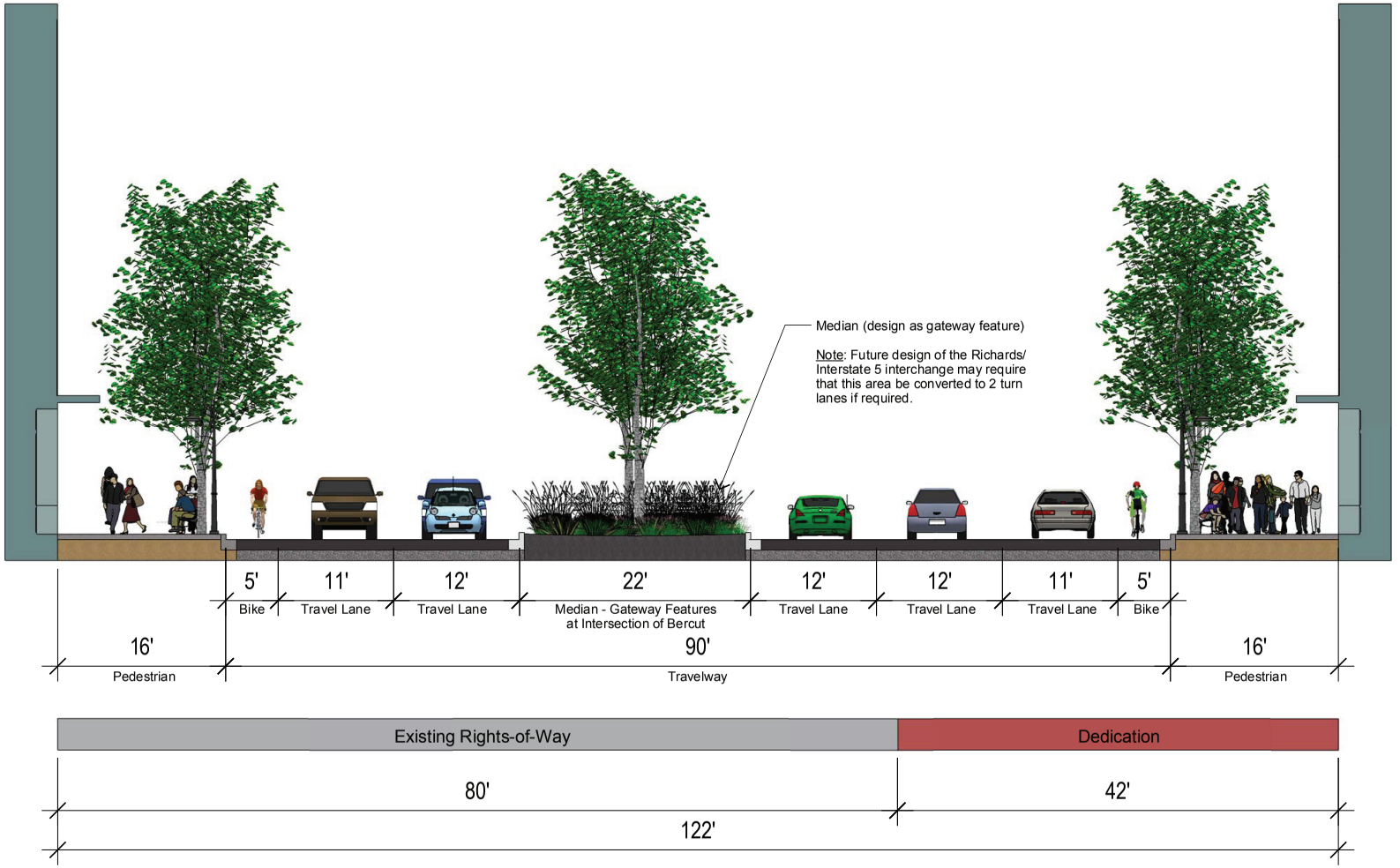
## Richards Boulevard (at Township 9 Transit Station)

View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**20 b**




# Richards Boulevard (Sequoia Pacific to Bercut Street)

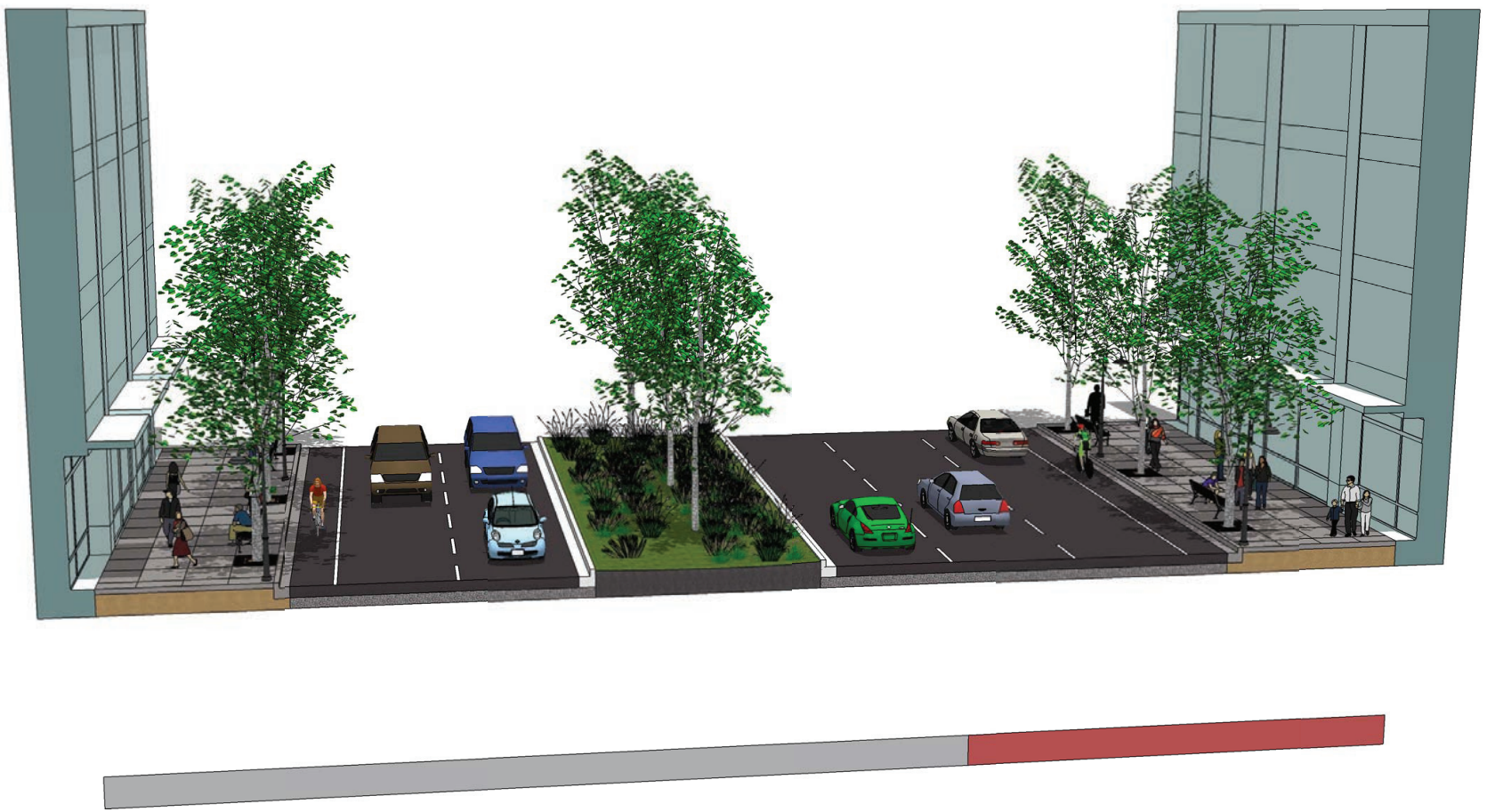
View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

**Scale: 1"= 1'- 0"**

0 ft 5 ft 10 ft 20 ft

**21 a**



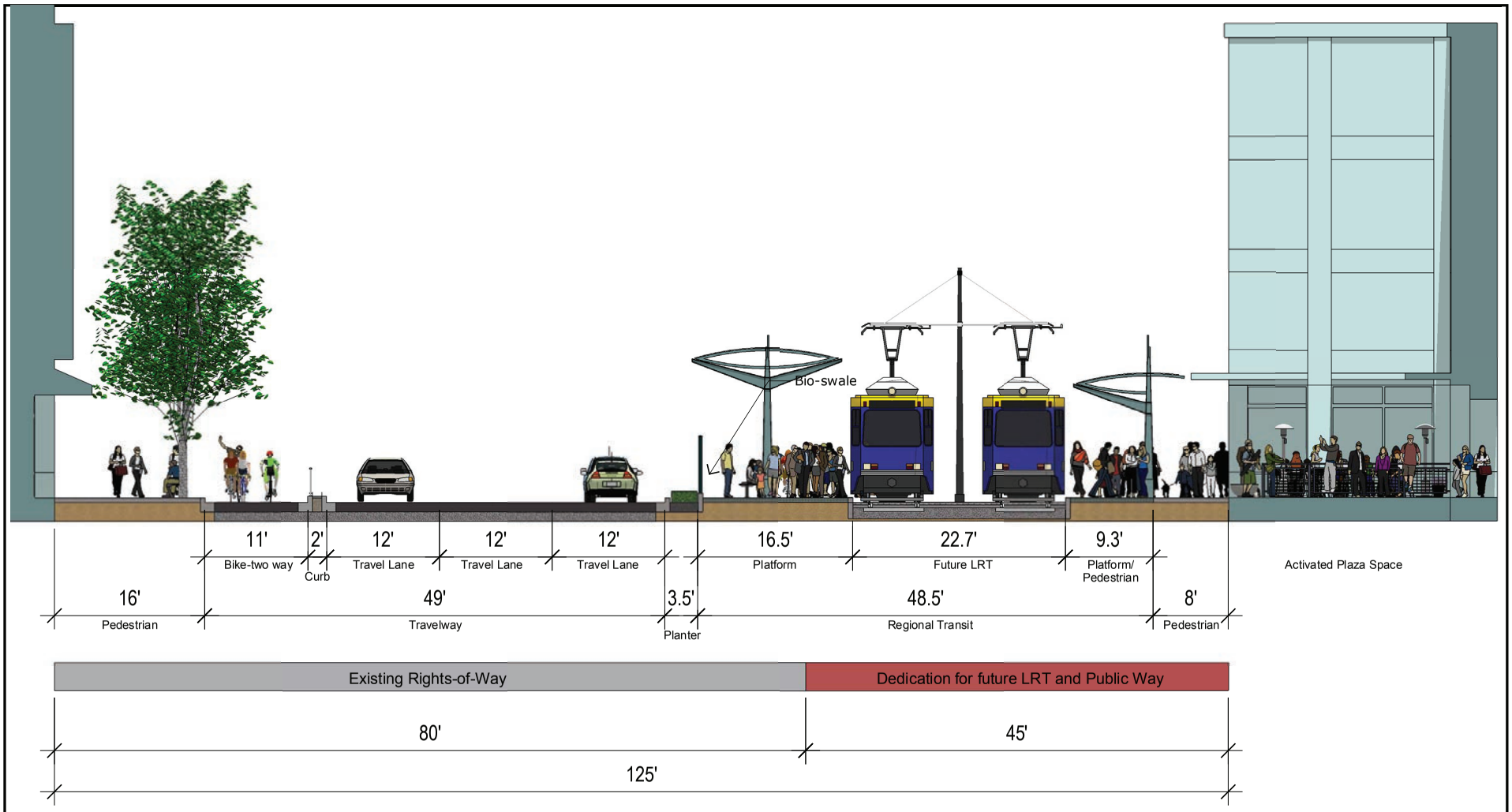
## Richards Boulevard (Sequoia Pacific to Bercut Street)

View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

21 b




# Sequoia Pacific Boulevard (at transit station)

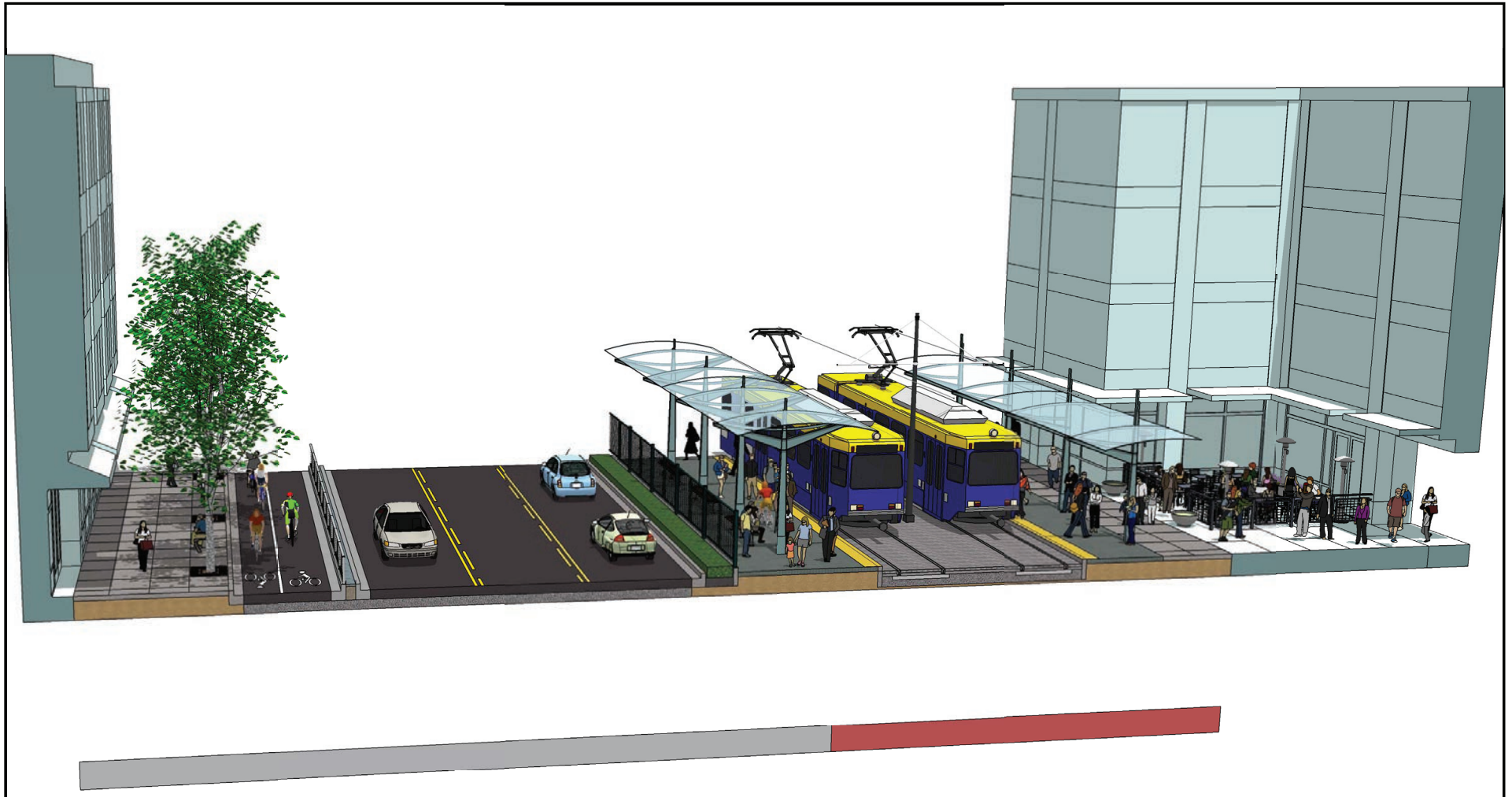
View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

**22 a**



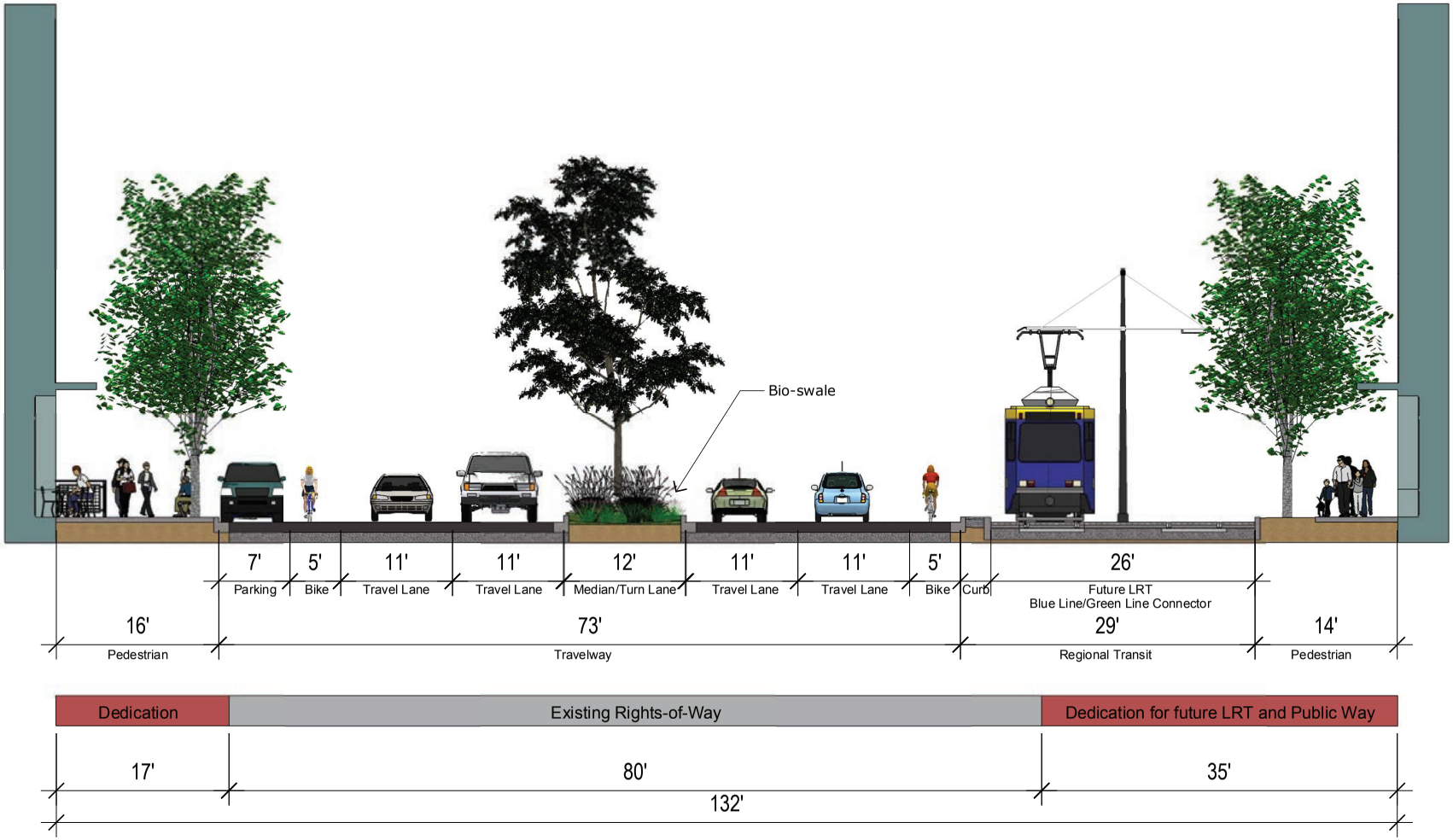
## Sequoia Pacific Boulevard (at transit station)

View Orientation: Looking North

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**22 b**




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

View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

Scale: 1"= 1'- 0"

0 ft 5 ft 10 ft 20 ft

**23 a**

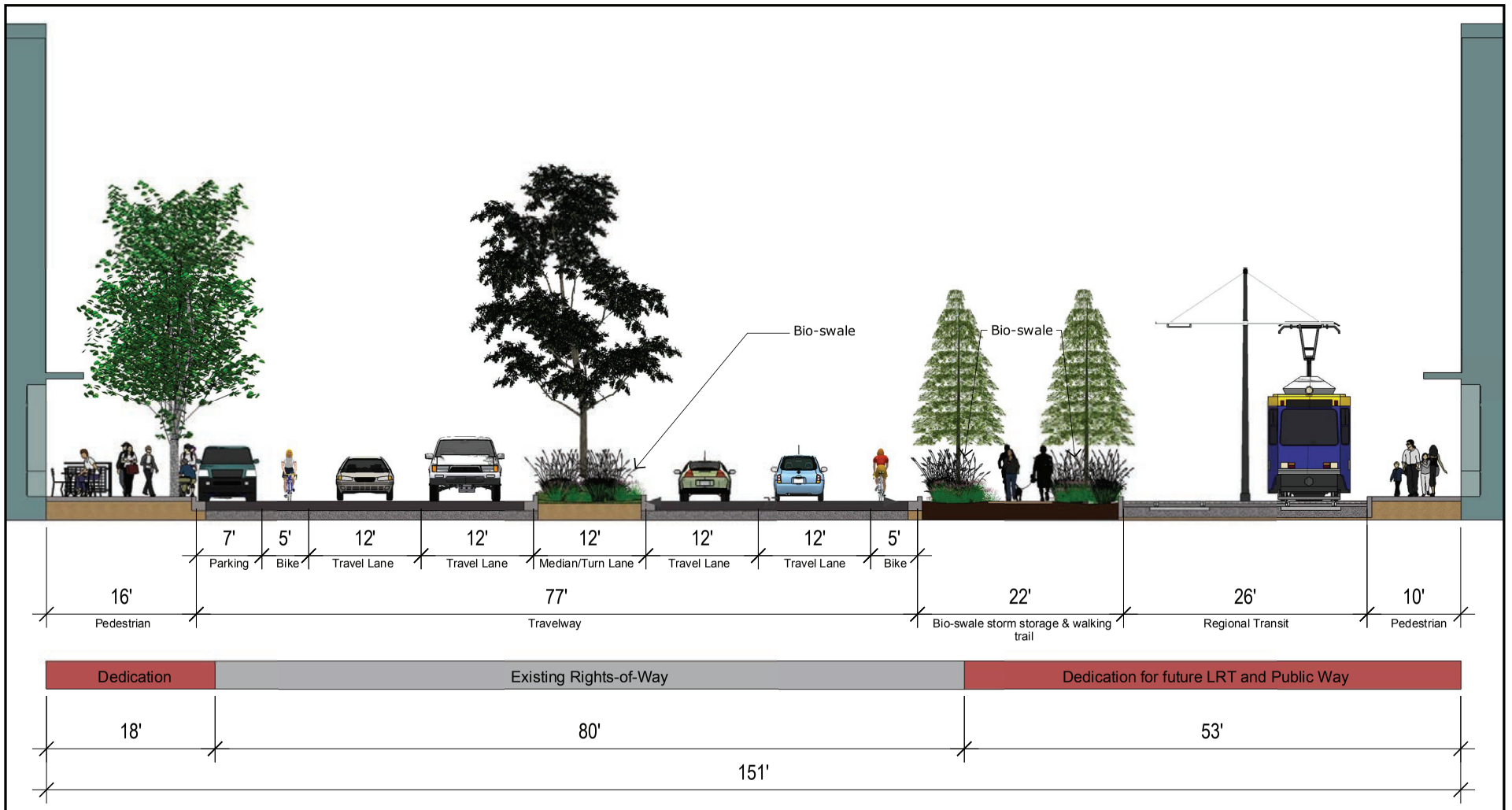
## Richards Boulevard (North 7th Street to North 12th Street)

View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**23 b**




# Richards Boulevard (Sequoia Pacific to Judah Street)

View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

**Scale: 1"= 1'- 0"**

0 ft 5 ft 10 ft 20 ft

**24 a**

## Richards Boulevard (Sequoia Pacific to Judah Street)

View Orientation: Looking West

River District Specific Plan & Design Guildelines 2011

Scale: NOT TO SCALE (NTS)

**24 b**