

RESOLUTION NO. 2011-081

Adopted by the Sacramento City Council

February 15, 2011

ADOPTING THE RIVER DISTRICT SPECIFIC PLAN, DESIGN GUIDELINES, AND INFRASTRUCTURE AND PUBLIC FACILITIES FINANCING PLAN (M09-003)

BACKGROUND

- A. On December 13, 1994, the City Council adopted the Railyards Specific Plan, Richards Boulevard Area Plan, and the Facility Element for the Railyards and Richards Boulevard Planning Areas. (Resolution 94-736)
- B. On December 11, 2007 the City Council directed staff to proceed in updating the Facility Element and the Richards Boulevard Area Plan. (Resolution 2007-915)
- C. On April 9, 2009 and August 12, 2010, the City Planning Commission held public meetings on the River District Specific Plan.
- D. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to adopt the River District Specific Plan and Infrastructure and Public Facilities Financing Plan.
- E. On February 15, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence concerning the River District Specific Plan, Design Guidelines, and Infrastructure and Public Facilities Financing Plan.

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

- Section 1. Based on the verbal and documentary evidence received at the hearing held on February 15, 2011, the City Council hereby adopts the River District Specific Plan, comprised of the Specific Plan, the Design Guidelines, and the Infrastructure and Public Facilities Financing Plan, attached as Exhibits A, B, and C.
- Section 2. Exhibit A (Specific Plan), Exhibit B (Design Guidelines), and Exhibit C (Infrastructure and Public Facilities Financing Plan) are part of this Resolution.

Table of Contents:

Exhibit A – River District Specific Plan

Exhibit B - River District Design Guidelines

Exhibit C – River District Infrastructure and Public Facilities Financing Plan

Adopted by the City of Sacramento City Council on February 15, 2011 by the following vote:

Ayes: Councilmembers Ashby, Cohn, D Fong, R Fong, McCarty, Pannell, Schenirer, Sheedy.

Noes: None.

Abstain: None.

Absent: Mayor Johnson.

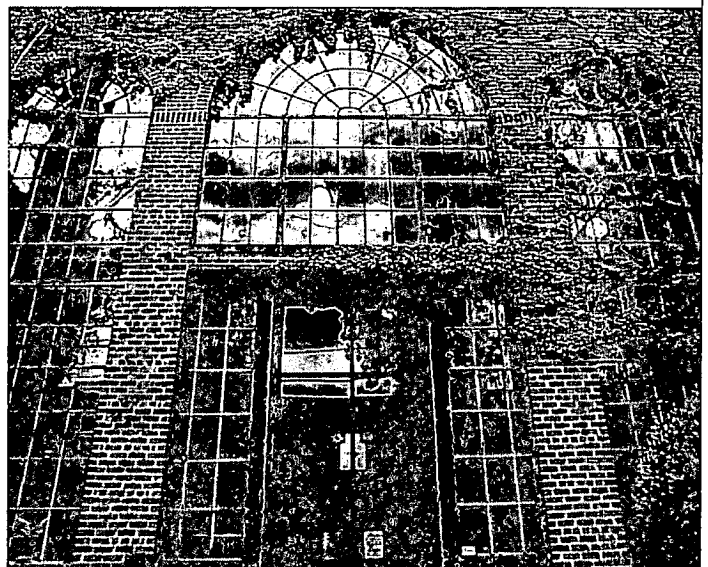
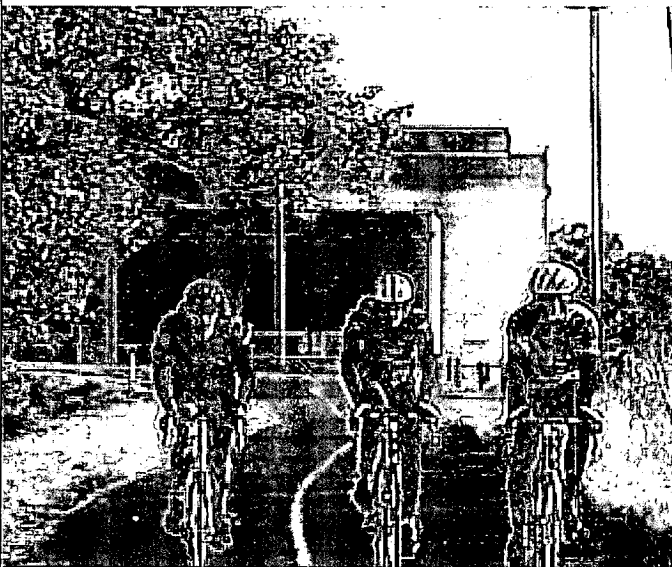
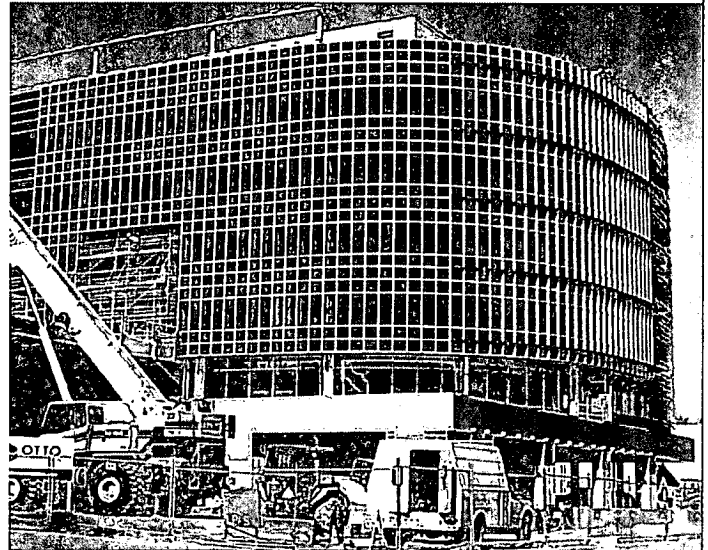
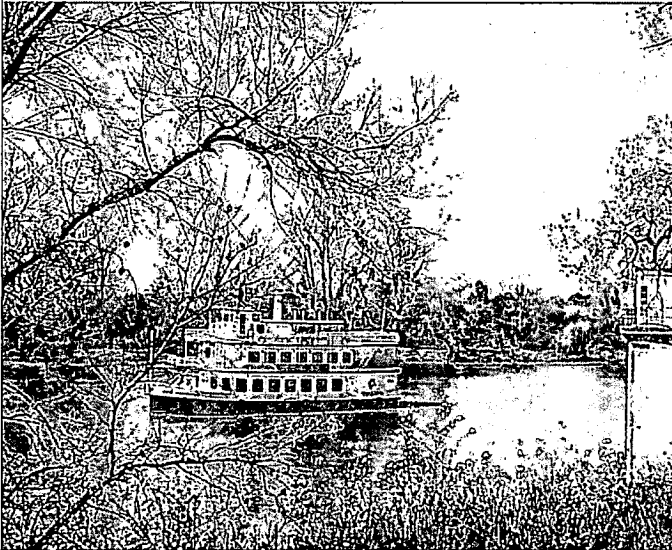

Bonnie Pannell, Vice-Mayor

Attest:


Shirley Concolino, City Clerk

RIVER DISTRICT SPECIFIC PLAN

Adopted by City Council on _____



CITY OF SACRAMENTO
COMMUNITY DEVELOPMENT DEPARTMENT
ECONOMIC DEVELOPMENT DEPARTMENT

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Sacramento, CA 95811

ACKNOWLEDGEMENTS

The River District Specific Plan was a city-led, cross-functional planning effort. The City of Sacramento would like to acknowledge the contribution of the following staff and contributors:

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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.

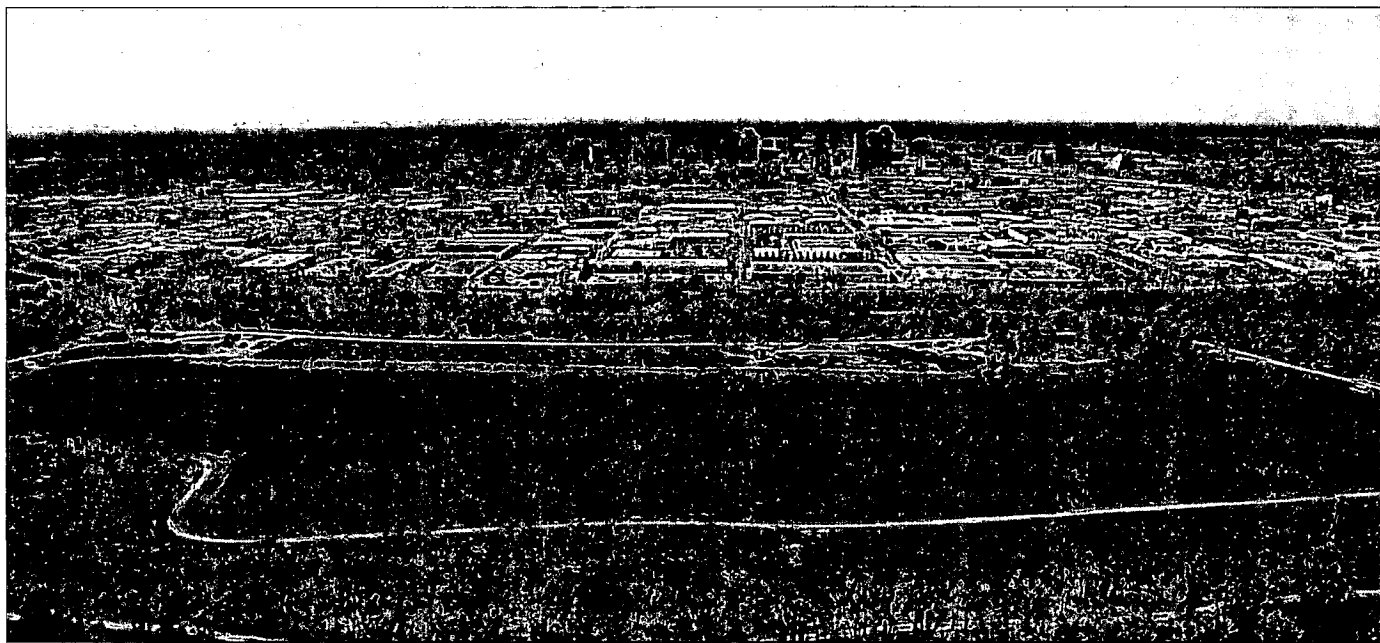
Chapter Nine summarizes the development review process for the River District Specific Plan area and outlines additional policies necessary to implement the Specific Plan. Infrastructure financing is addressed in detail in the Financing Plan, which is a component of the Specific Plan.

CHAPTER

I

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

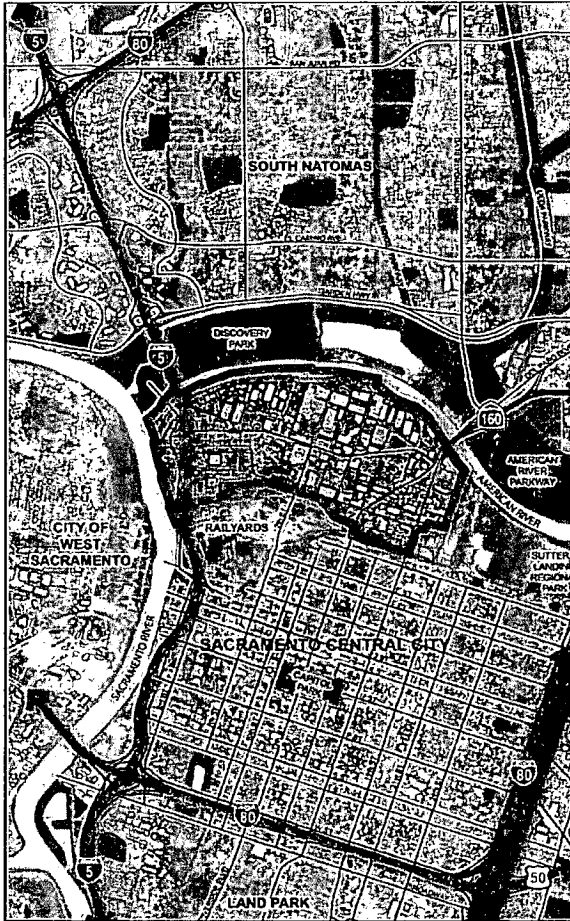


FIGURE 1.1 River District Specific Plan Area's Location within Sacramento.

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.

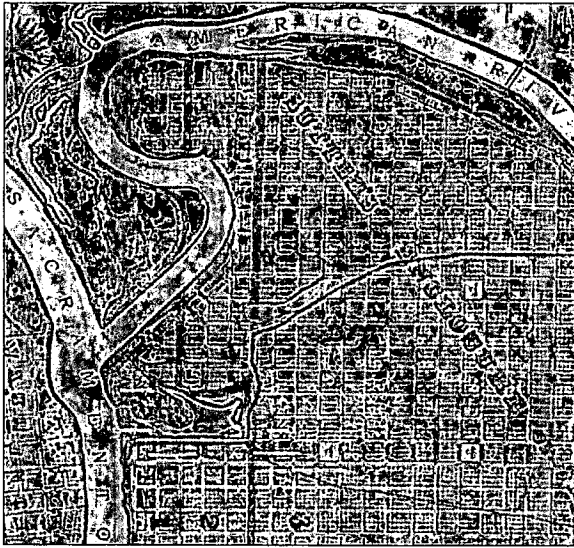


FIGURE 1.2 1854 Map Showing the Original Route of the American River.

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

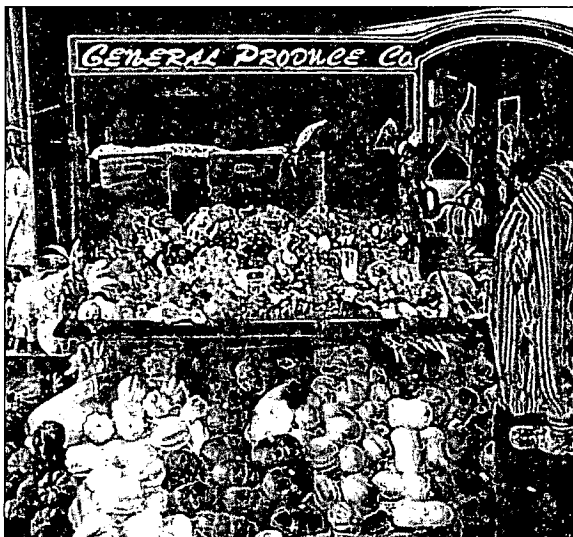


FIGURE 1.4 In 2008 General Produce Celebrated Its 75th Anniversary.

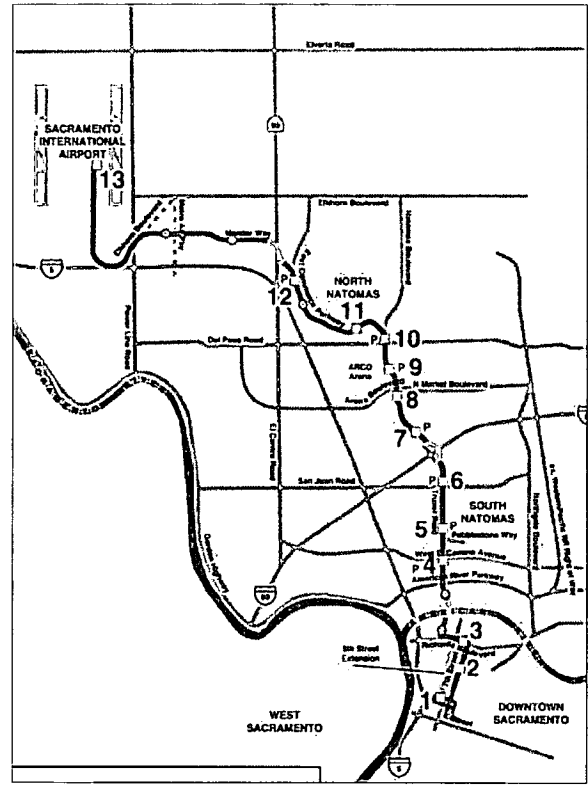


FIGURE 1.5 Regional Transit Green Line to Sacramento International Airport.

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

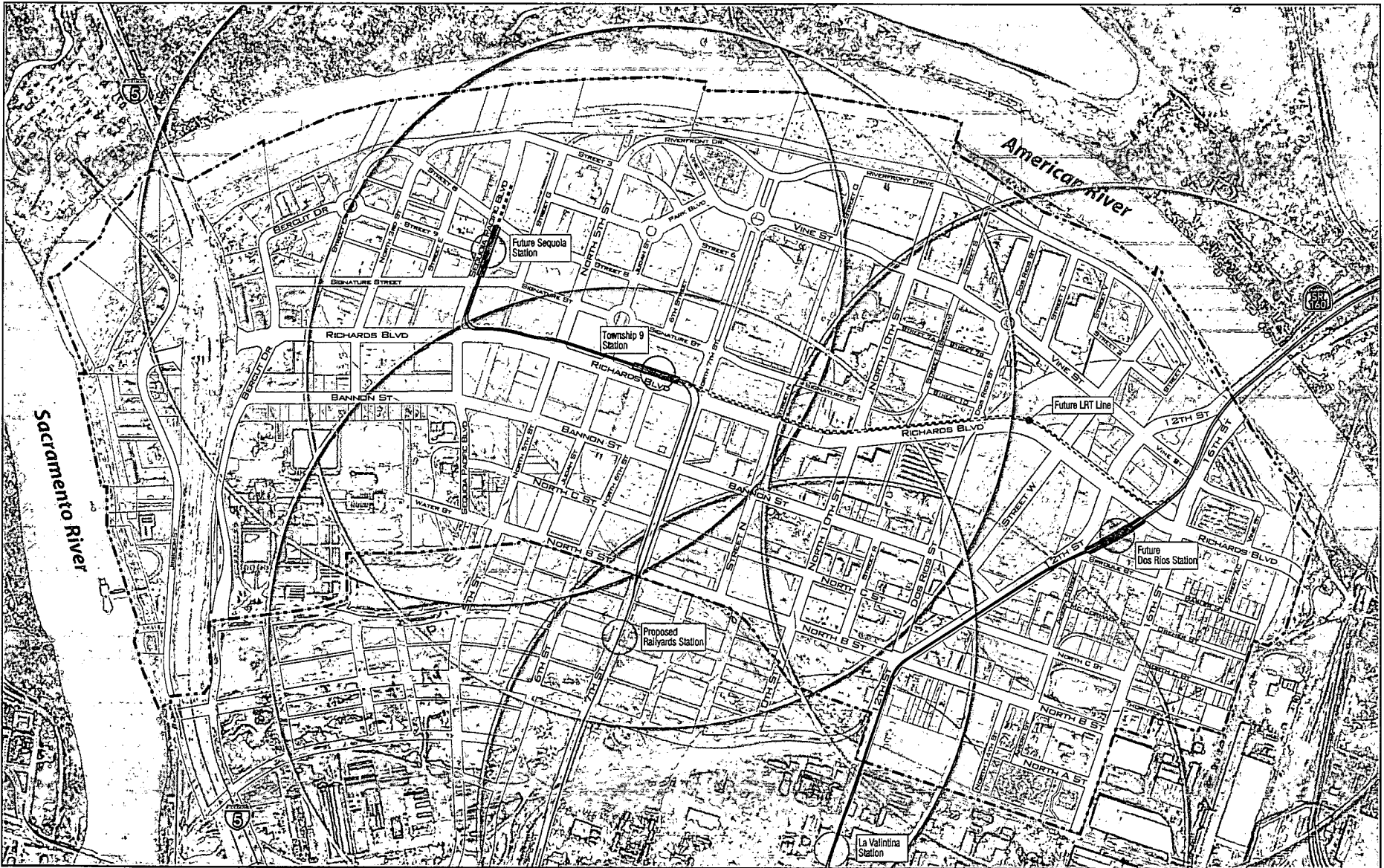



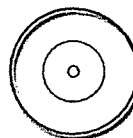


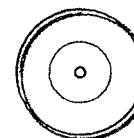
Figure 1.6 Light Rail Stations Serving the River District

-  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.

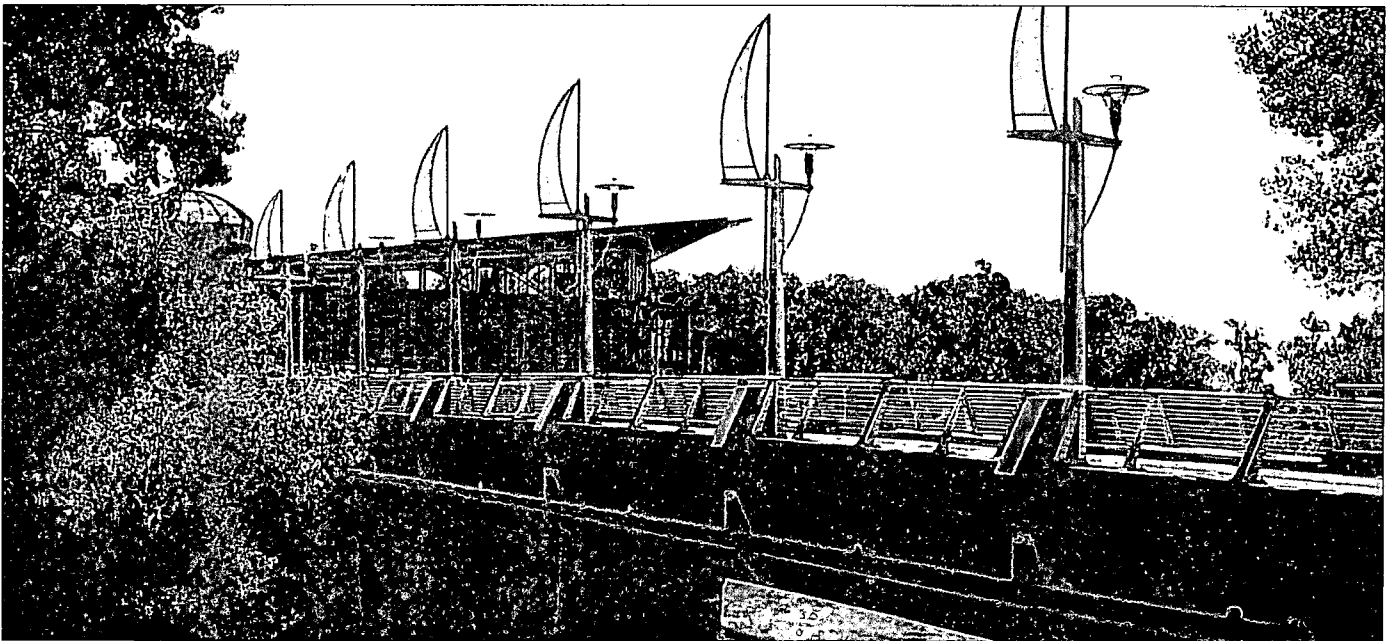


FIGURE 2.0 Sacramento River Water Intake Facility.

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.

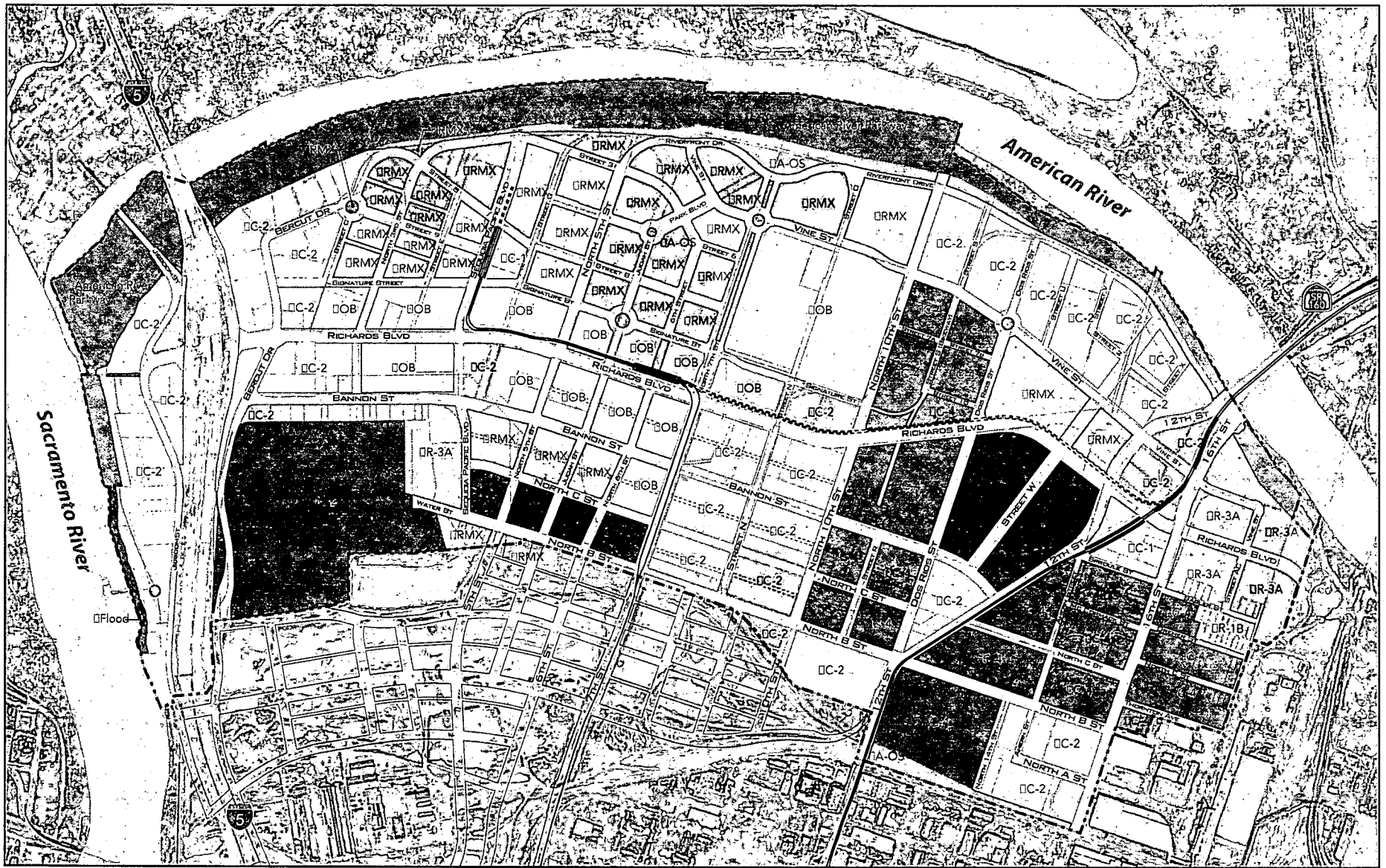


Figure 3.1 Zoning Map

- 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

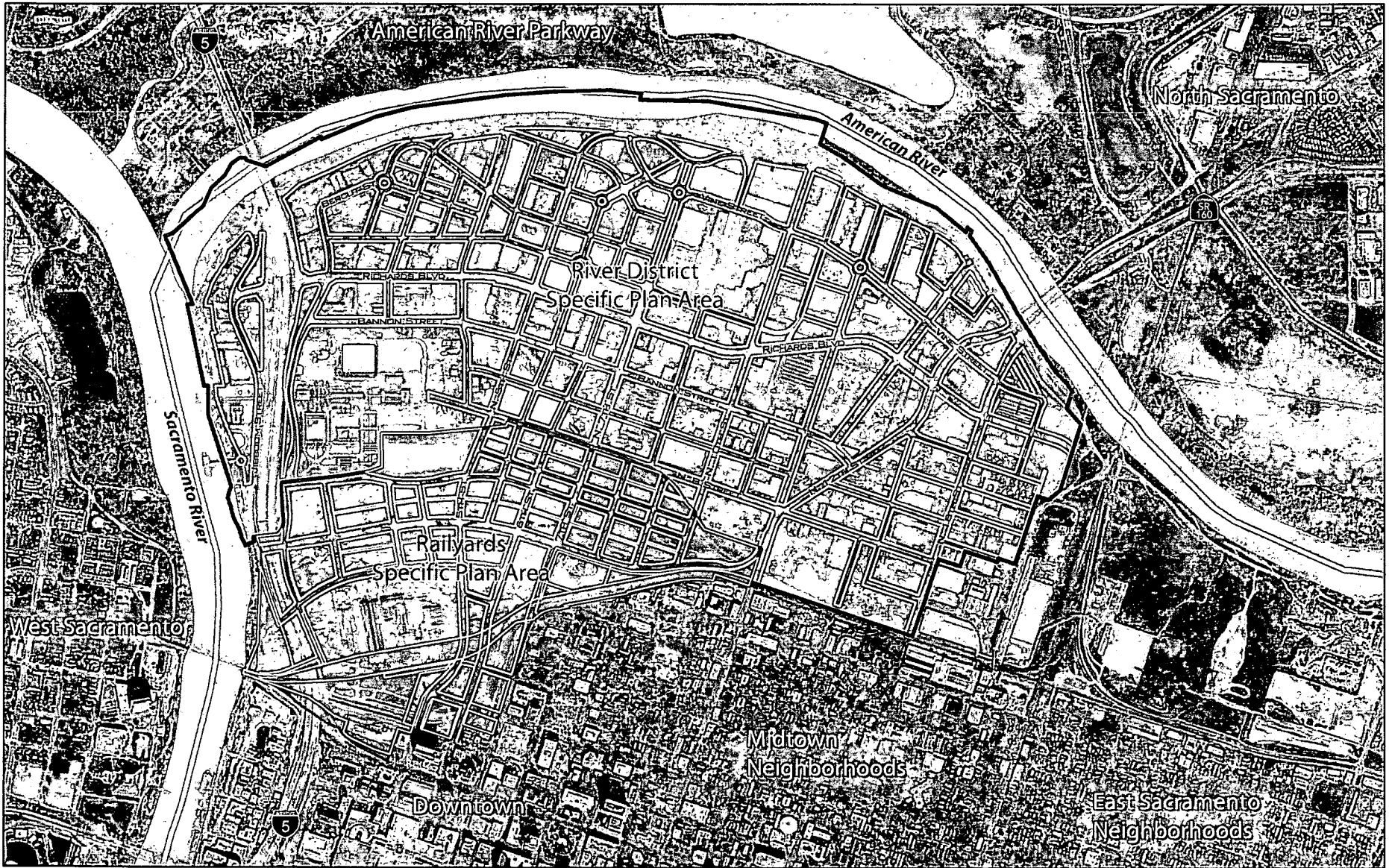


Figure 3.2 River District Specific Plan and Railyards Specific Plan Areas

- 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

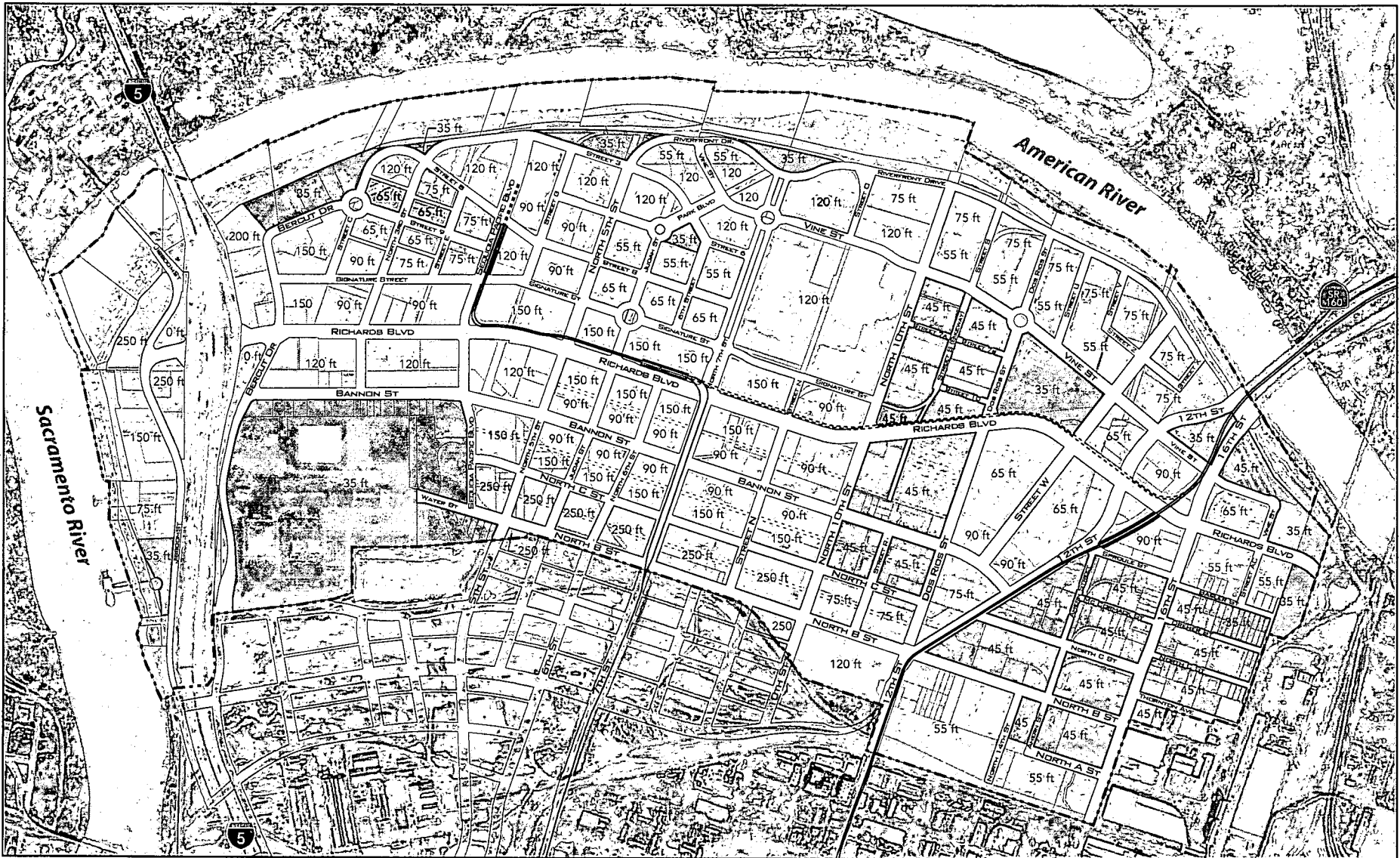


Figure 3.4 Allowable Height Map

- River District Specific Plan Boundary
- Existing Parcels
- LRT Line / Station Platform
- 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.



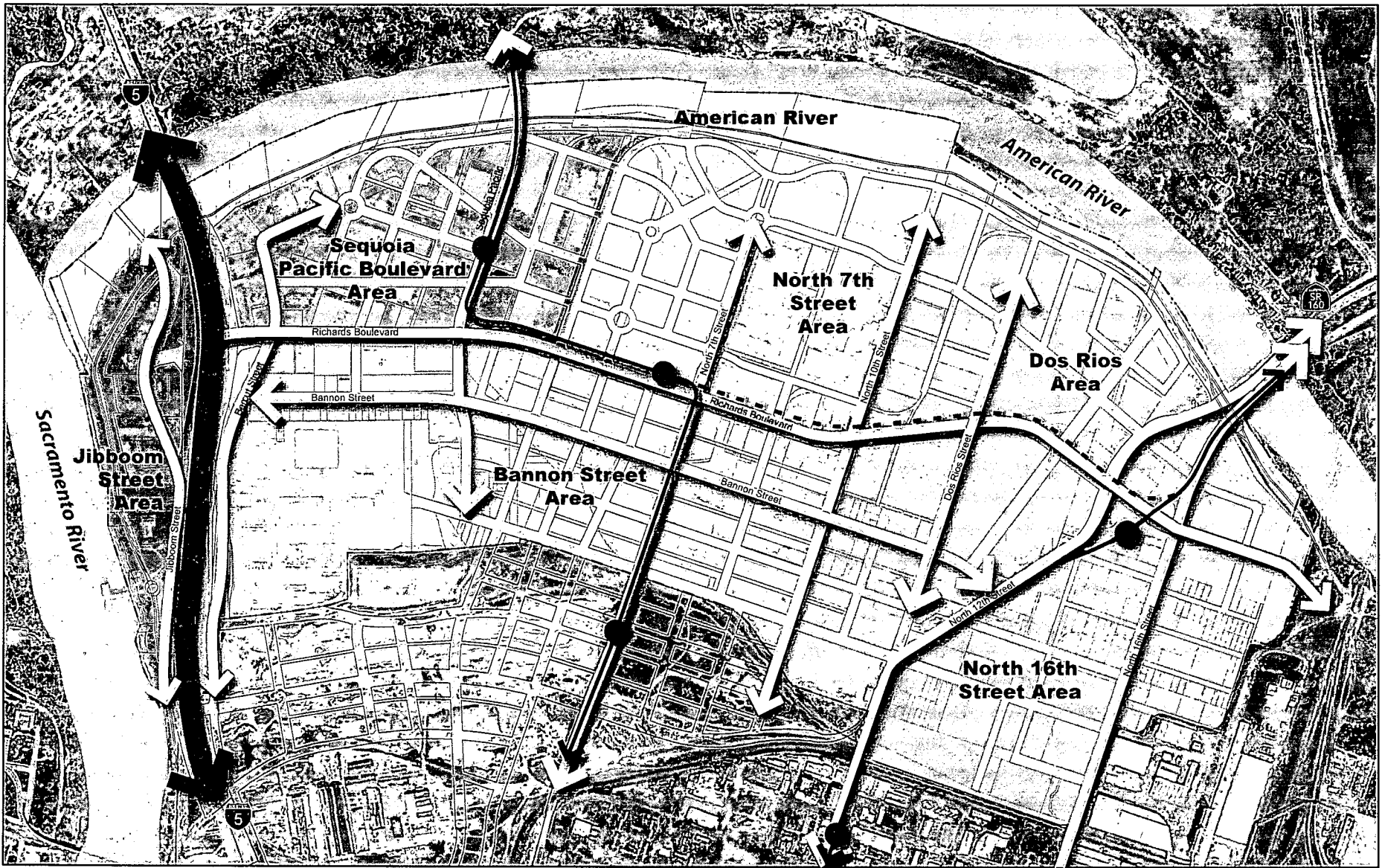
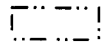


Figure 3.6 River District Areas



River District Specific Plan Area



Area Identifying Streets



Interstate 5



LRT Lines and Station Stops



Main Circulation Route

Future LRT Connector

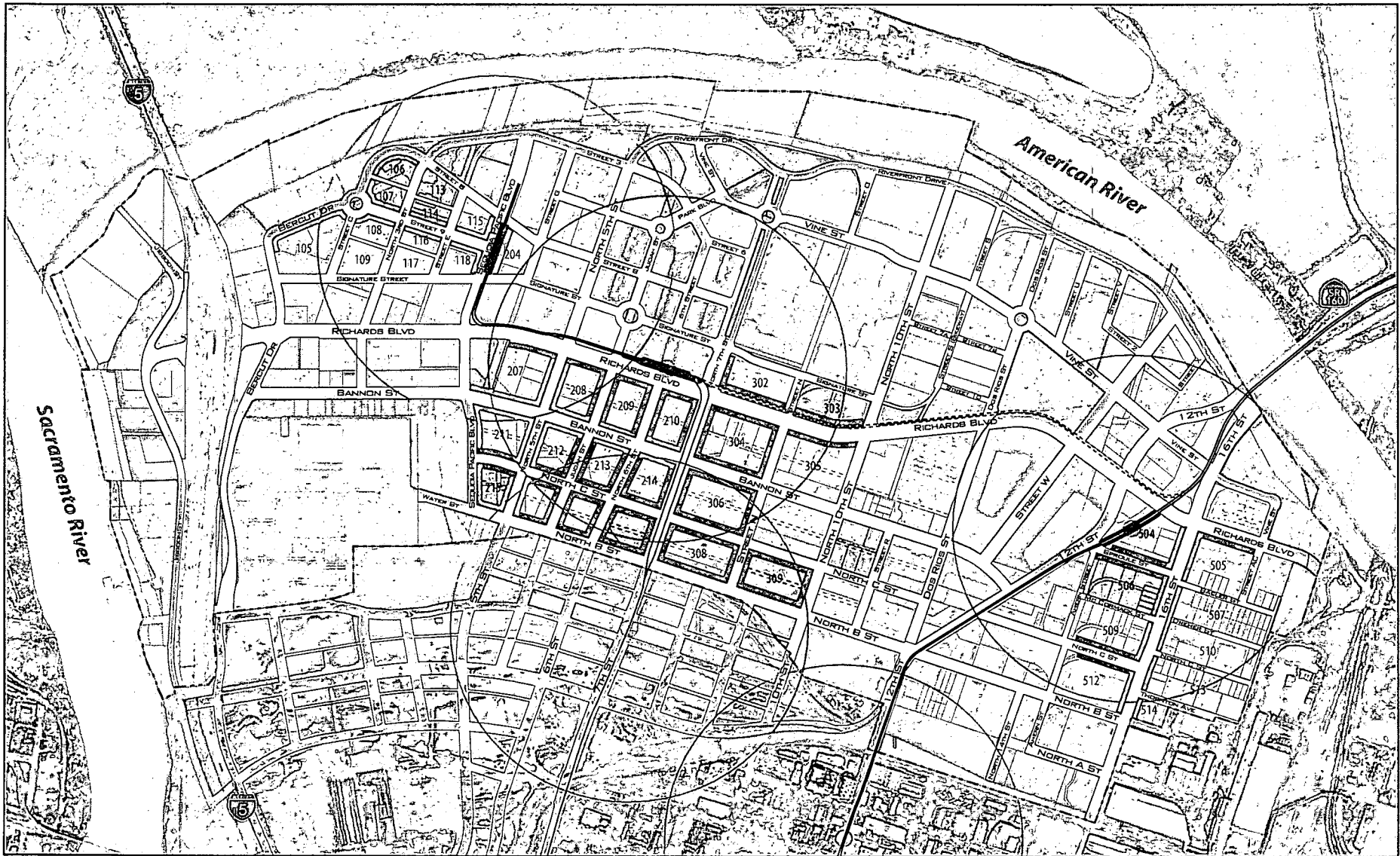


Figure 3.7 Retail Focus Areas

- | | | | | | | | |
|-------|--|---|--|----------|--------------------|------|---|
| ----- | River District Specific Plan Boundary | ○ | 5 minute Walking Radius from Transit Station | Block ID | Retail Focus Areas | ▬ | Street Frontage Designed to Accomodate Retail Uses per River District Design Guidelines Chapter 4 |
| ▬▬▬ | LRT Line / Station Platform | | | | Park Amenities | ▬▬▬ | 75% Frontage Target per Parcel |
| ⋯⋯⋯ | Future LRT Line - 35 ft ROW Dedication see Street Sections & Design Guidelines | | | | Township 9 PUD | ▬▬▬▬ | 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.

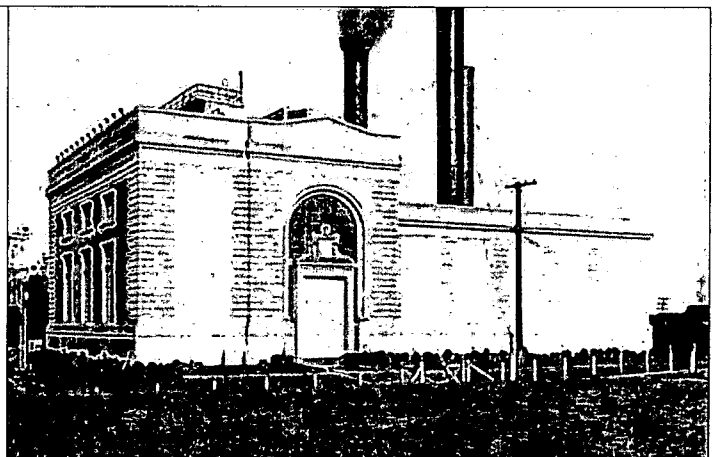
The Specific Plan vision for the Sequoia Pacific Boulevard Area is one that takes advantage of the area's proximity to a future Green Line light rail transit station located on Sequoia Pacific Boulevard. The station is expected to be a gateway into the River District and Central City from the Sacramento 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.

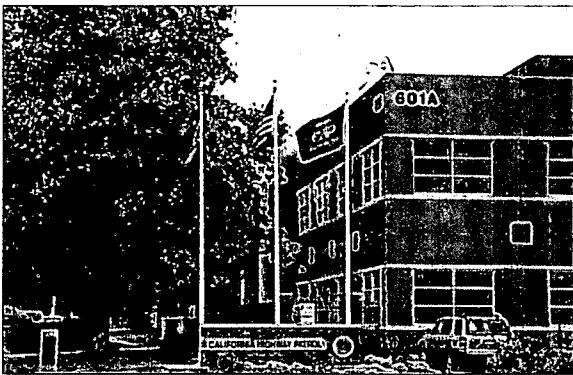


FIGURE 3.9 California Highway Patrol, Headquarters on North 7th Street.

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

(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

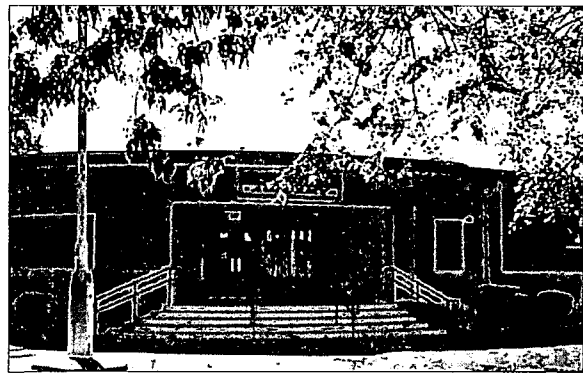


FIGURE 3.10 Former Dos Rios Elementary School, Now Smythe Academy.

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,

Source: Kent Lacin Media Services

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

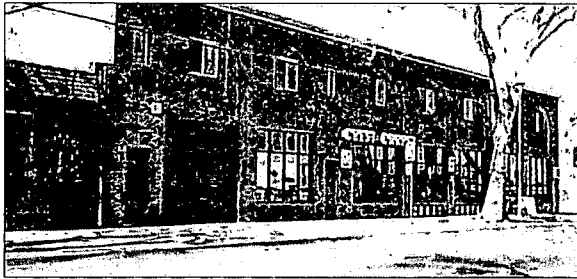


FIGURE 3.11 Brick Buildings, such as Crest Carpets, on North 16th Street.

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.

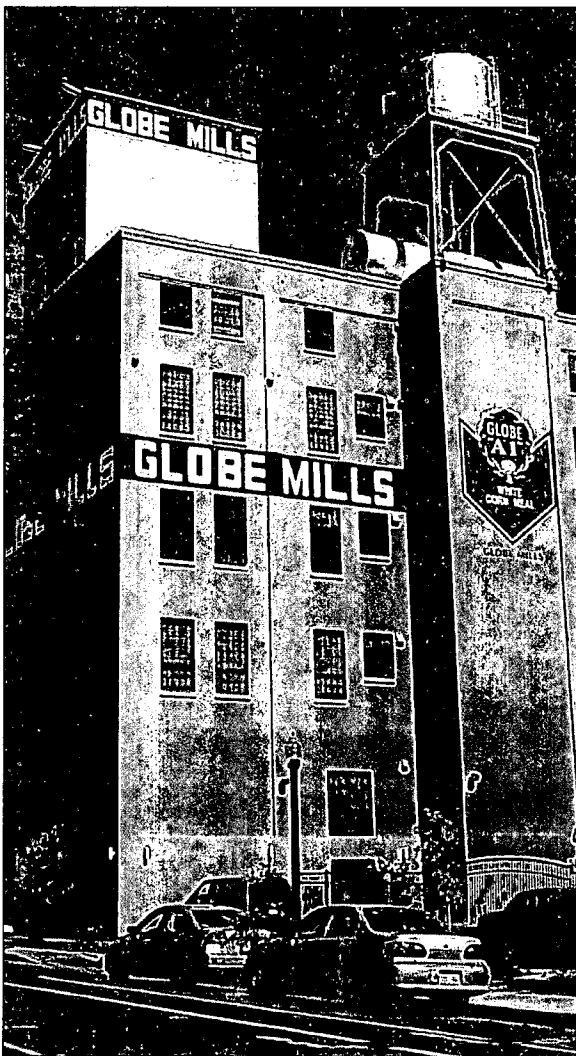


FIGURE 3.12 Historic Globe Mills has been Converted to a Housing Development.

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.

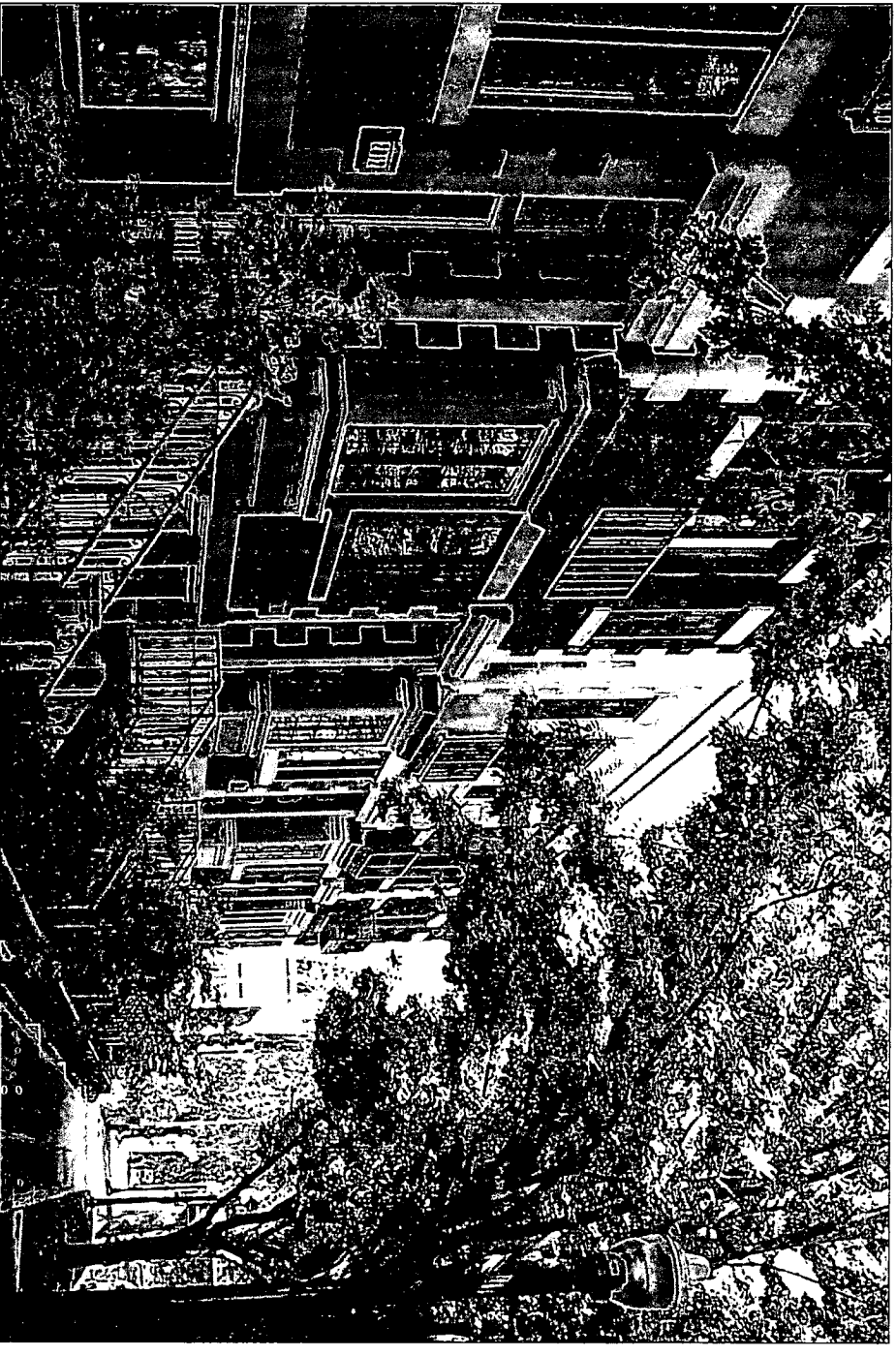


FIGURE 3.13 Tapestry Square is an Urban Infill Townhome Development at 21st and T Streets.

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.

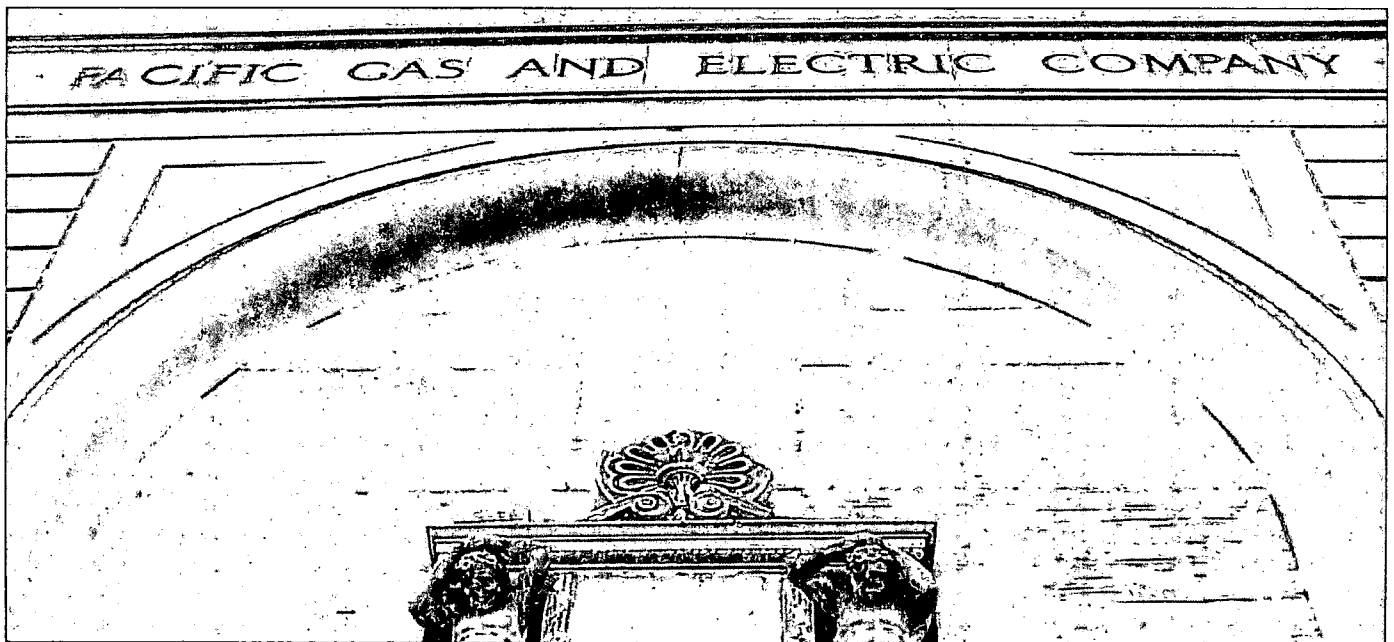


FIGURE 4.0 Cartouche from the Historic PG&E Power Station.

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.

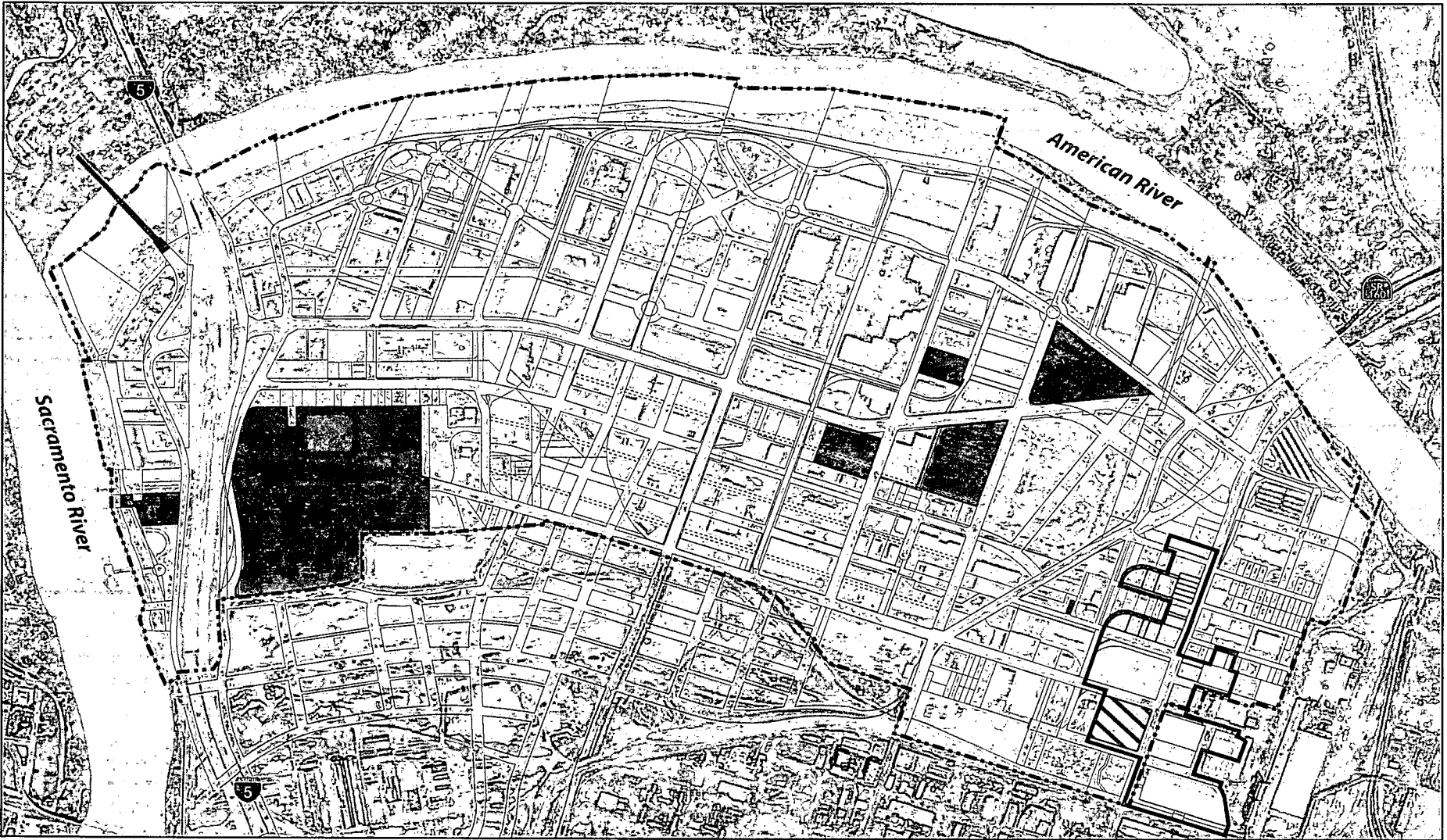


Figure 4.1 River District Specific Plan Historic Resource Map

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



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

Source: Kent Lacin Media Services

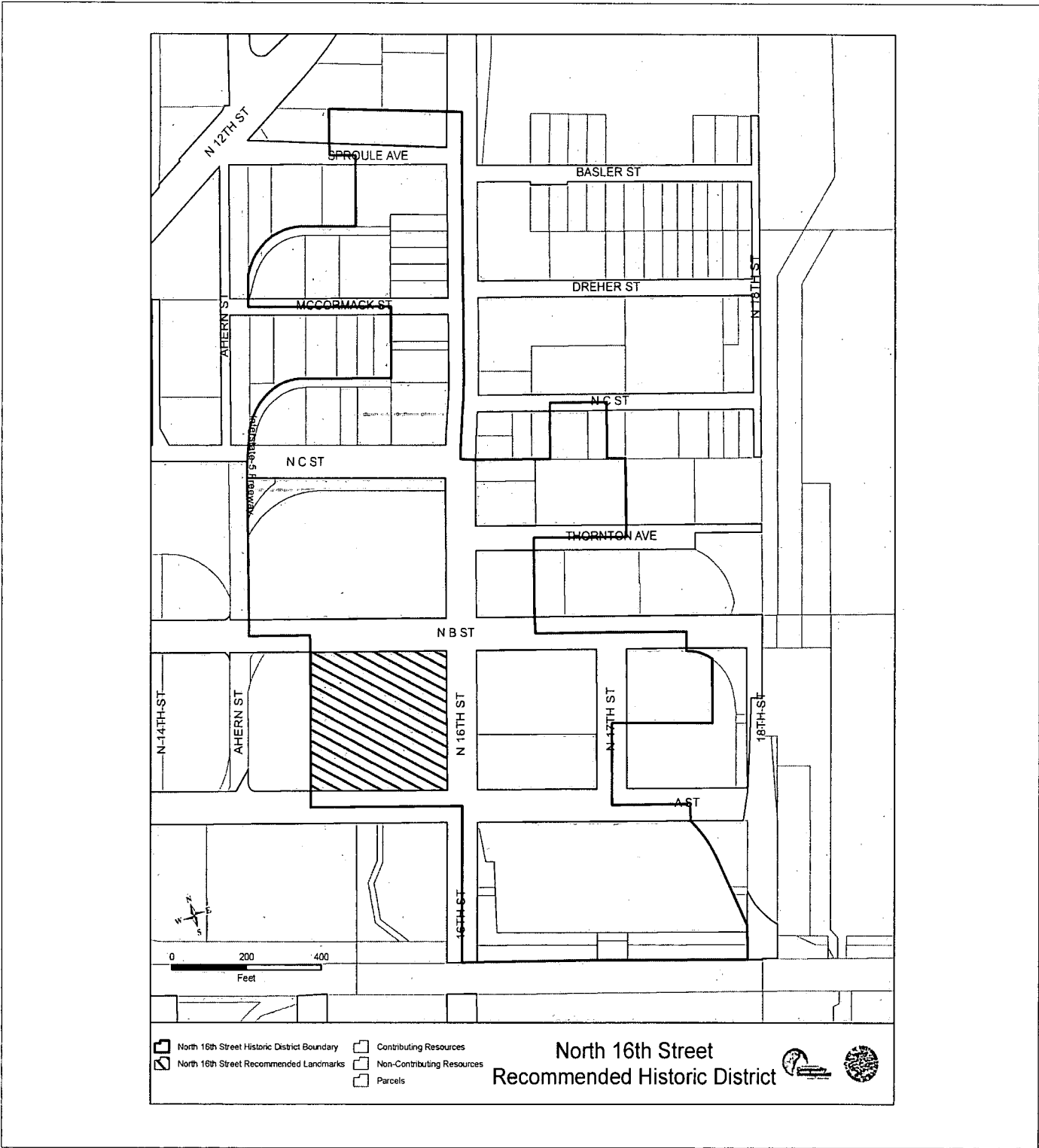


FIGURE 4.5 North 16th Street Historic District.

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/ Top Hat Potato Chip Factory
001-0142-018	1401-1451 N. C Street	Cardinal Scale/ 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.

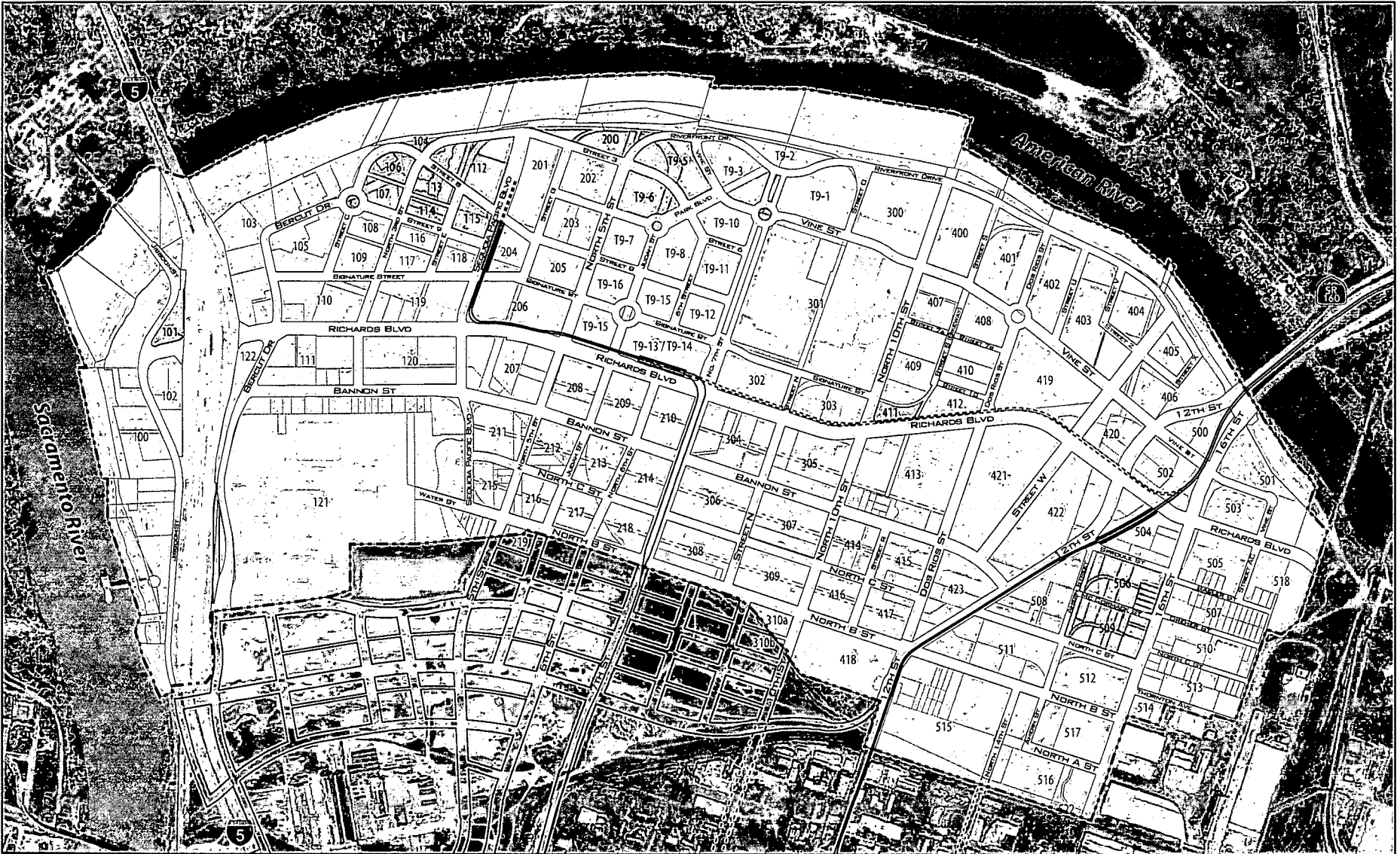







Figure 5.1 River District Specific Plan Block and Street Diagram

-  RDSP Boundary
-  LRT Line / Station Platform
-  Future LRT Line - 35 ft ROW Dedication
see Street Sections & Design Guidelines
-  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

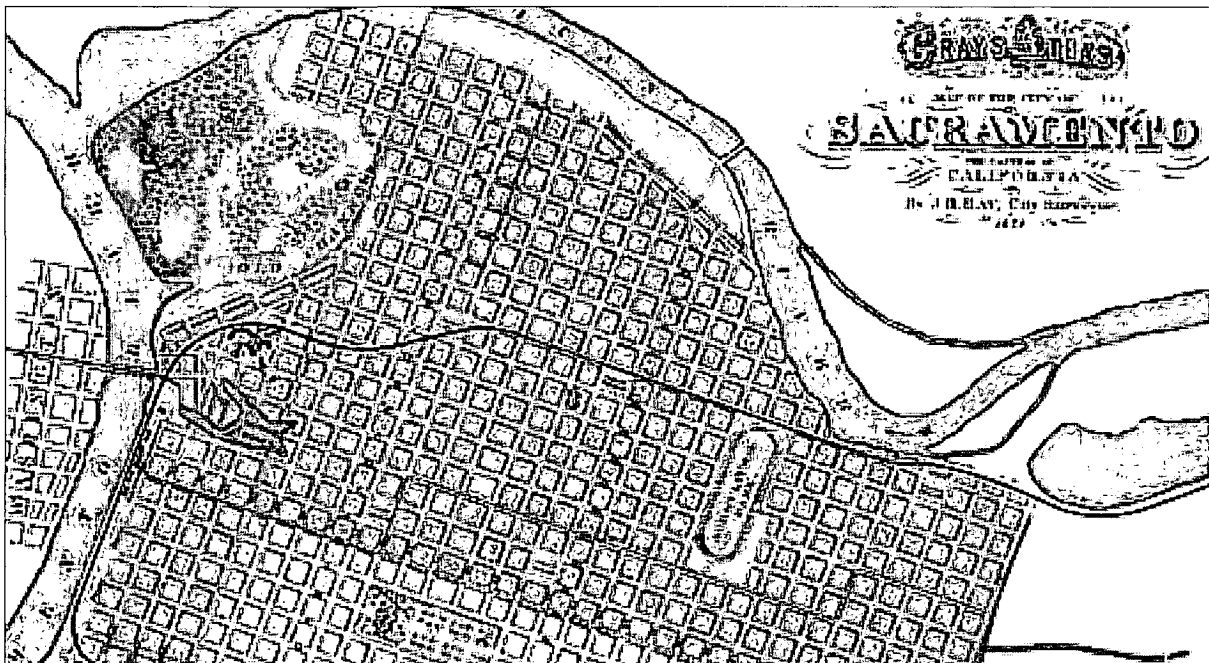


FIGURE 5.2 Plan for Sacramento, 1873.

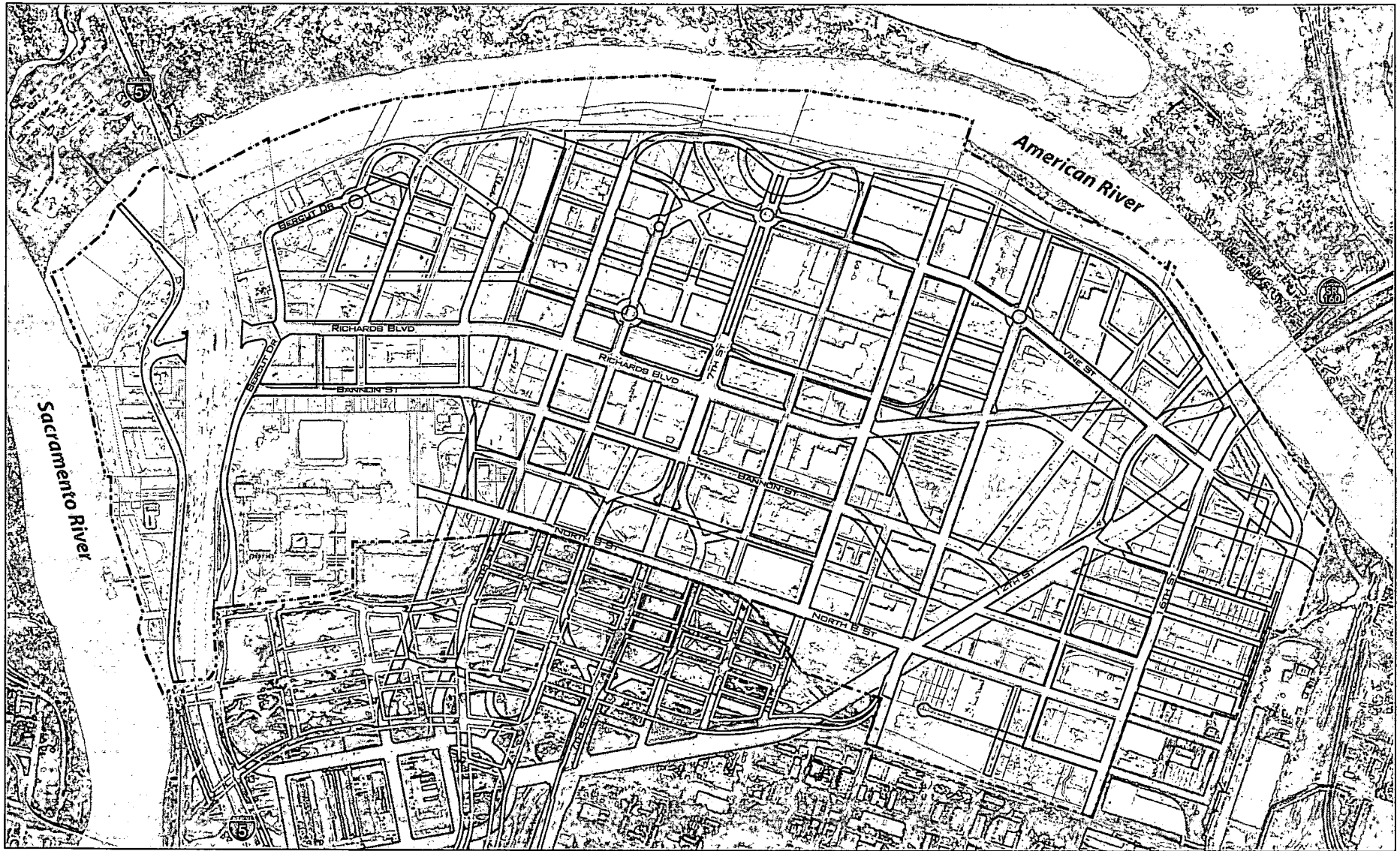







Figure 5.3 Evolution of Circulation Plan - 1994 RBAP to 2010 River Distict Specific Plan

- | | | |
|---|---|---|
|  River District Specific Plan Boundary |  Railyards Circulation Plan 2007 |  River District Specific Plan Circulation 2010 |
|  Existing Parcels |  Richards Blvd Area Plan (RBAP) Circulation 1994 | |

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).

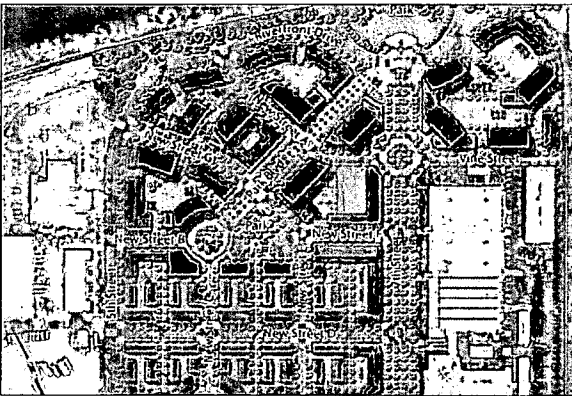


FIGURE 5.4 North 7th Street, North of Richards Boulevard.

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

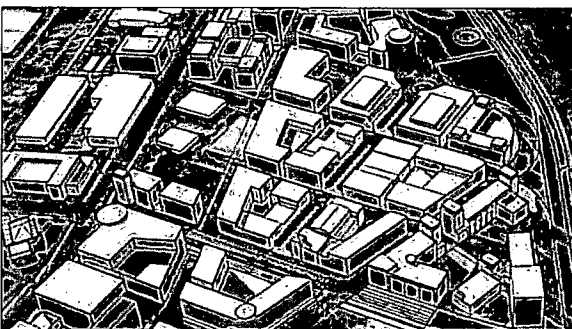


FIGURE 5.6 Sequoia Pacific Boulevard Area will focus on Future Green Line Light Rail Station.

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

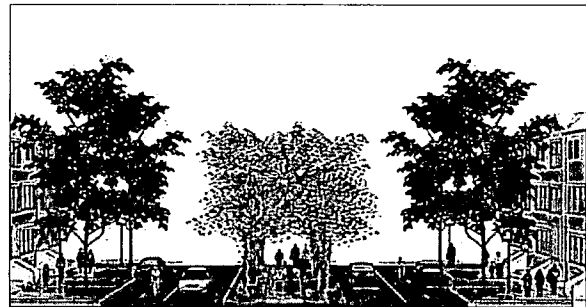


FIGURE 5.7 Concept for Street W (Promenade), Part of the Future Redesign of Twin River Housing Project.

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 through 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

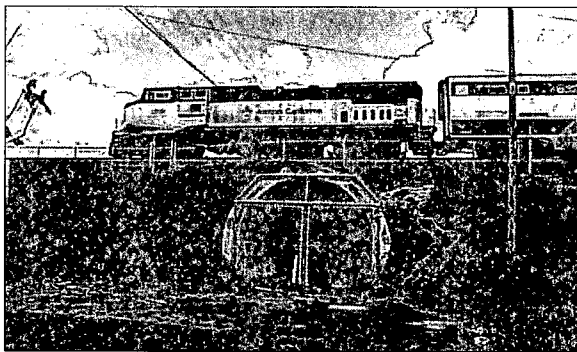


FIGURE 5.8 North 14th Street Tunnel, Closed in 1994.

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.

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-envisioned 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 emphasize 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.

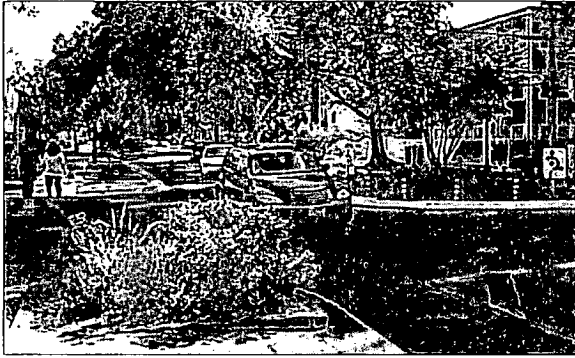


FIGURE 5.9 Traffic Circles Reduce Speeds and Provide Landscaping Opportunities.

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.

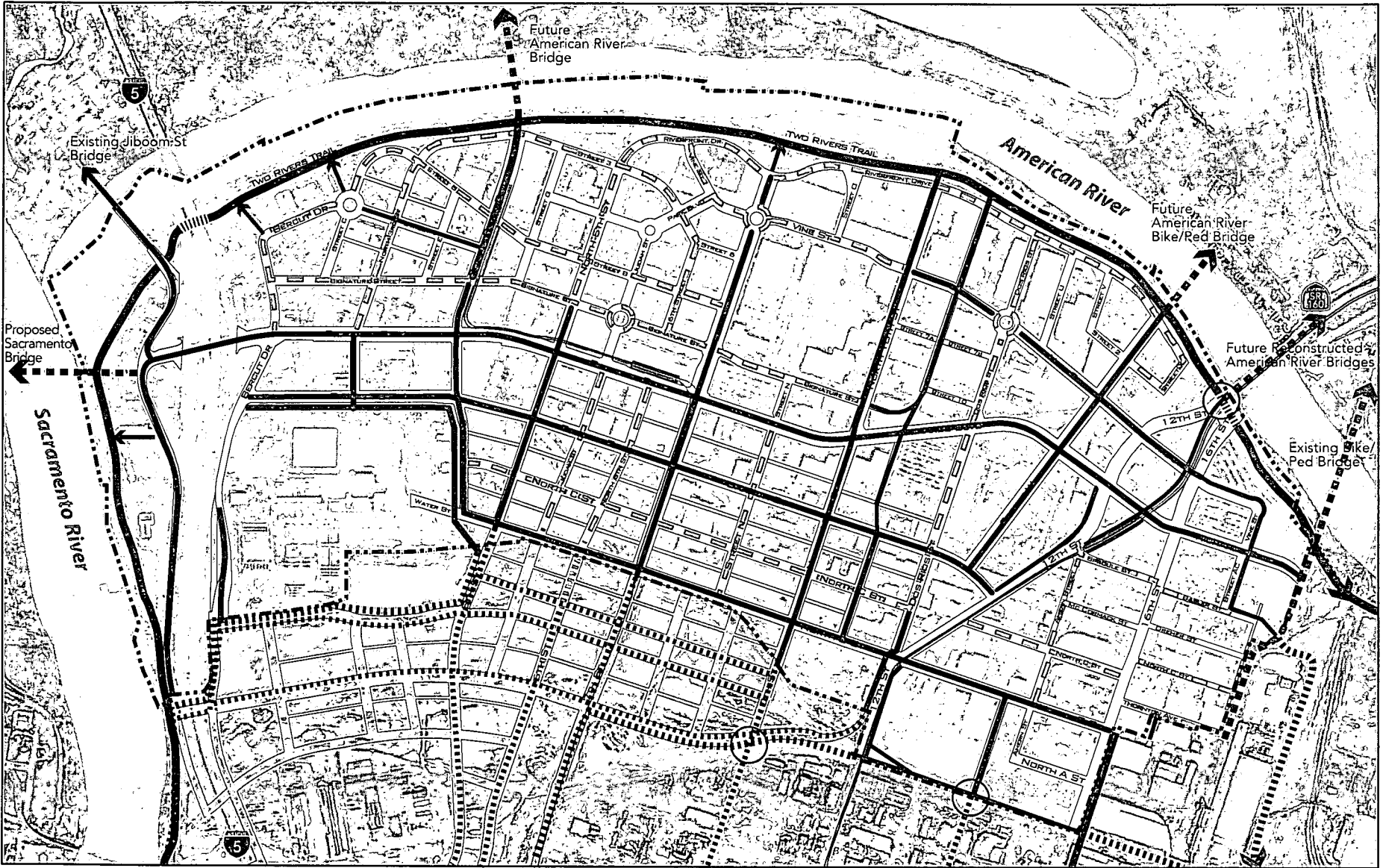










Figure 5.10 Bicycle Circulation Map

-  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.

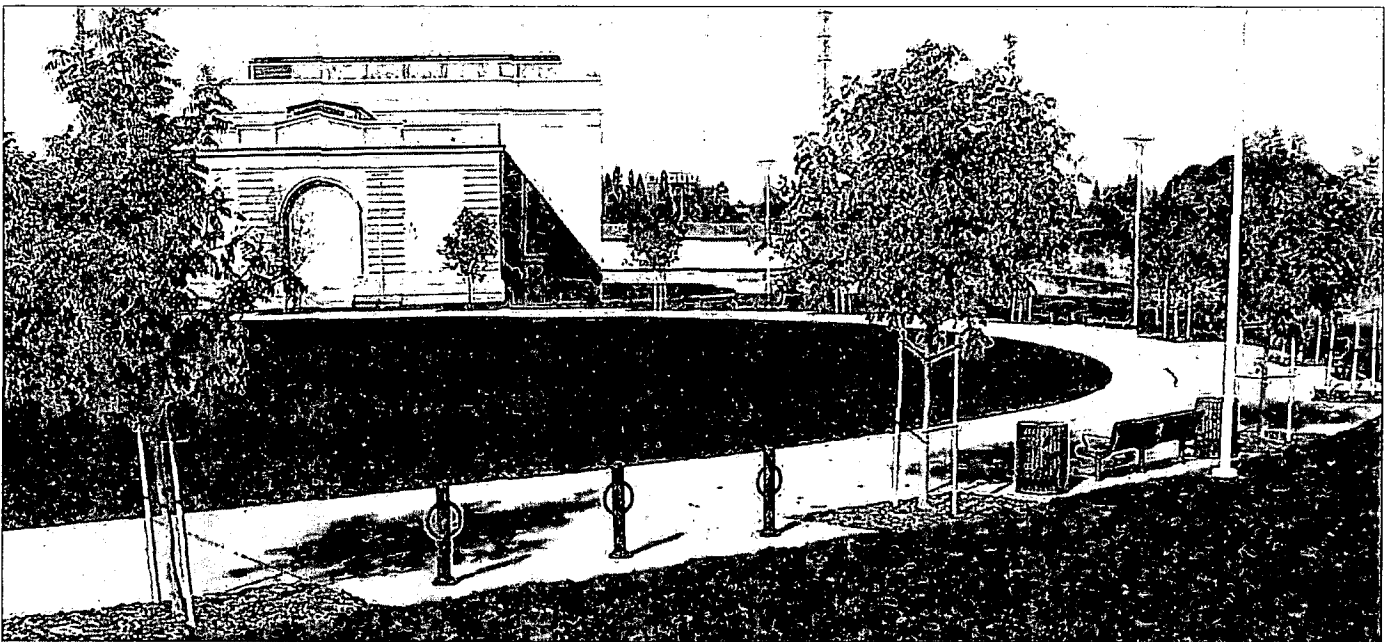


FIGURE 6.0 Robert T. Matsui Waterfront Park Facing the Historic PG&E Power Station.

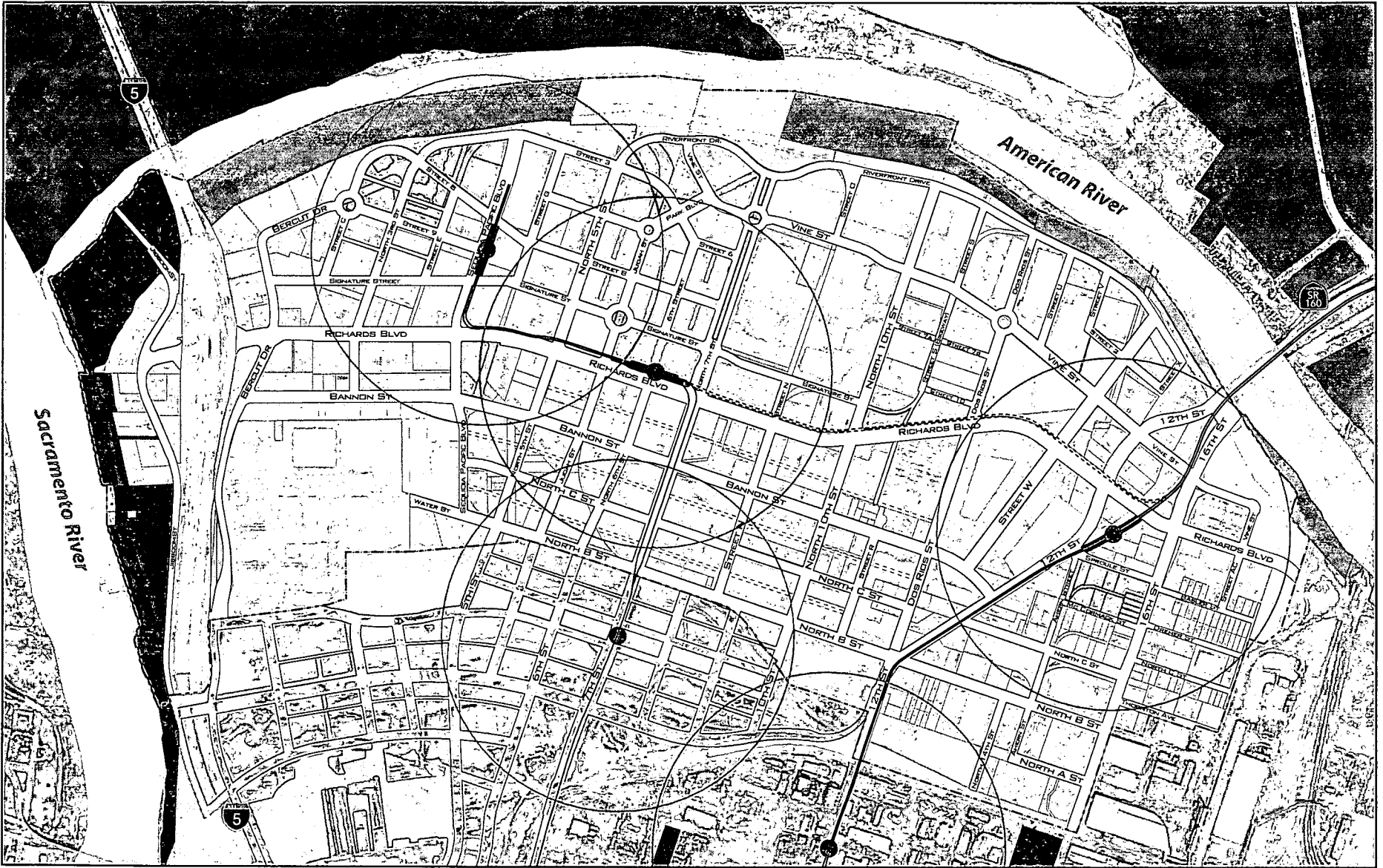













Figure 6.1 River District and Vicinity Parks Map

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

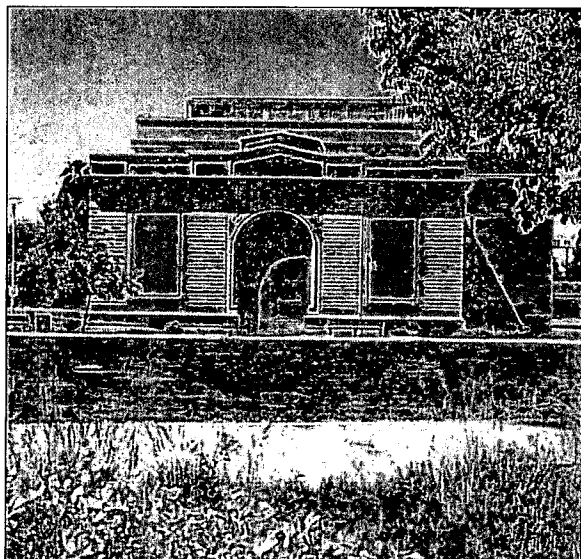


FIGURE 6.2 Robert T. Matsui Waterfront Park.

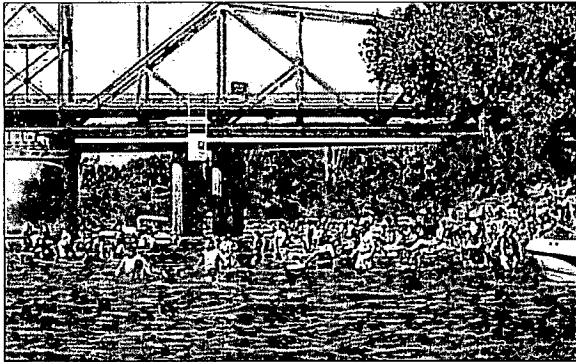


FIGURE 6.3 Tiscornia Park is Enjoyed by Families and Boaters.



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,

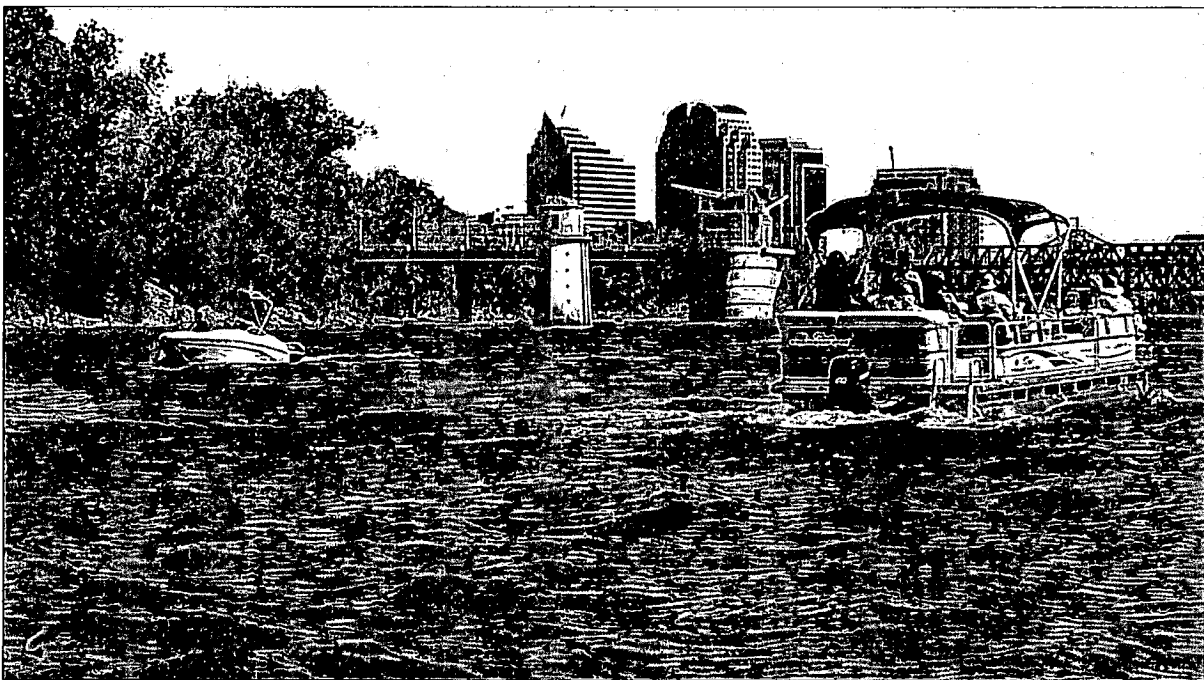


FIGURE 6.8 Boating on the Sacramento River.

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.

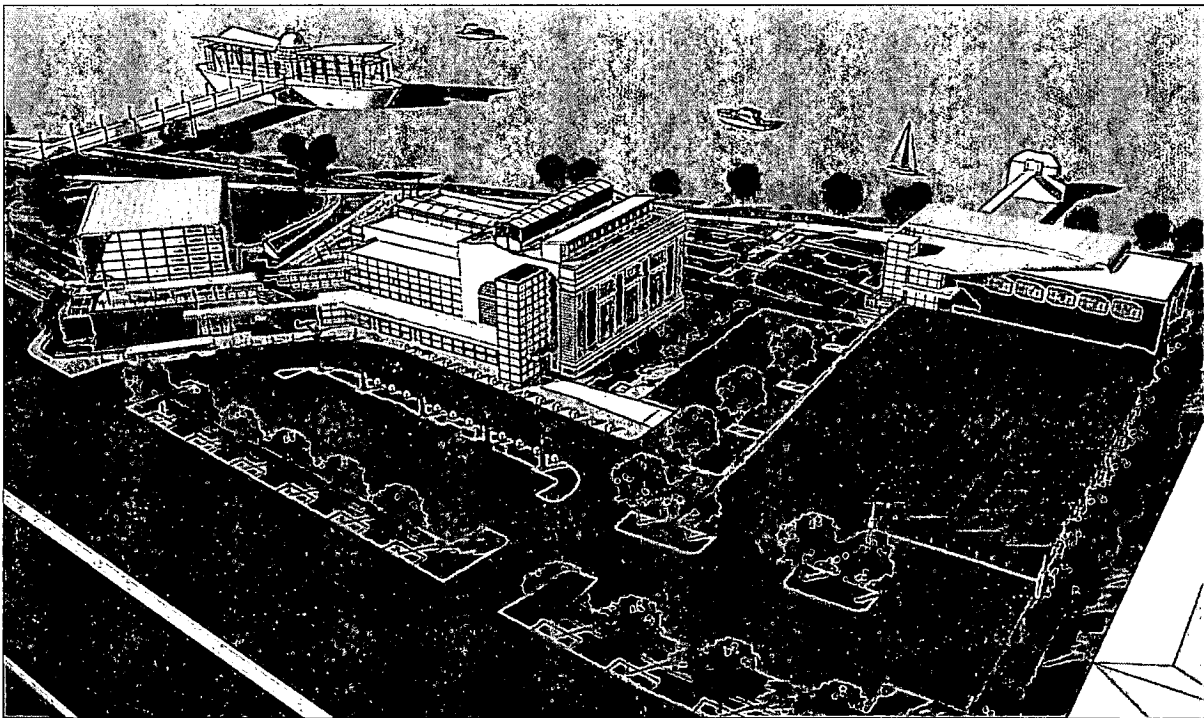


FIGURE 6.9 Powerhouse Science Center, proposed at the Historic PG&E Power Station.

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.

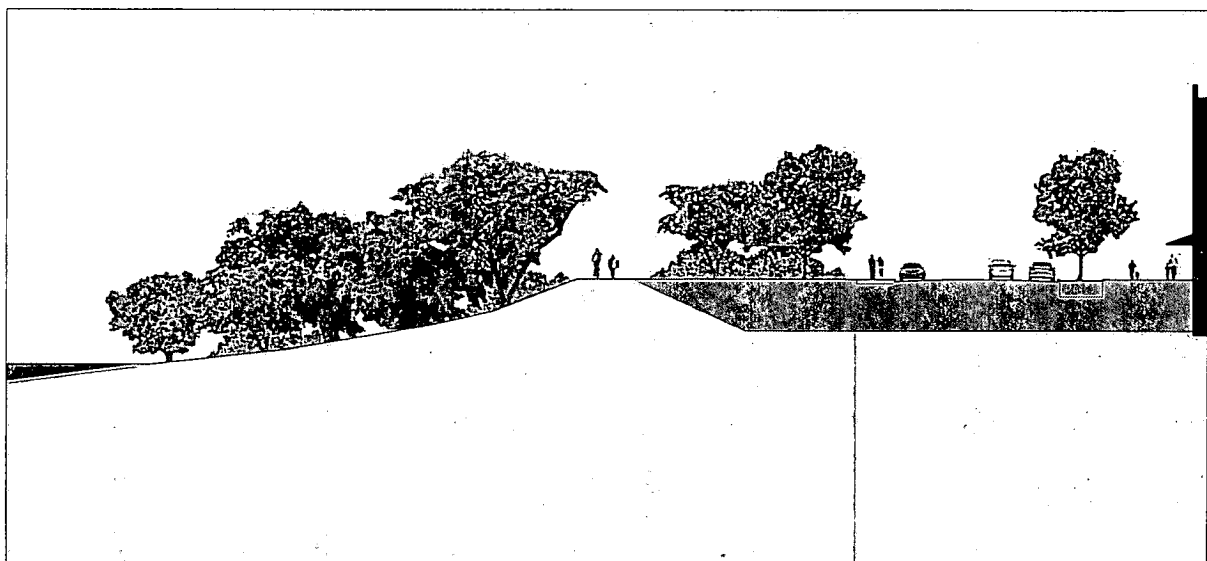


FIGURE 6.10 Township 9 will berm up to the levee top.

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.



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

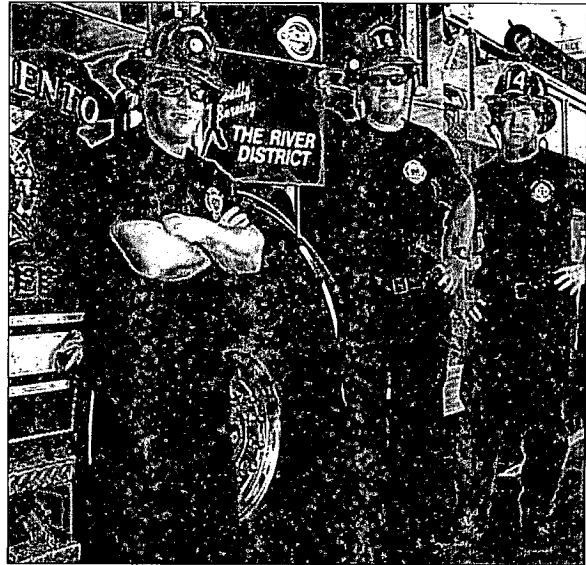
Support additional river crossings to facilitate access by emergency vehicles and evacuation during emergencies.

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



Source: Kent Lacin Media Services

FIGURE 7.1 Fire Station #14.

#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.

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

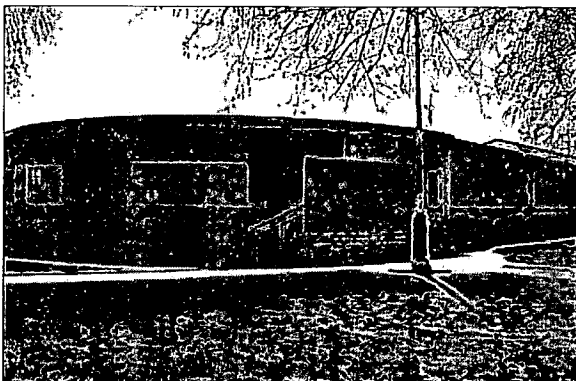


FIGURE 7.4 Former Dos Rios Elementary School, now Smythe Academy

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.

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 |  Magnet School |
|  Junior High School |  Private Elementary School |
|  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
Residential 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.

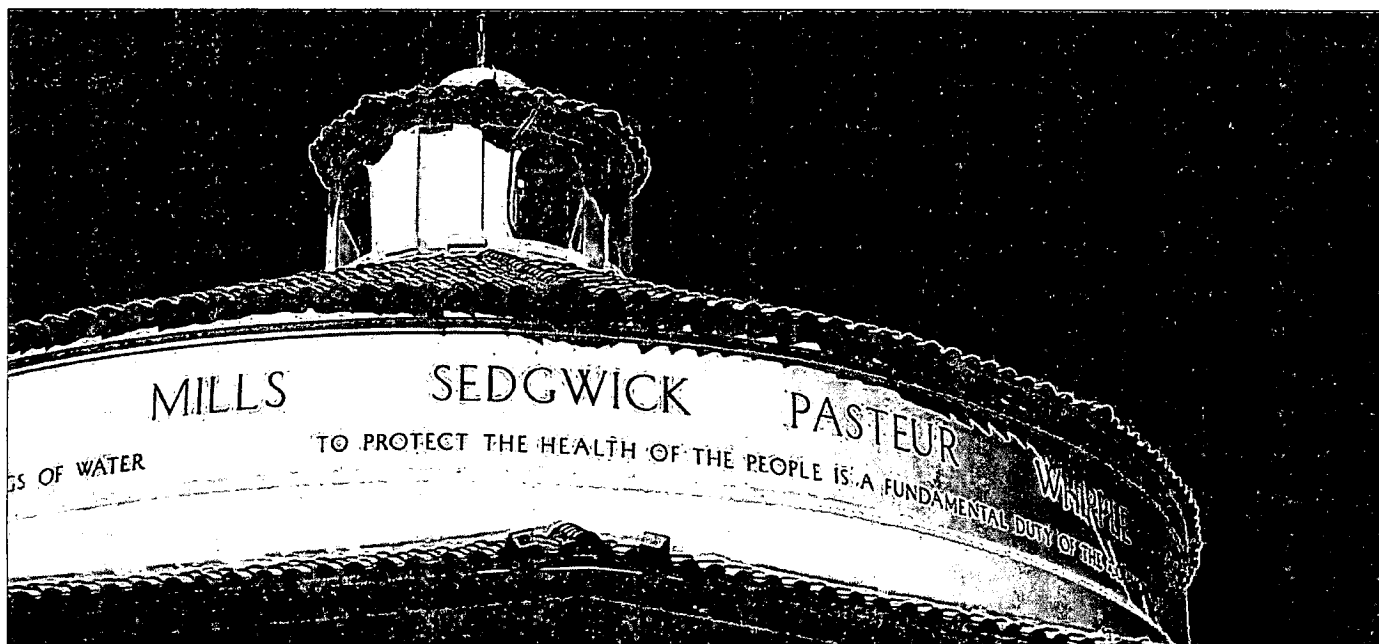


FIGURE 8.0 Sacramento Water Treatment Plant Building Detail.

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.

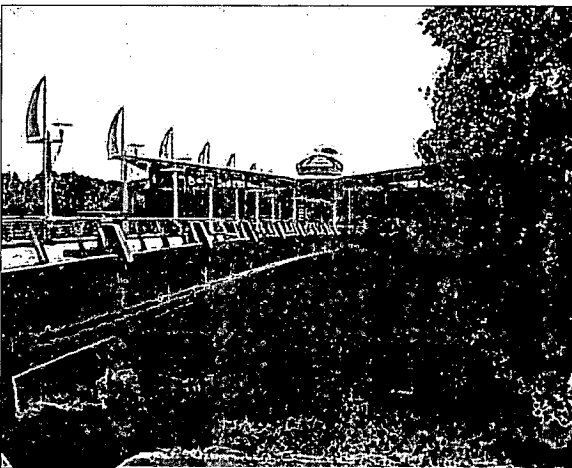


FIGURE 8.3 Sacramento River Water Intake Facility.

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.

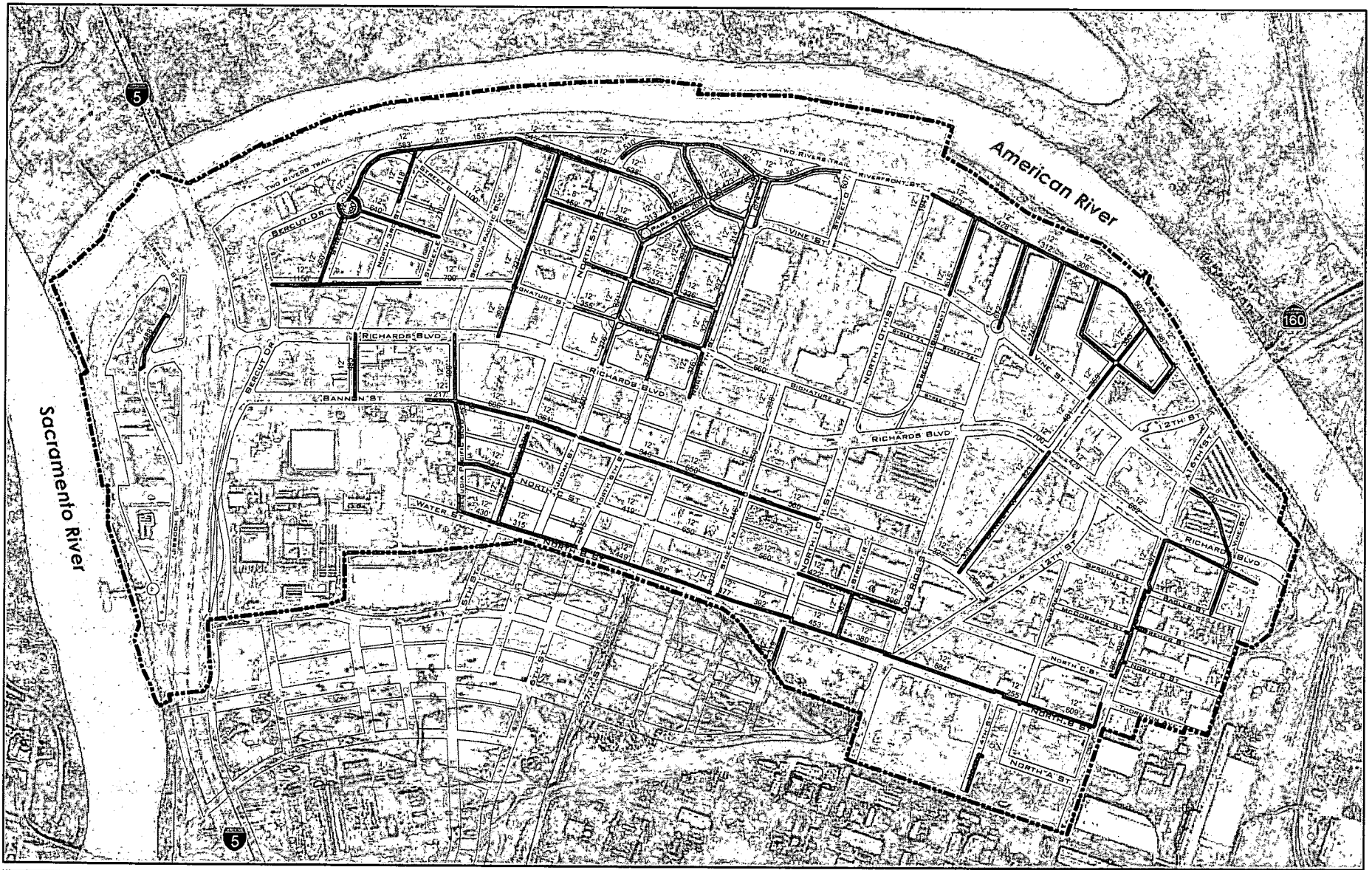


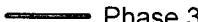
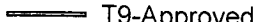
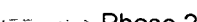



Figure 8.4 Proposed and Existing Water Supply System

- | | | | | | |
|---|---------------|---|---------|--|--------------------------------|
|  | RDSP Boundary |  | Phase 1 |  | Phase 3 |
|  | T9-Approved |  | Phase 2 |  | Current Street with Deficiency |

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

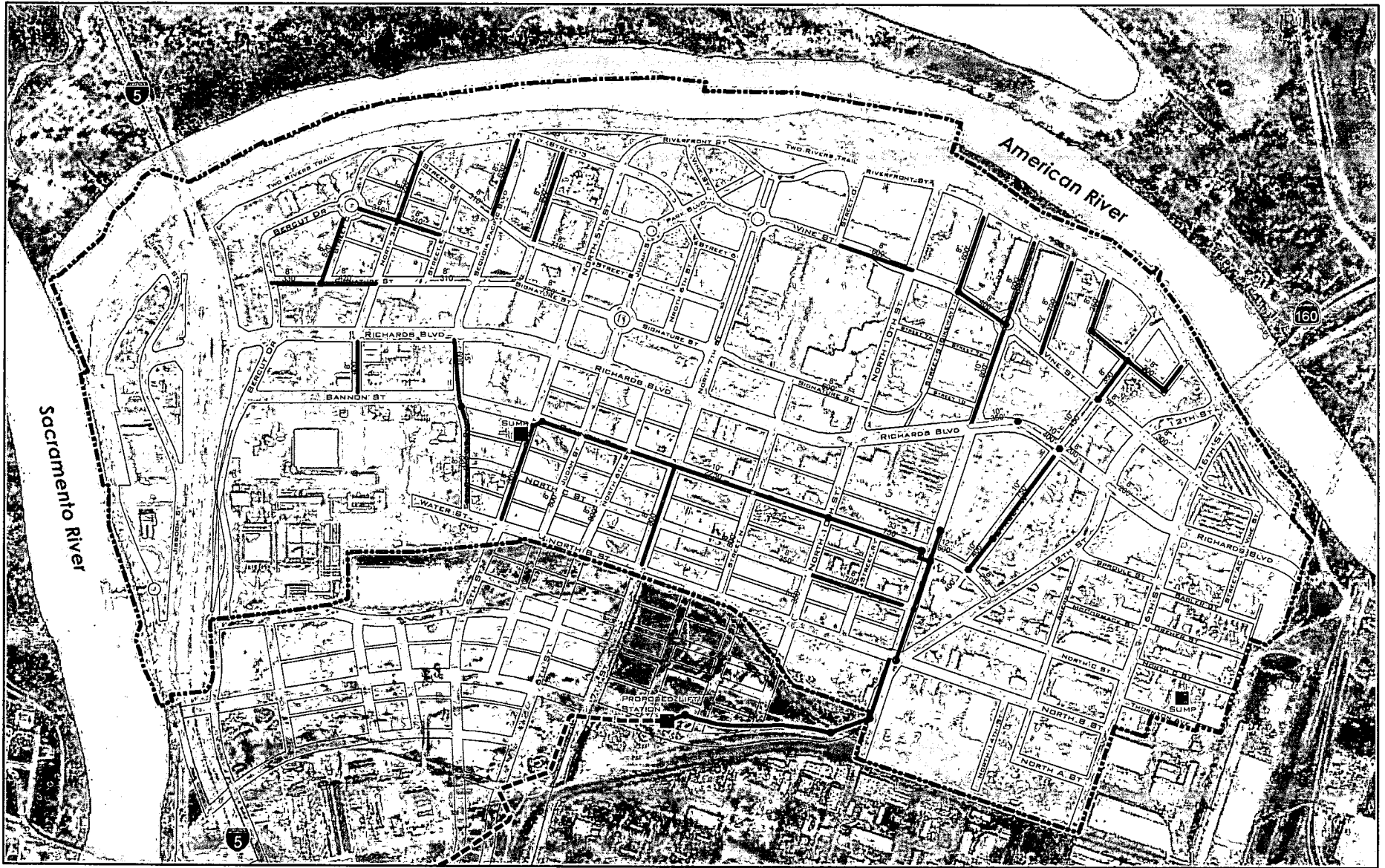


Figure 8.5 Proposed and Existing Sewer System

- RDSP Boundary
- Phase 1 Sewer
- Phase 3 Sewer
- Proposed Force Main
- End of Main
- Phase 2 Sewer
- Proposed Main

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.

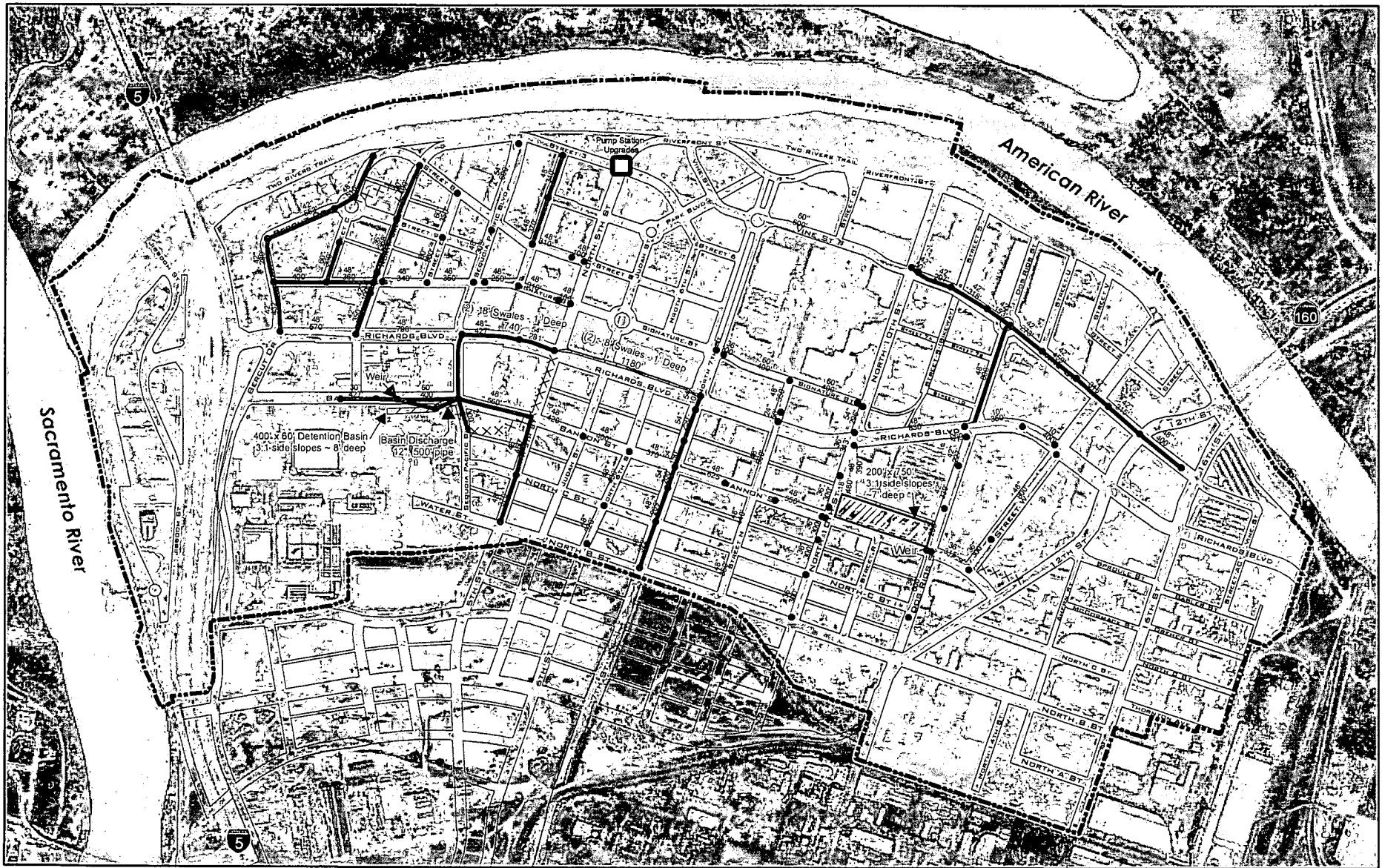







Figure 8.6 Proposed and Existing Storm Drainage System

-  RDSP Boundary
-  Phase 1 Mains
-  Phase 3 Mains
-  Proposed Manholes
-  Phase 2 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.

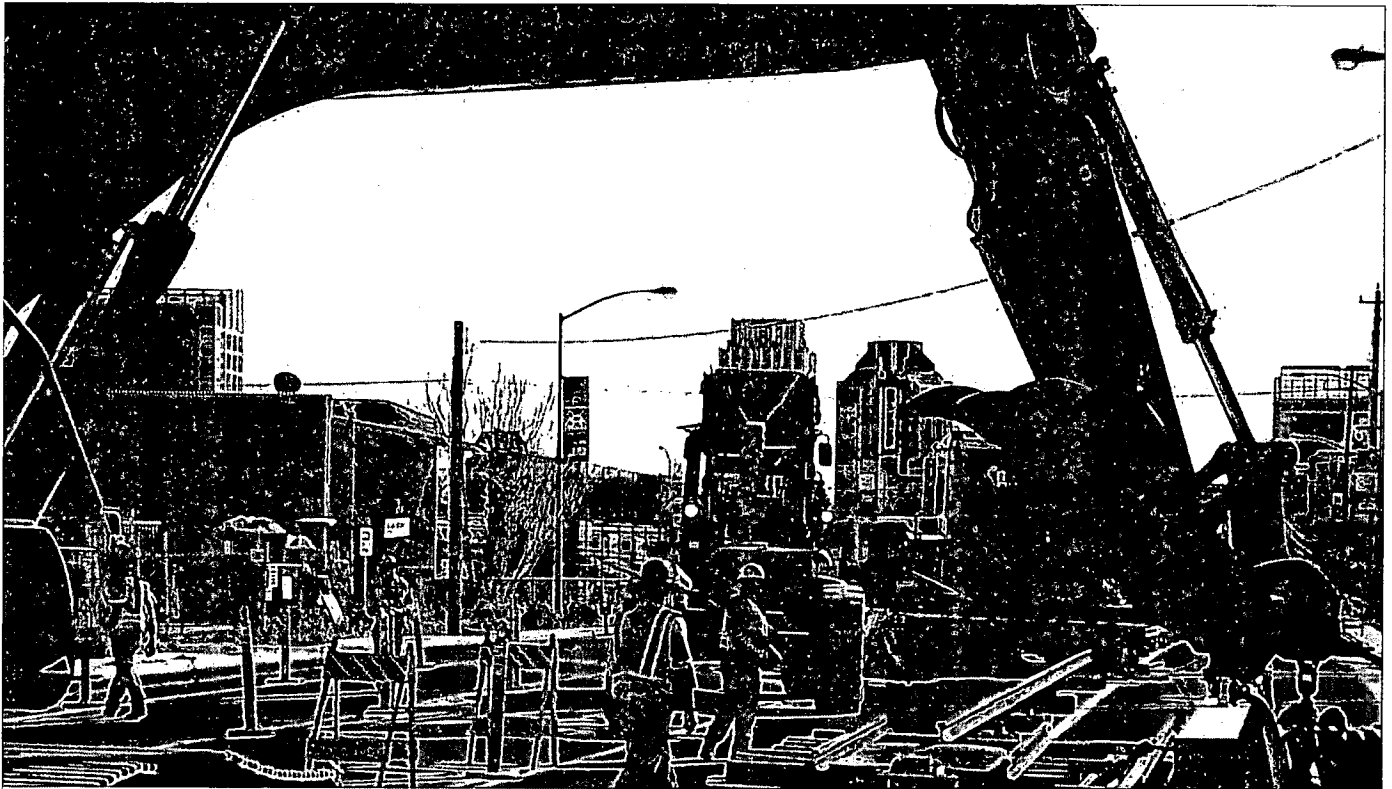


FIGURE 9.0 Light Rail Lines Being Laid on North 7th Street for the First Stop on the Green Line.

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 sub-districts 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.

Policy C1e: 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 Rail-yards 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

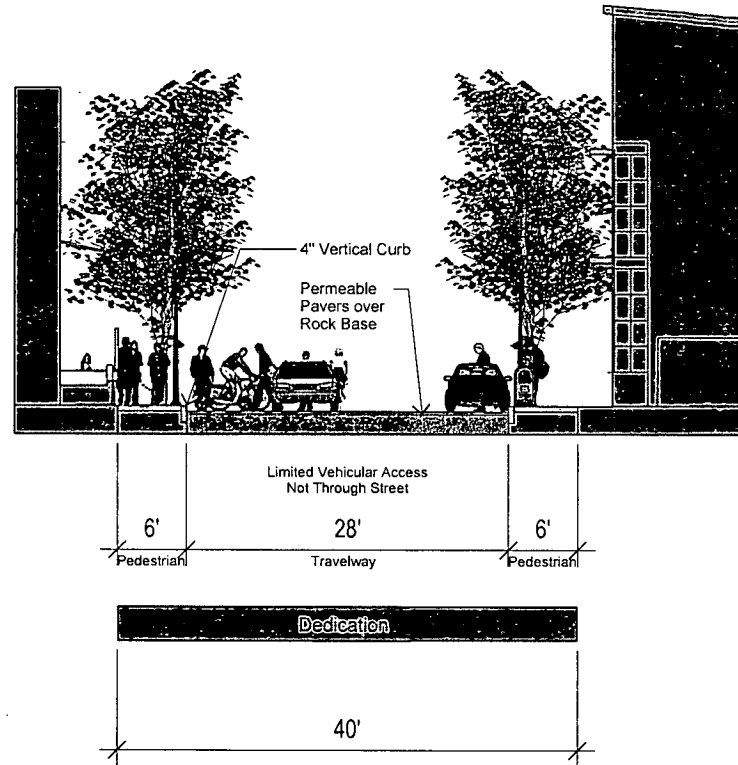
- Section 1: 40 Foot Mews (Streets 7a, 7b, Street 10)
- Section 2: Ahern Street
- Section 3: Bicycle Boulevard (Street 5)
- Section 4: Riverfront Drive and Street 3 (west of N. 5th St)
- Section 5: Standard 2-lane Local Street
- Section 6: Sequoia Promenade (Street 9)
- Section 7: North 10th Street (north 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)
- Street Segment Number keyed for Street Section (with color reference)





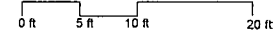
40 Foot Mews (Streets 7a, 7b, Street 10)

View Orientation: Looking West

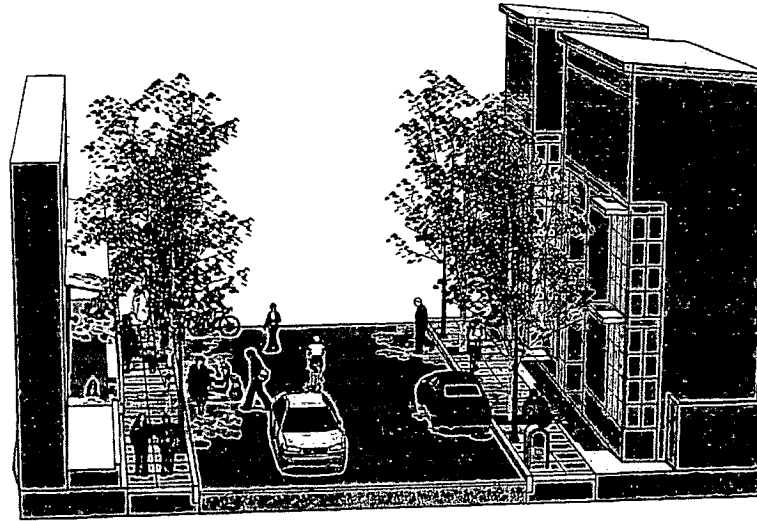
River District Specific Plan & Design Guidelines 2011



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

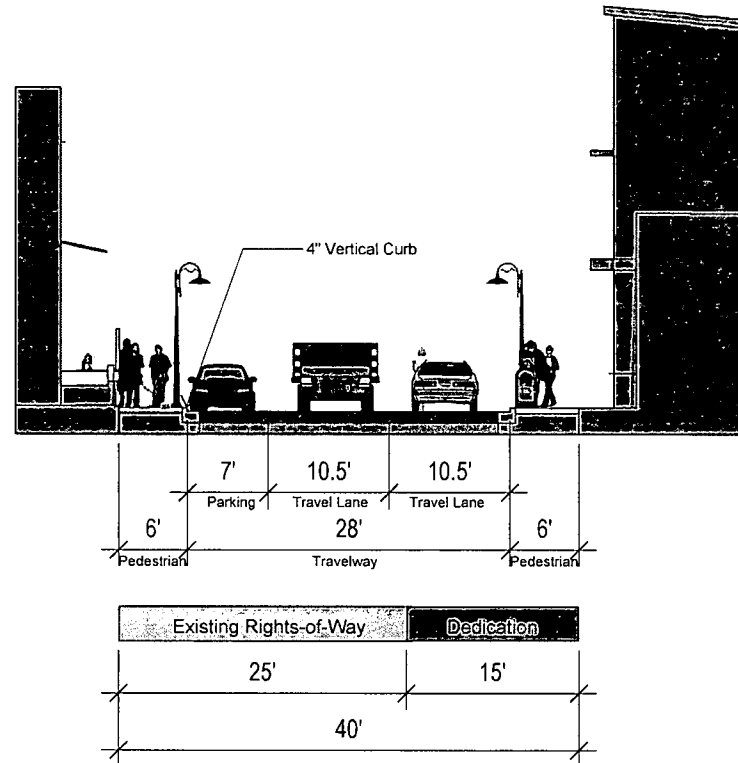
View Orientation: Looking West

River District Specific Plan & Design Guidelines 2011



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1 b



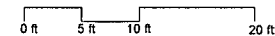
Ahern Street

View Orientation: Looking North

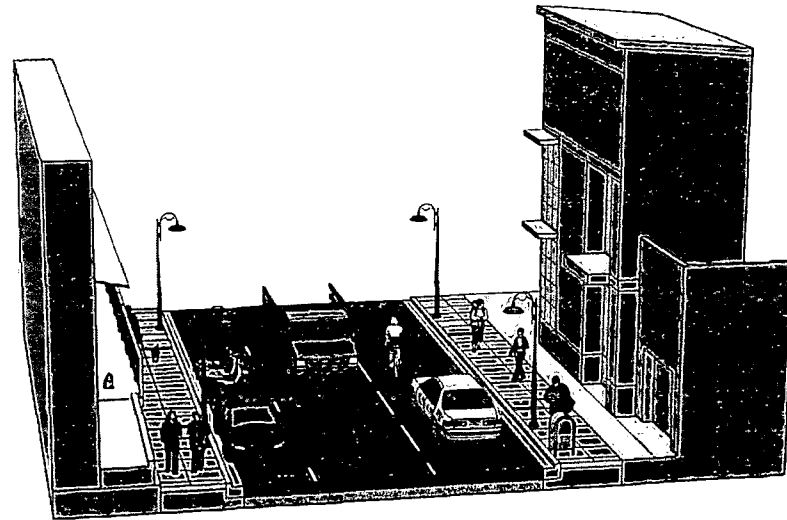
River District Specific Plan & Design Guidelines 2011



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2_a



Ahern Street

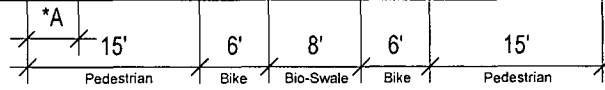
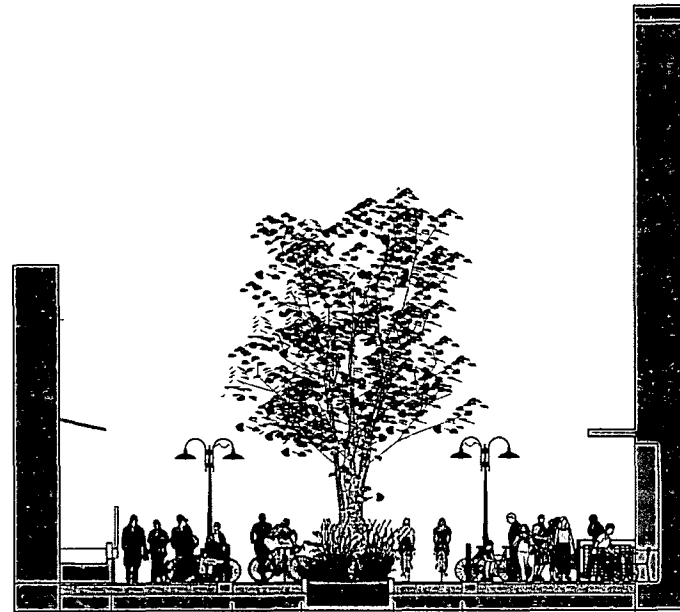
View Orientation: Looking North

River District Specific Plan & Design Guidelines 2011

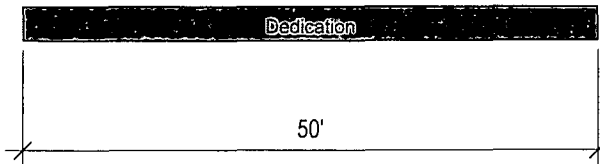


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2 b



*A - Encroachment for Accessible Access to Existing Raised Floors Permitted



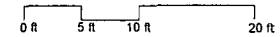
Bicycle Boulevard (Street S)

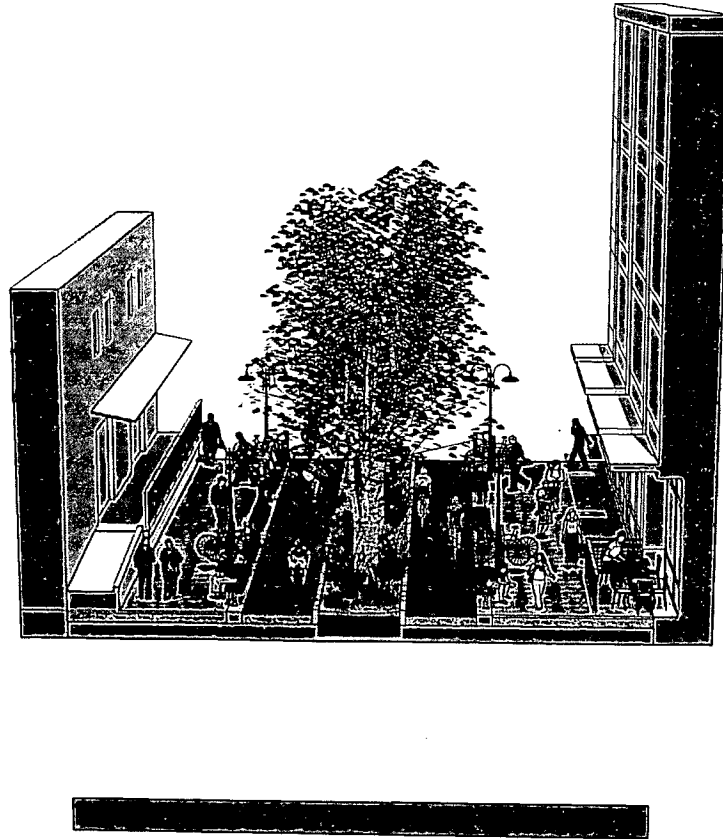
View Orientation: Looking South

River District Specific Plan & Design Guidelines 2011



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Bicycle Boulevard (Street S)

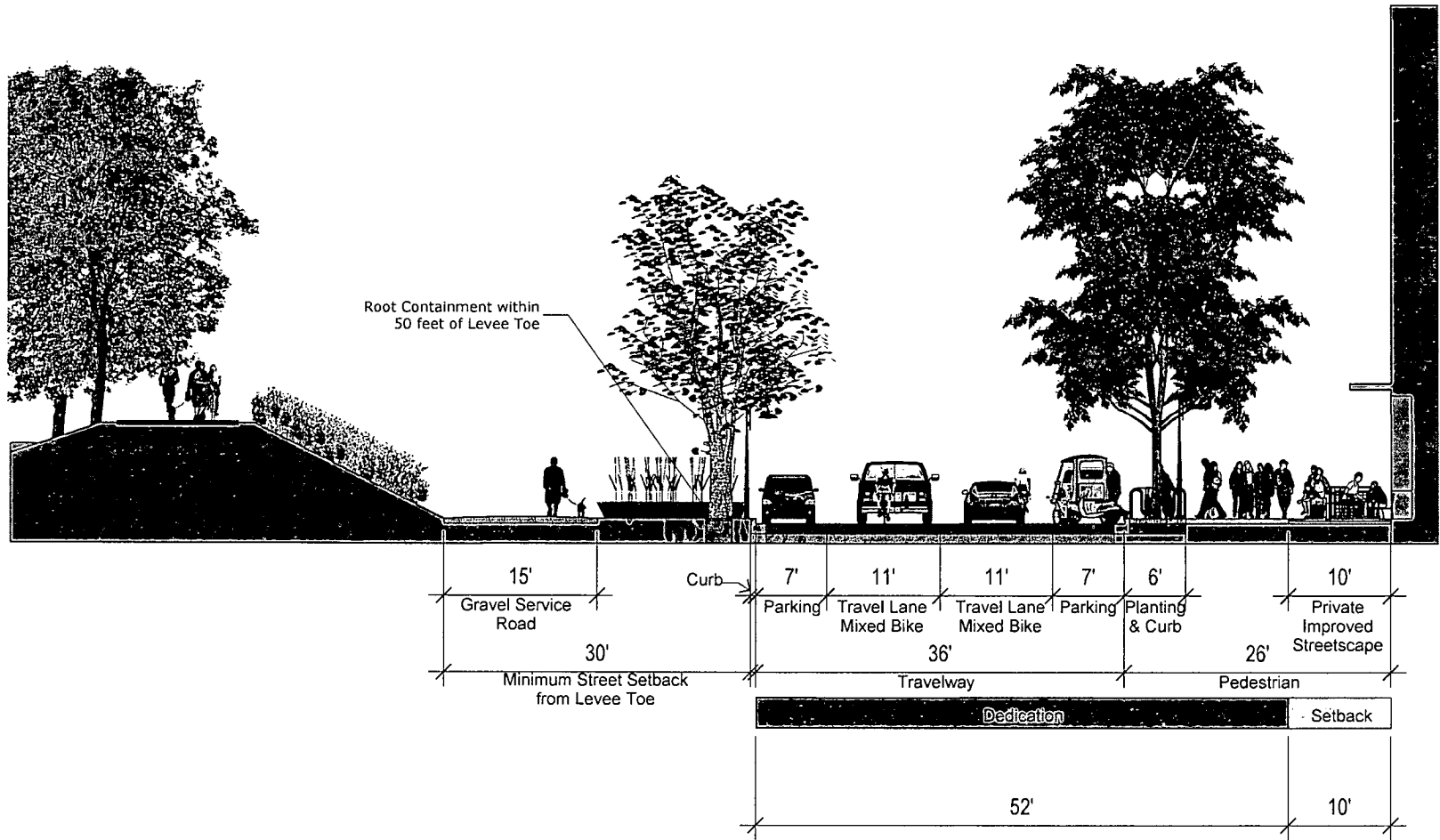
View Orientation: Looking South

River District Specific Plan & Design Guidelines 2011



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3_b

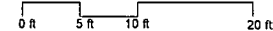


Riverfront Drive and Street 3 (west of N. 5th St)

View Orientation: Looking East

River District Specific Plan & Design Guidelines 2011

Scale: 1" = 1'-0"





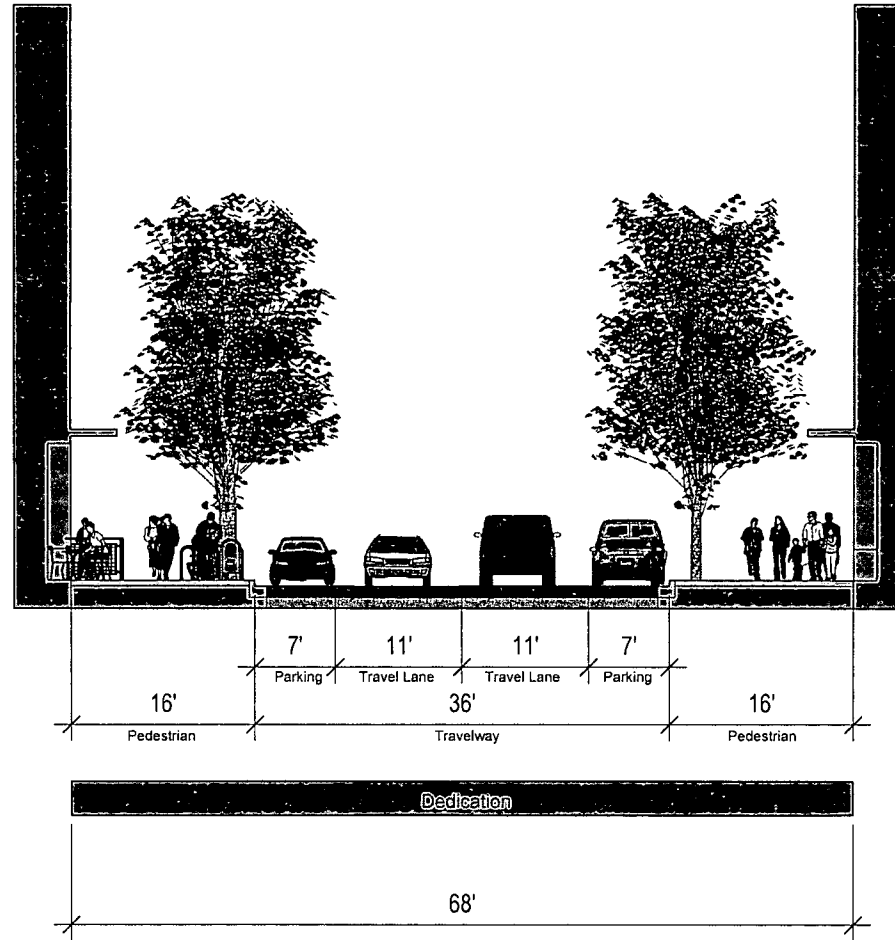
Riverfront Drive and Street 3 (west of N. 5th St)

View Orientation: Looking East

River District Specific Plan & Design Guidelines 2011

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b



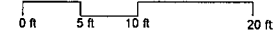
Standard 2-lane Local Street

View Orientation: Non-Directional

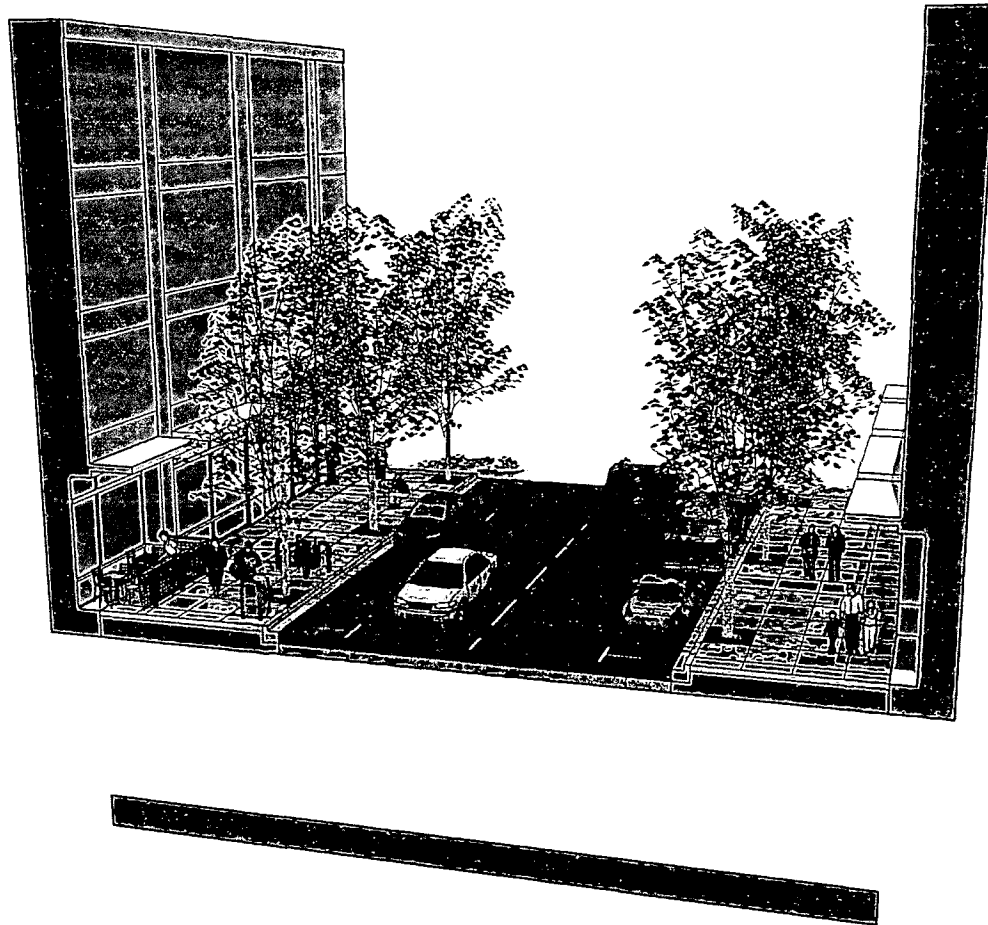
River District Specific Plan & Design Guidelines 2011



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5_a



Standard 2-lane Local Street

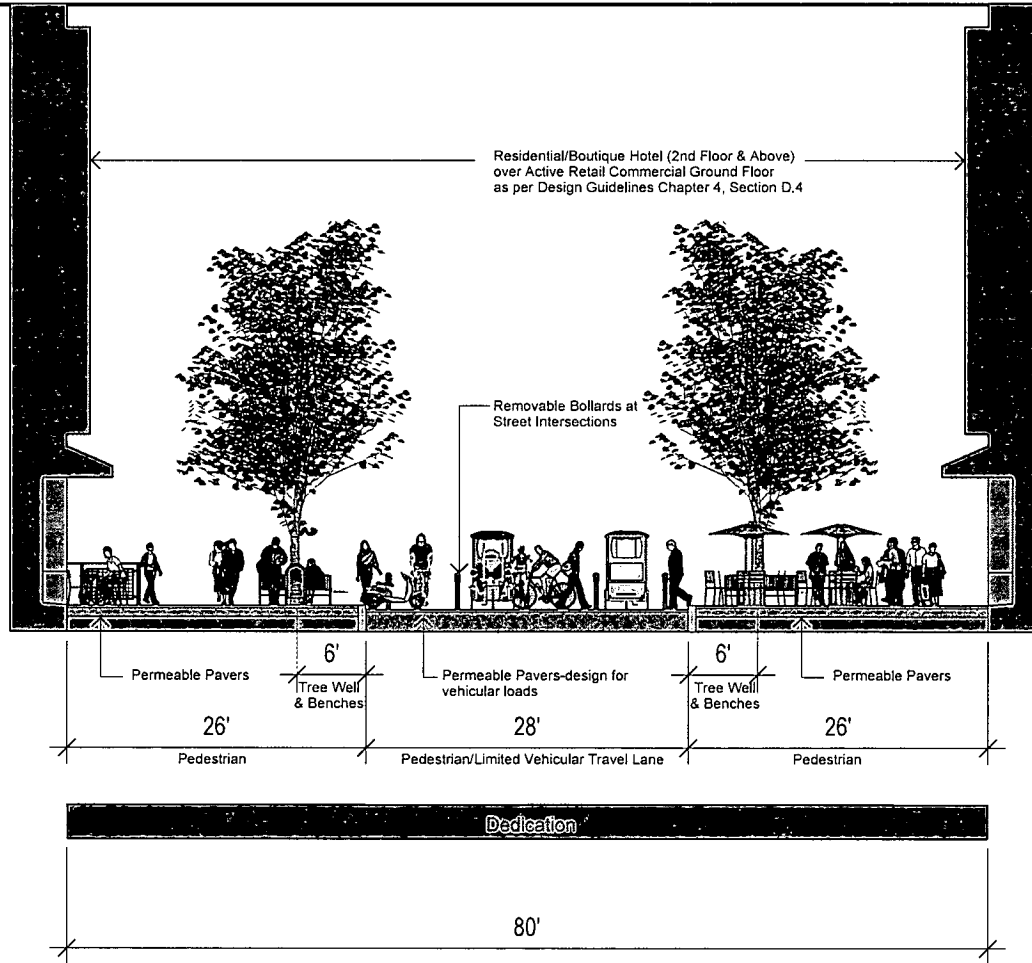
View Orientation: Non-Directional

River District Specific Plan & Design Guidelines 2011



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5 b



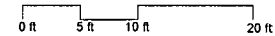
Pedestrian Promenade (Street 9)

View Orientation: Non-Directional

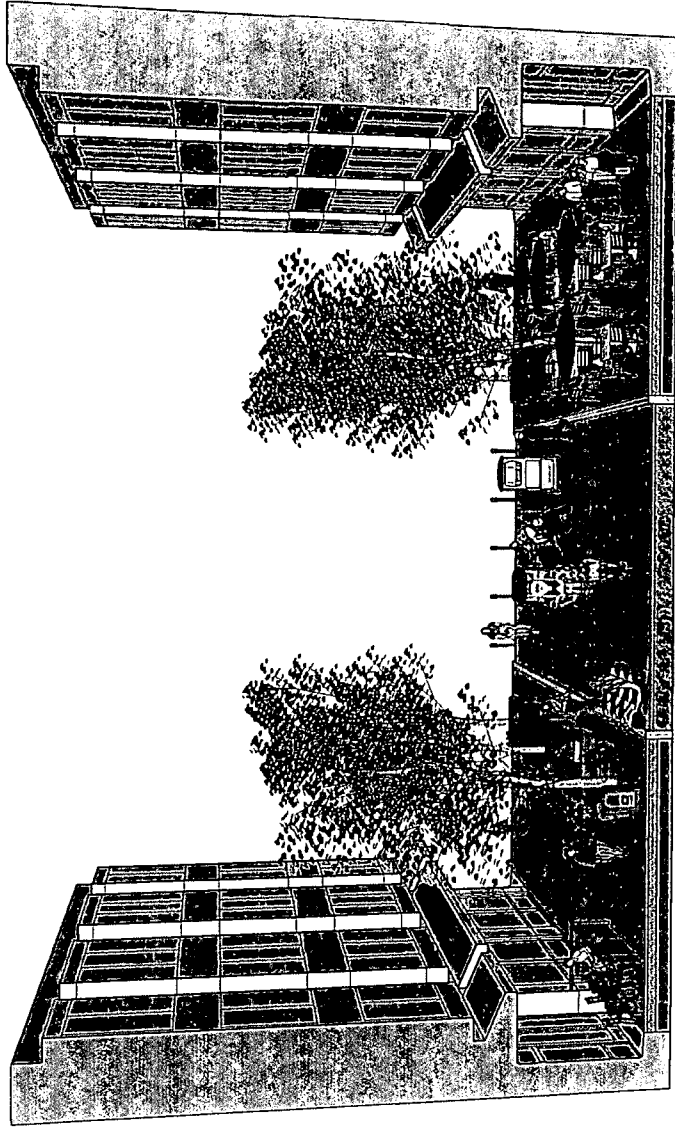
River District Specific Plan & Design Guidelines 2011



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Pedestrian Promenade (Street 9)

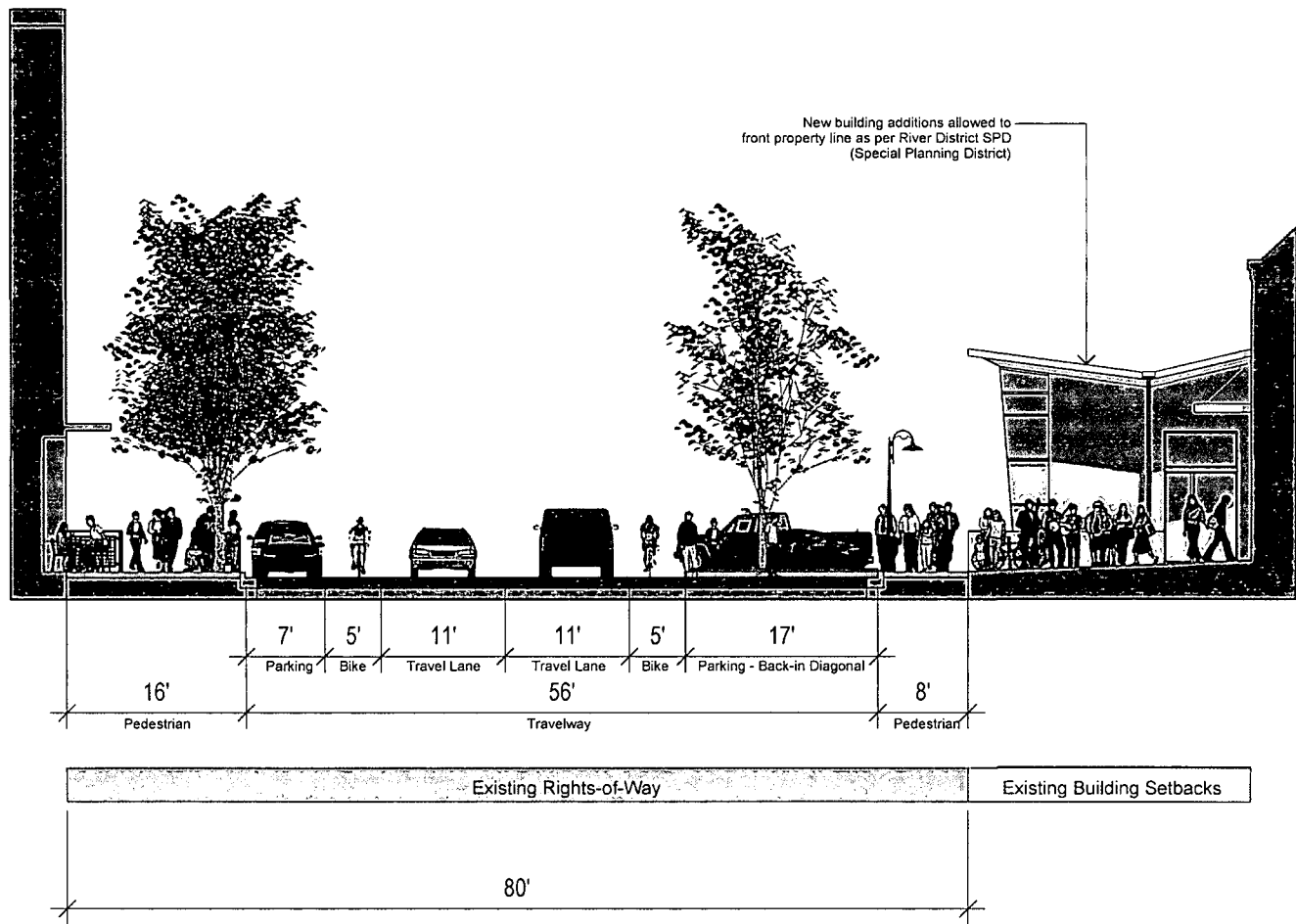
View Orientation: Non-Directional



River District Specific Plan & Design Guidelines 2011

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6^b



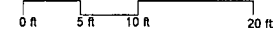
North 10th Street (north of Richards Boulevard)

View Orientation: Looking North

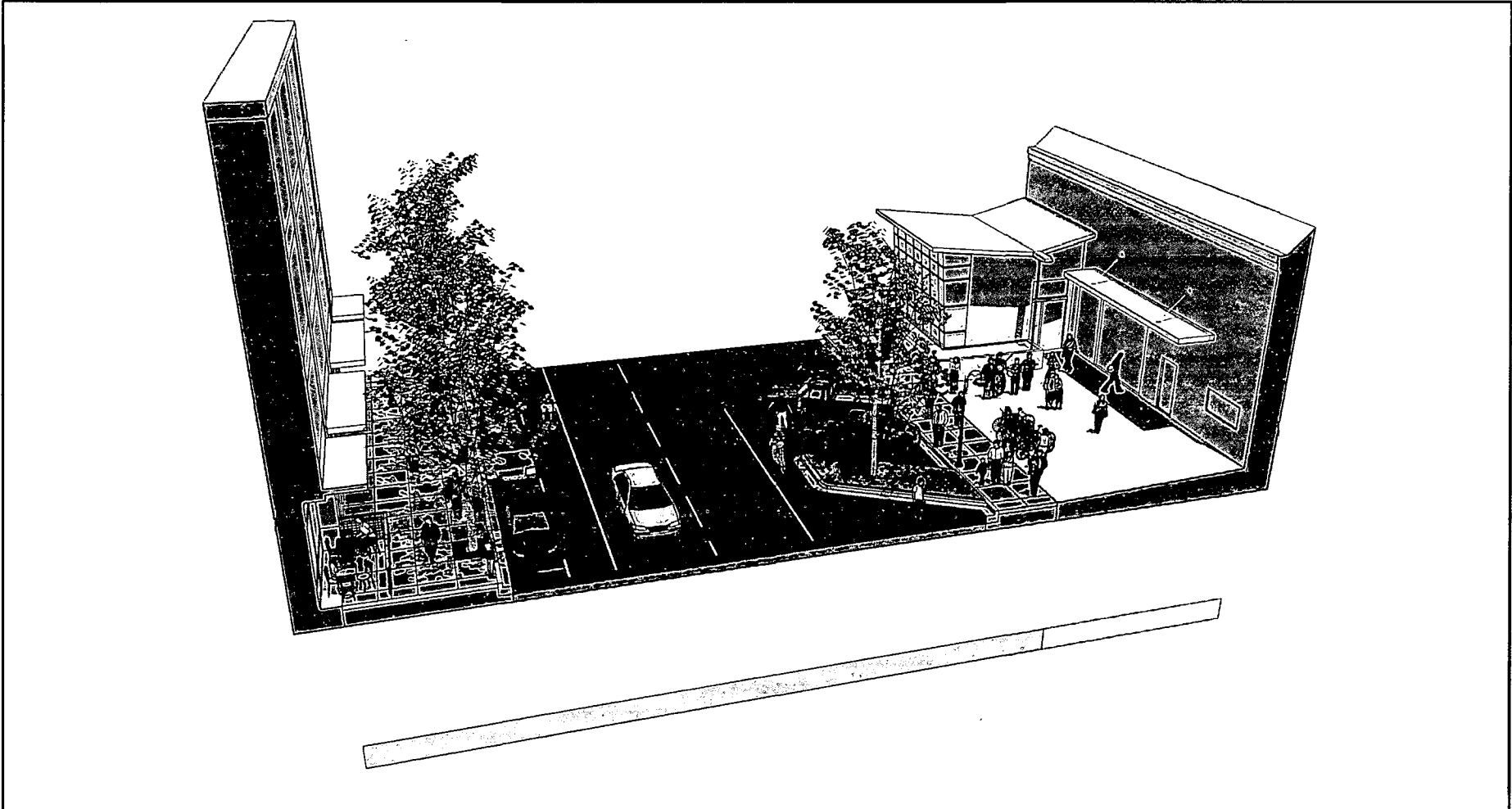
River District Specific Plan & Design Guidelines 2011



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7 a



North 10th Street (north of Richards Boulevard)

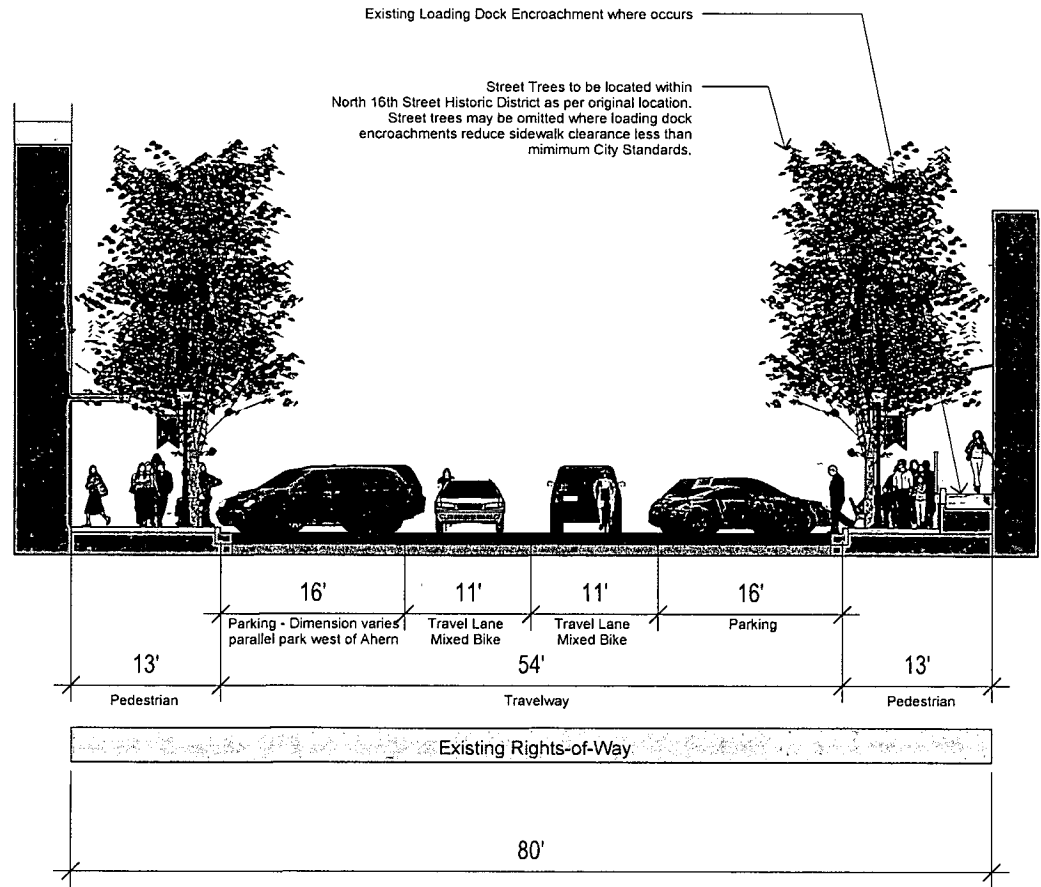
View Orientation: Looking North

River District Specific Plan & Design Guidelines 2011



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7 b



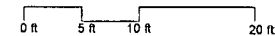
North C Street (N. 12th St to N. 16th Street)

View Orientation: Looking West

River District Specific Plan & Design Guidelines 2011



Scale: 1" = 1'- 0"





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

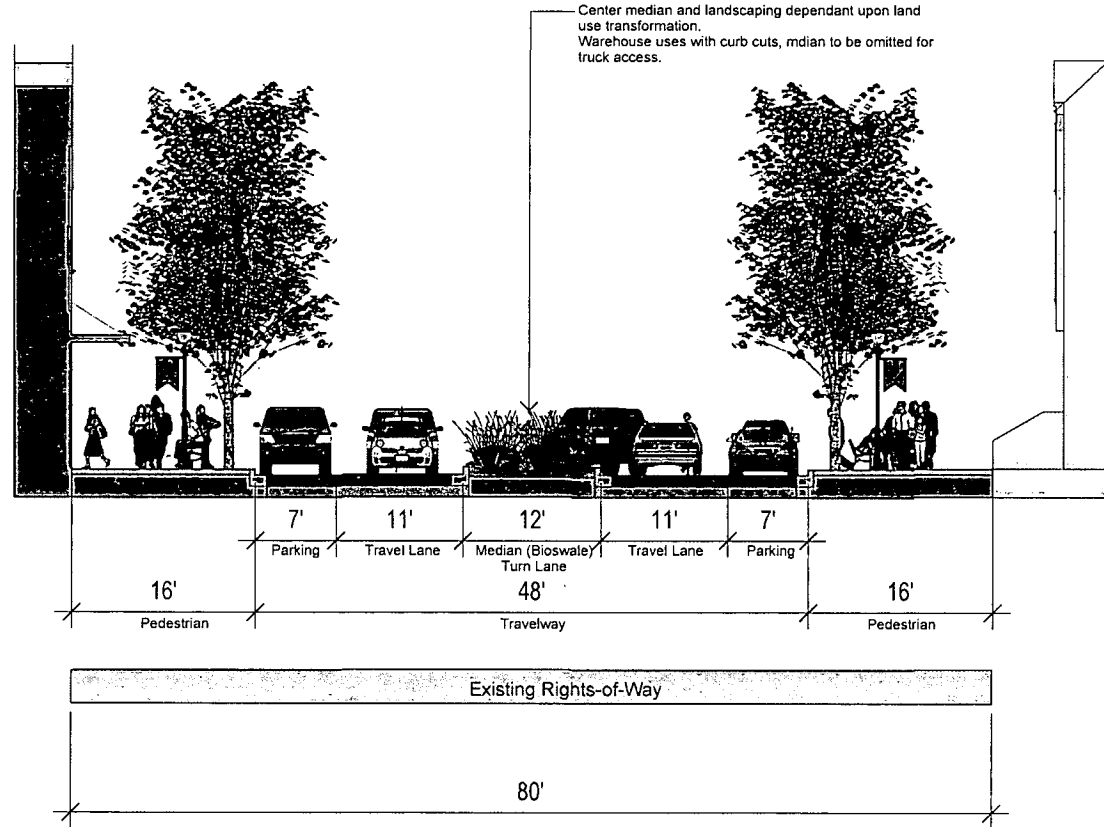
View Orientation: Looking West

River District Specific Plan & Design Guidelines 2011



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8 b



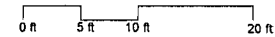
**Dos Rios, North 10th Street (south of Richards), Vine Street
(N. 10th St to N. 12th St)**

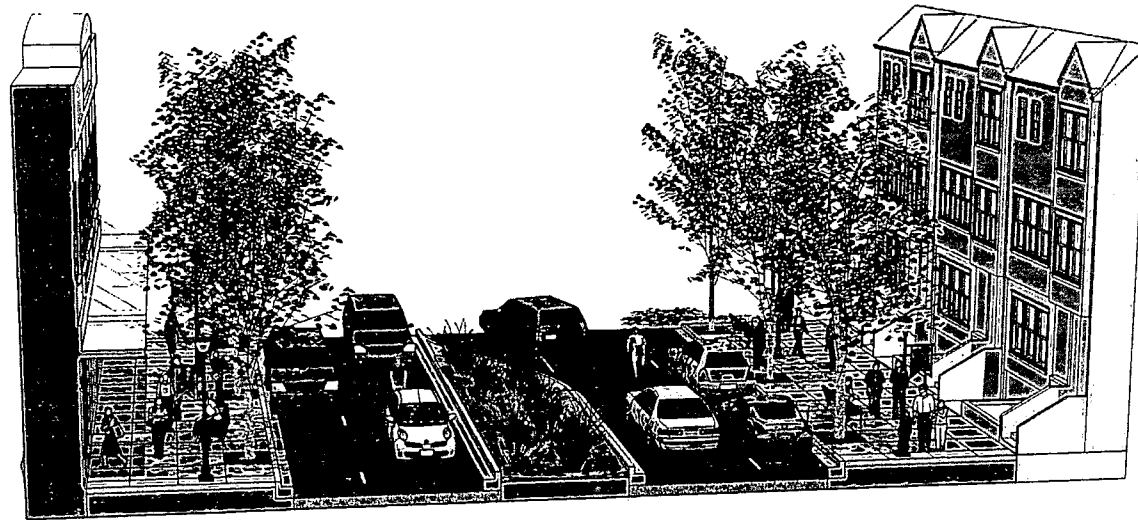
View Orientation: Looking North

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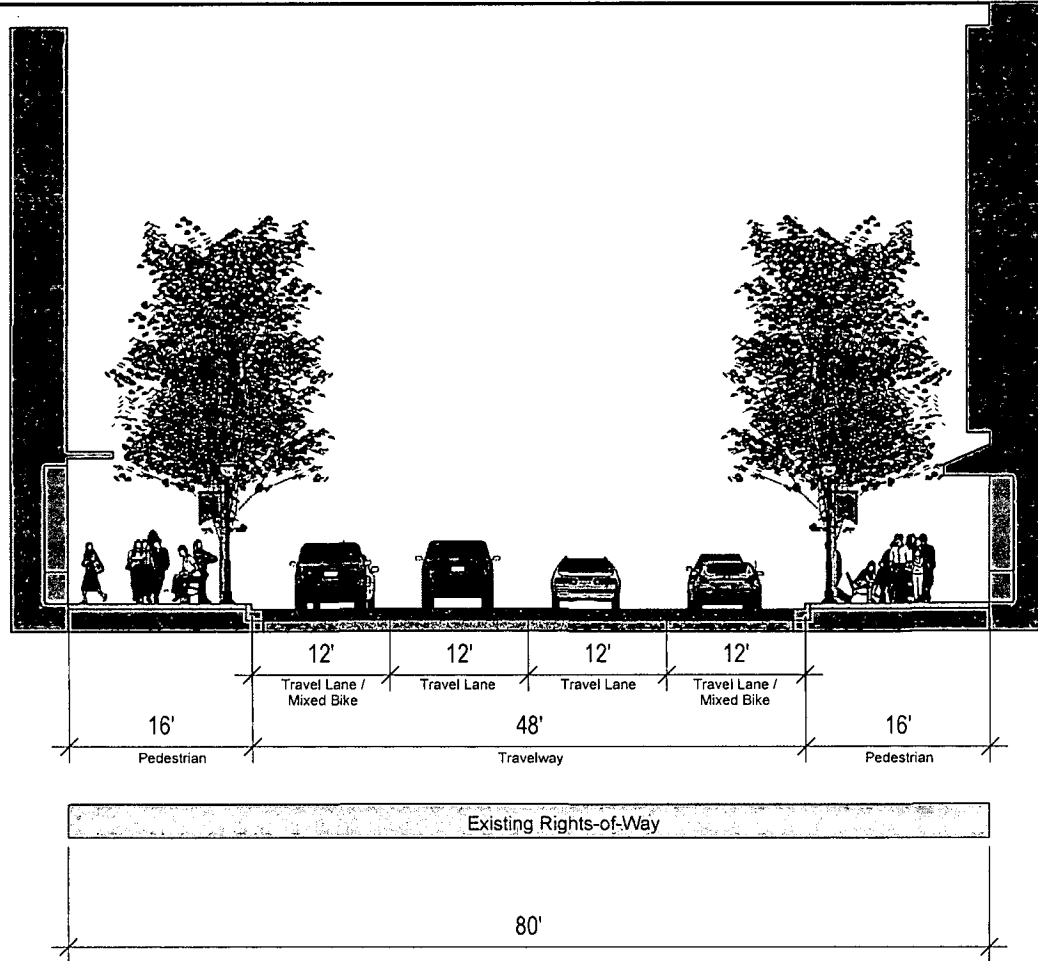
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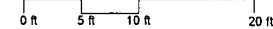
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View Orientation: Looking South

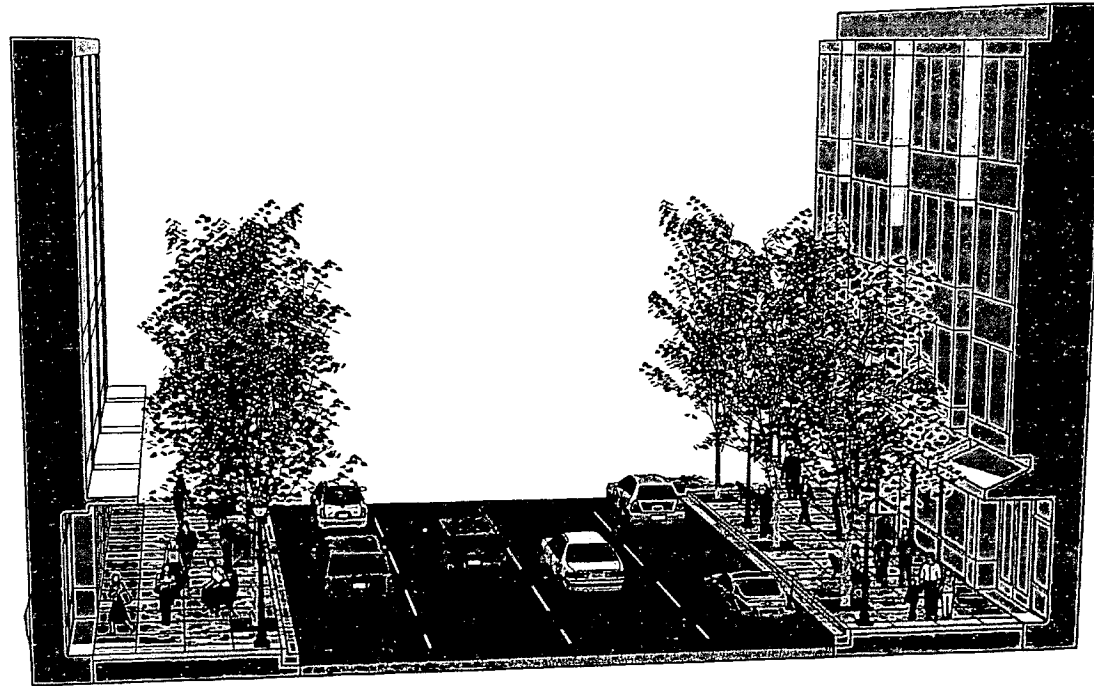
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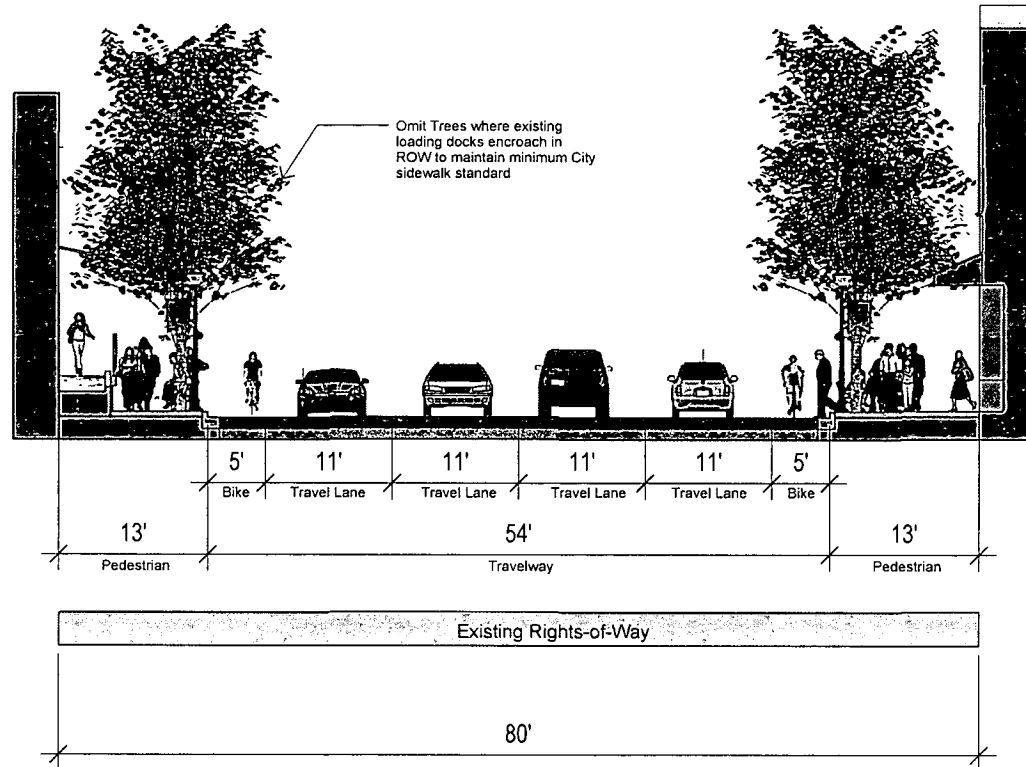
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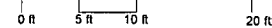
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View Orientation: Looking East

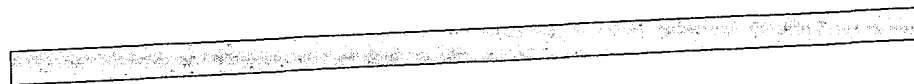
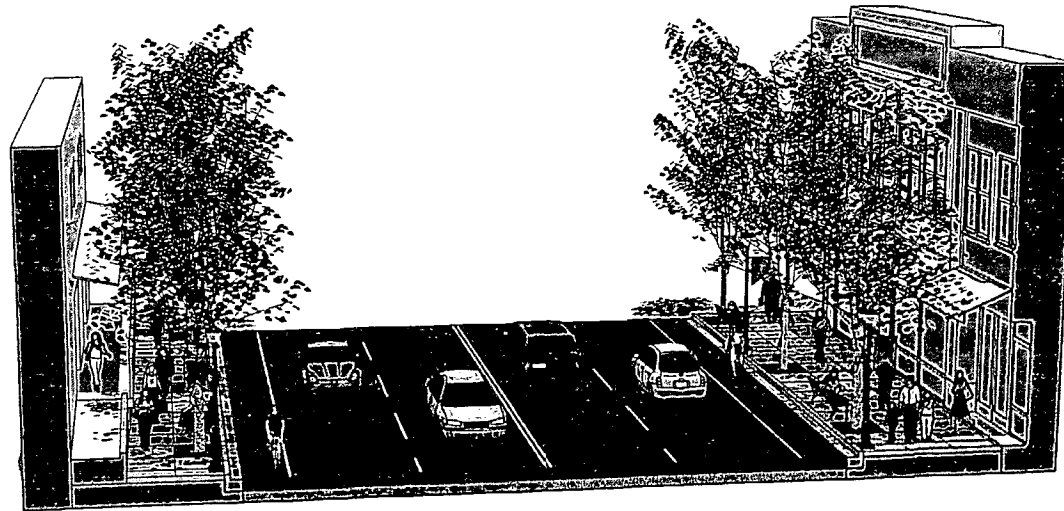
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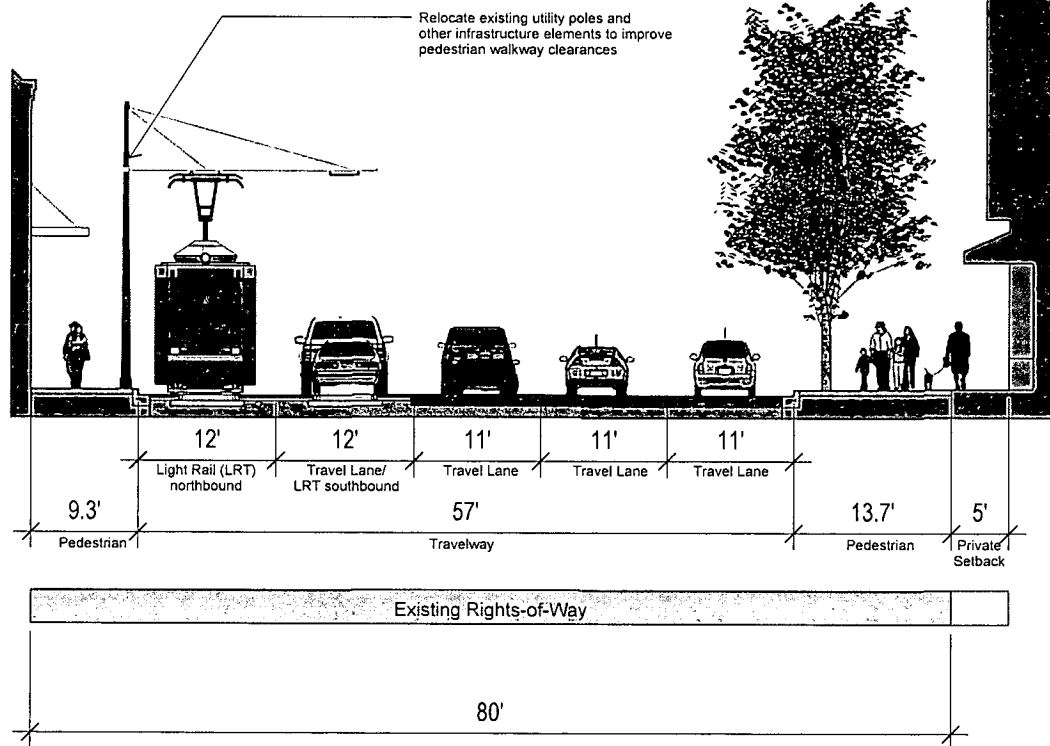
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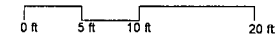
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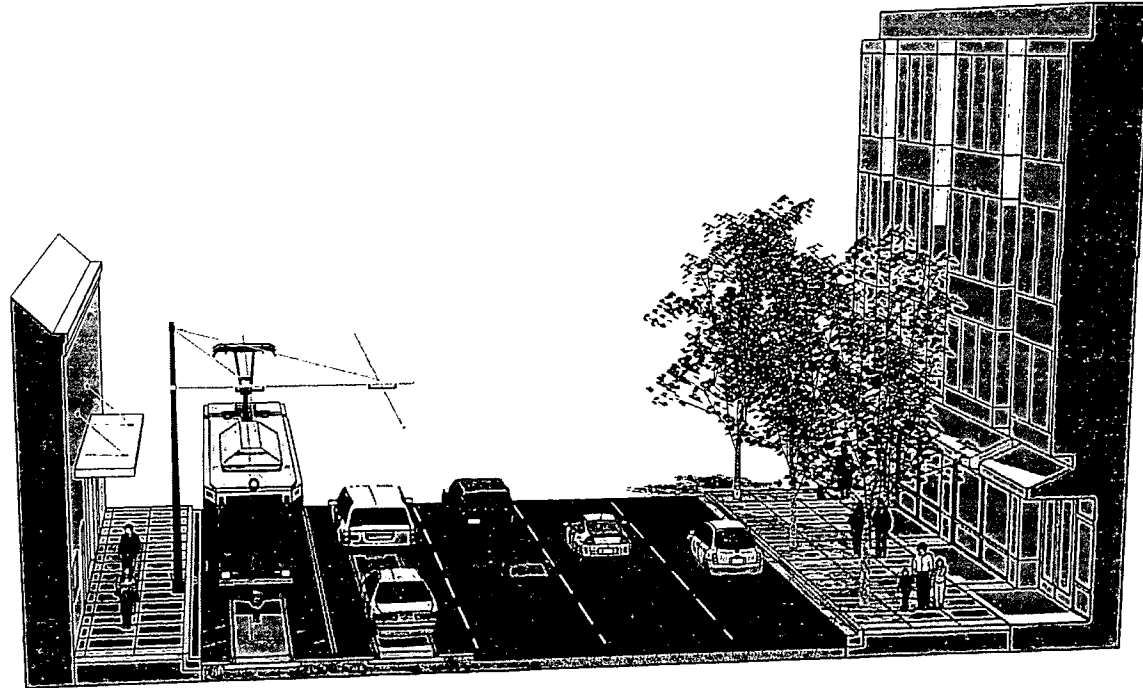
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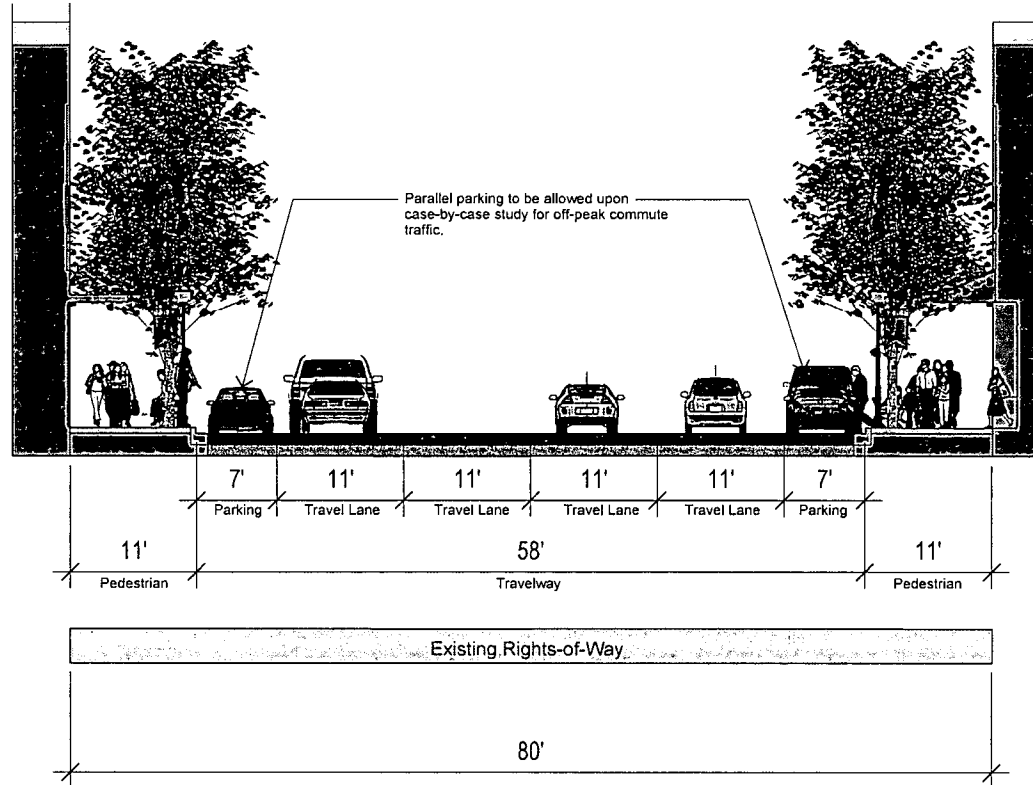
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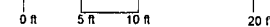
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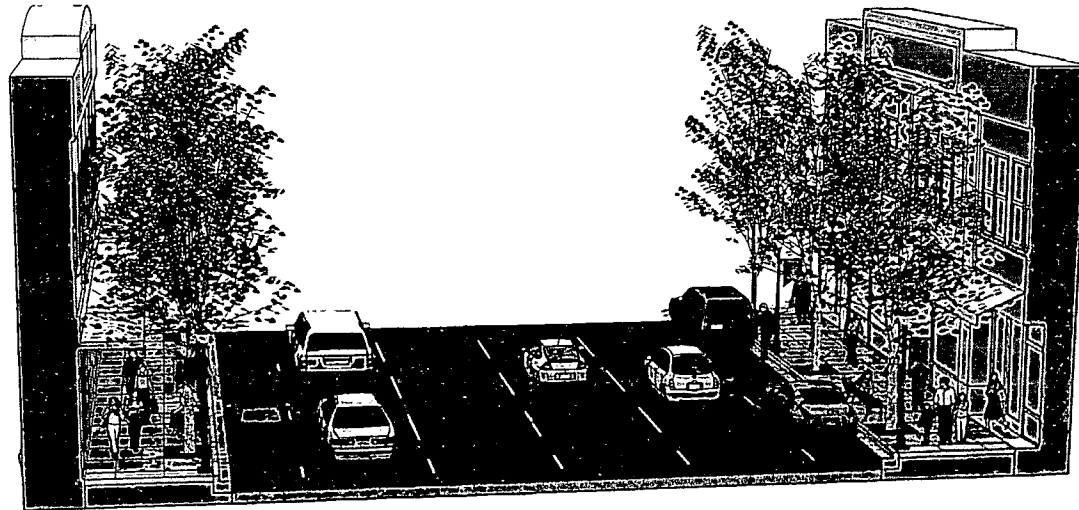
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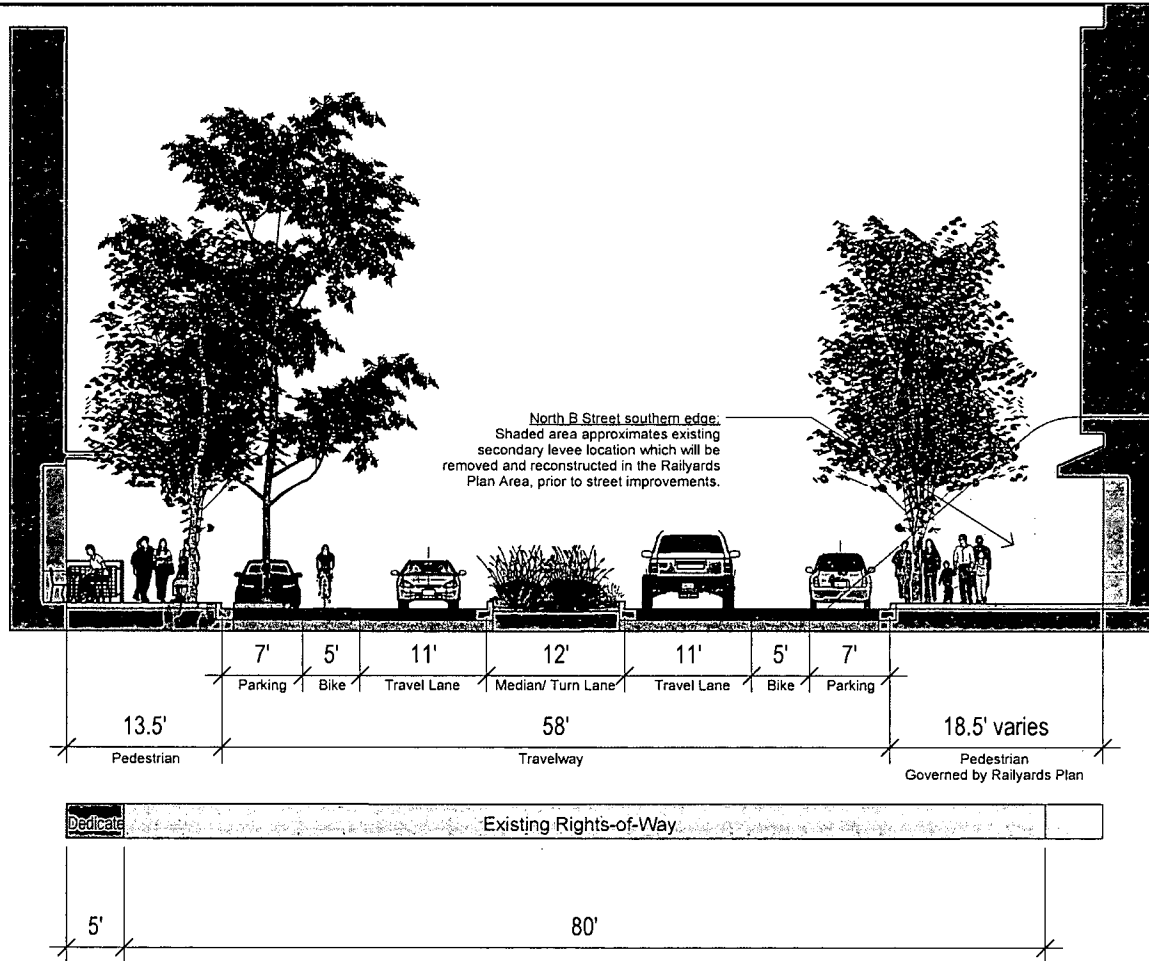
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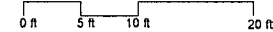
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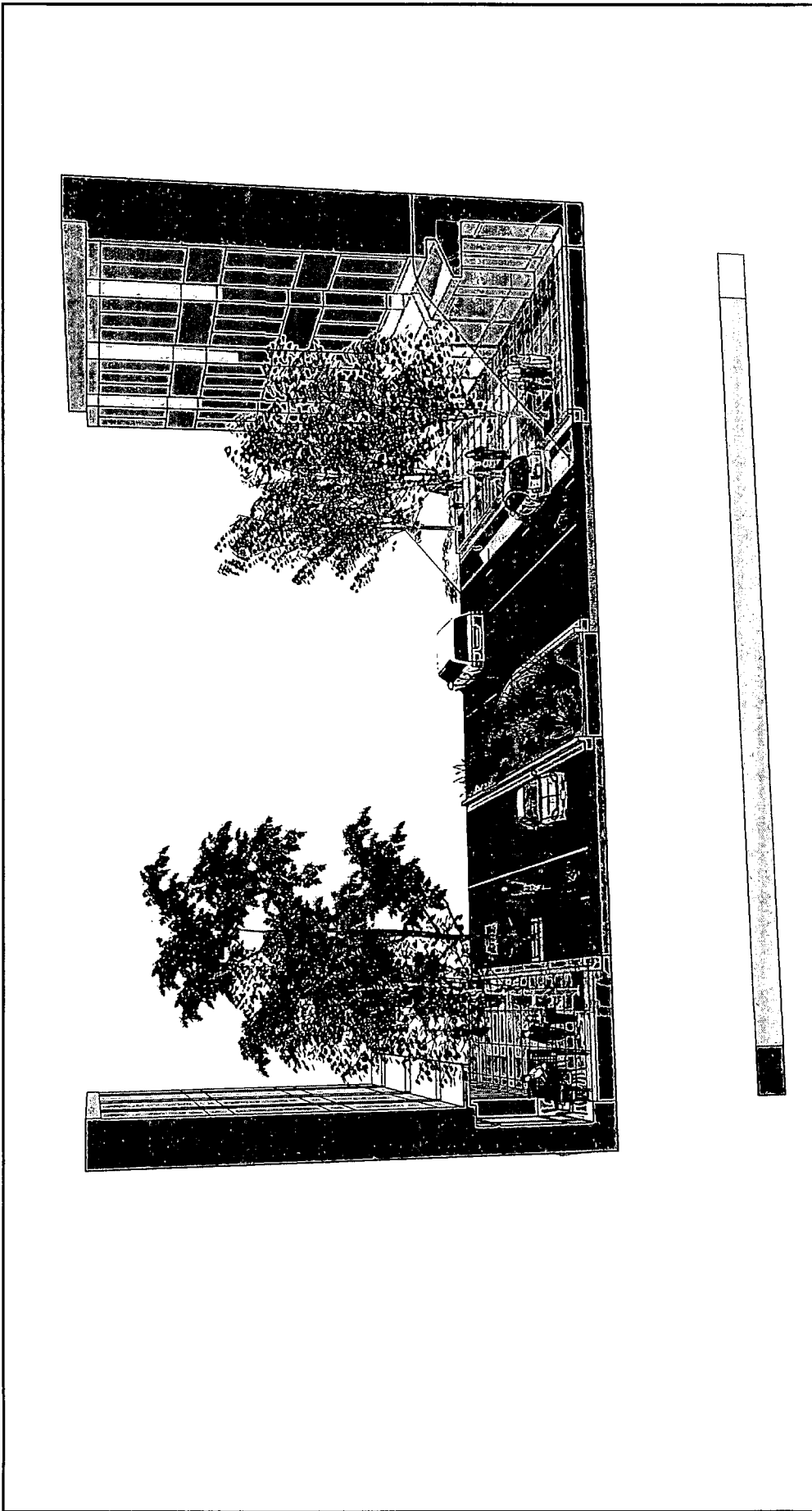
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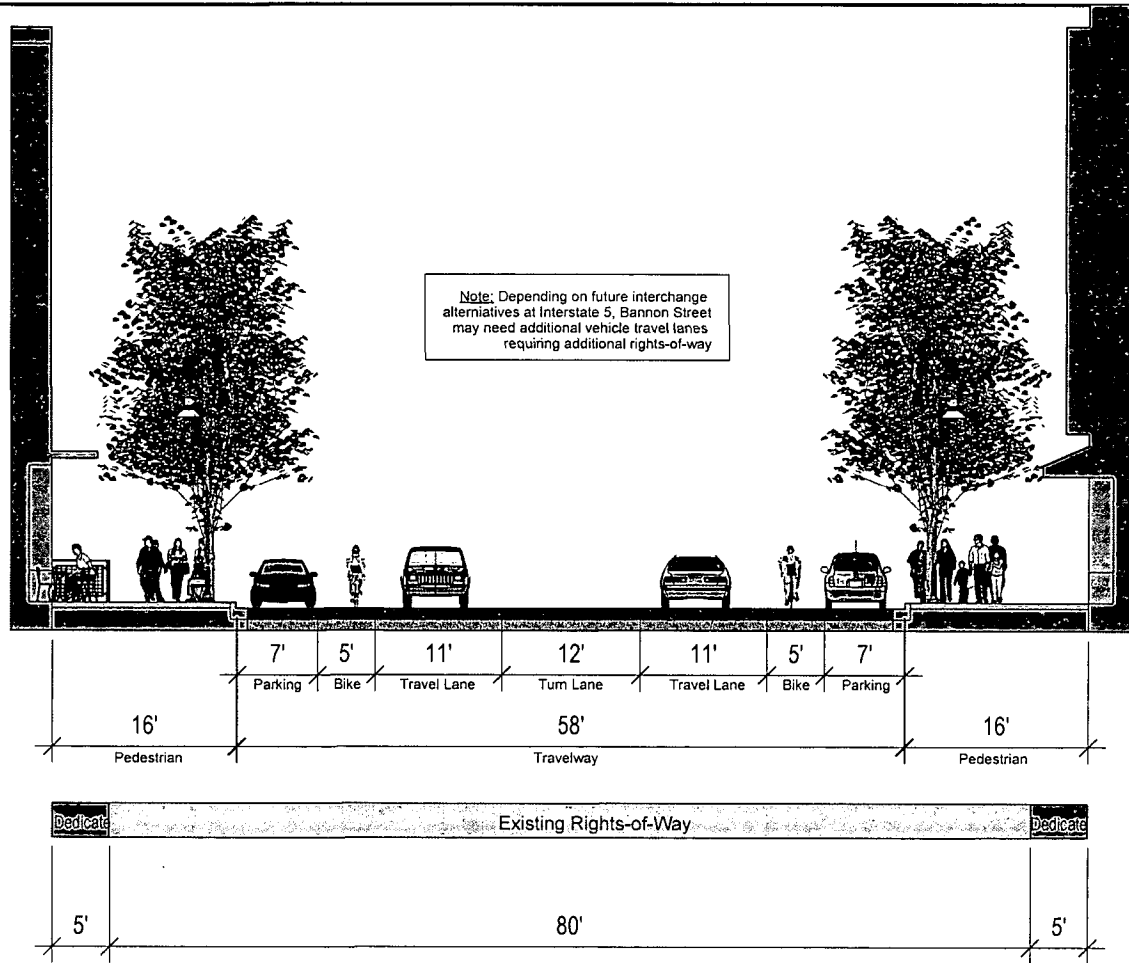
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North B Street (Bannon St to N. 10th St)

View Orientation: Looking West

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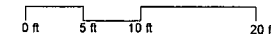
Bannan Street (Sequoia Pacific Street to N. 12th Street)

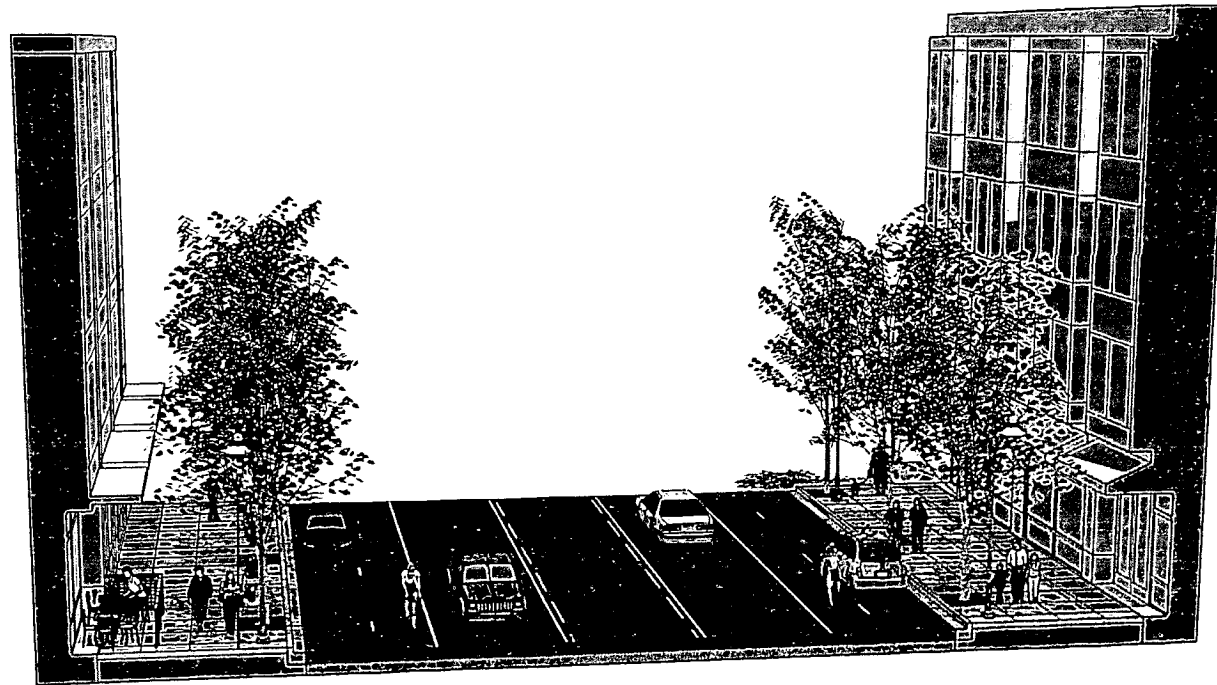
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Bannon Street (Sequoia Pacific Street to N. 12th Street)

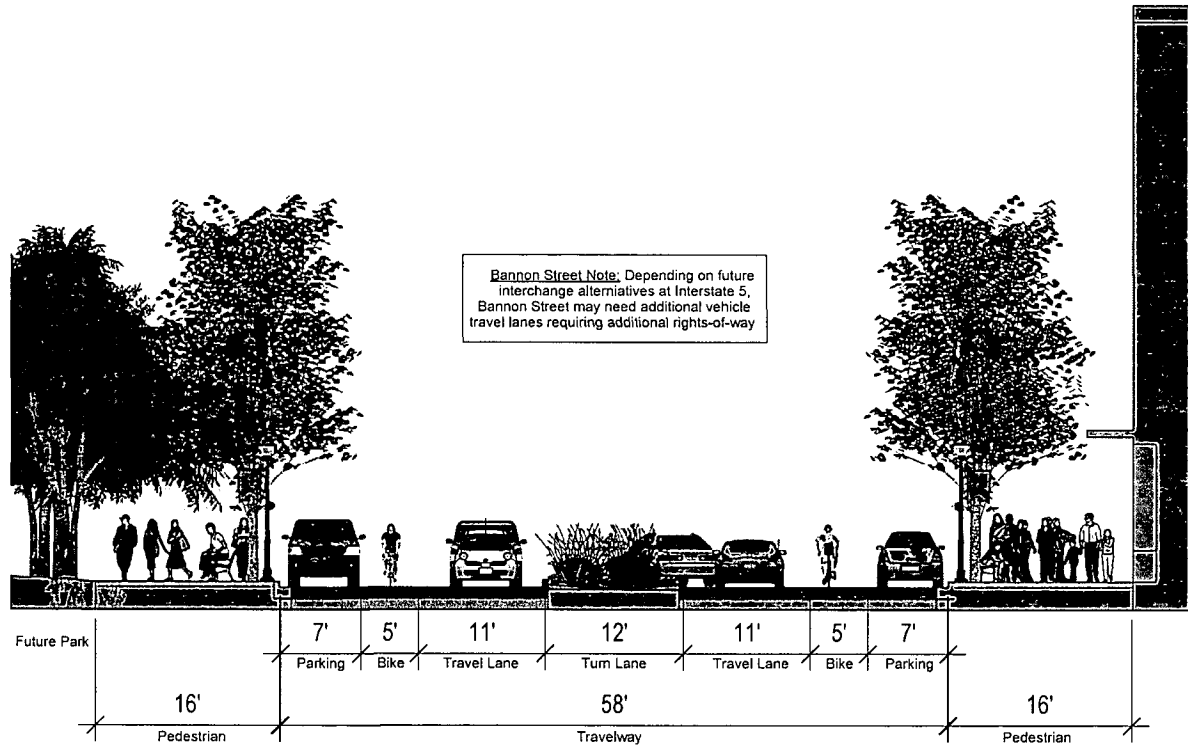
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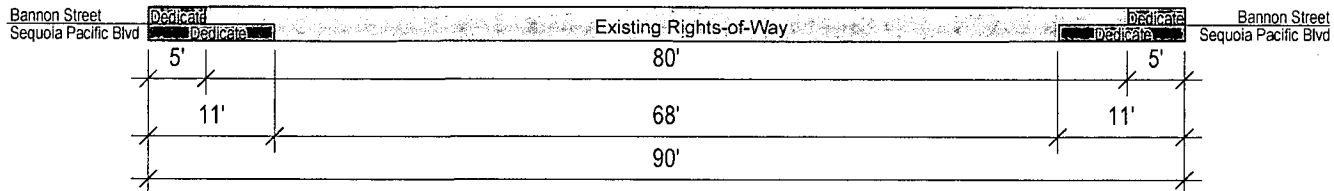


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Bannan Street Note: Depending on future interchange alternatives at Interstate 5, Bannan Street may need additional vehicle travel lanes requiring additional rights-of-way



Bannan Street (West of Sequoia Pacific)

View Orientation: Looking West

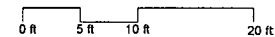
Sequoia Pacific Blvd (North B Street to Bannan Street)

View Orientation: Looking North

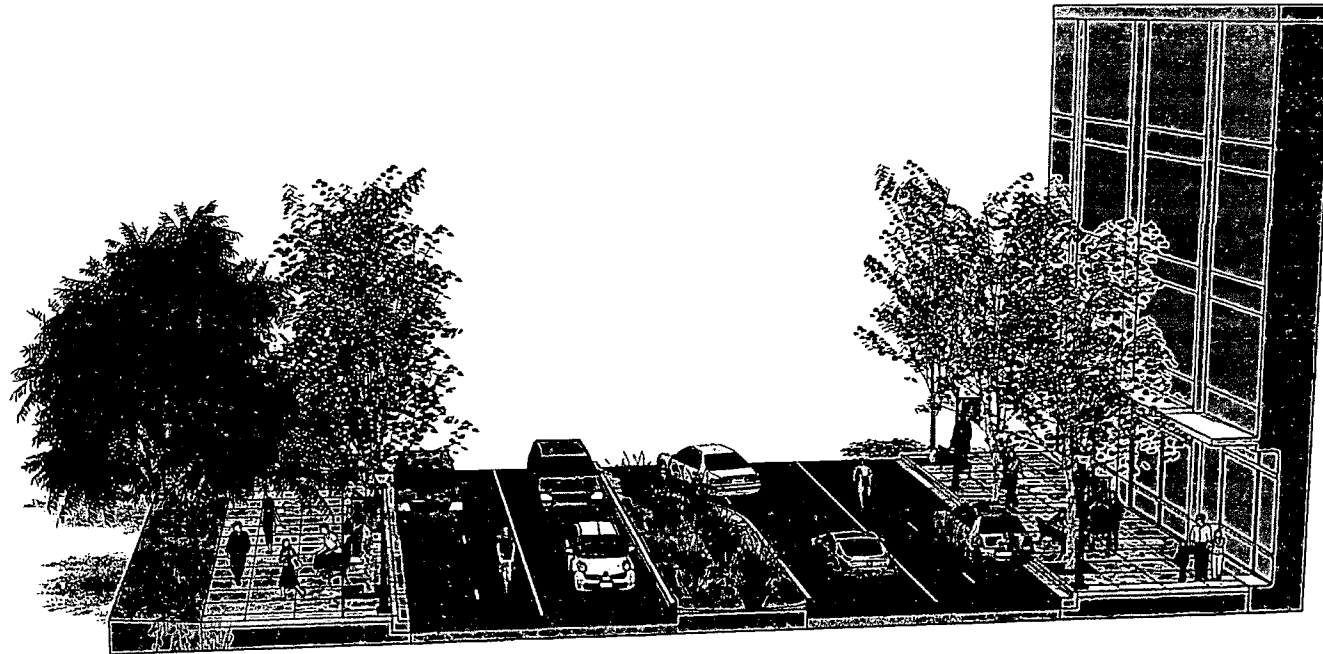
River District Specific Plan & Design Guidelines 2011



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16 a



Bannon Street (West of Sequoia Pacific)

View Orientation: Looking West

Sequoia Pacific Blvd (North B Street to Bannon Street)

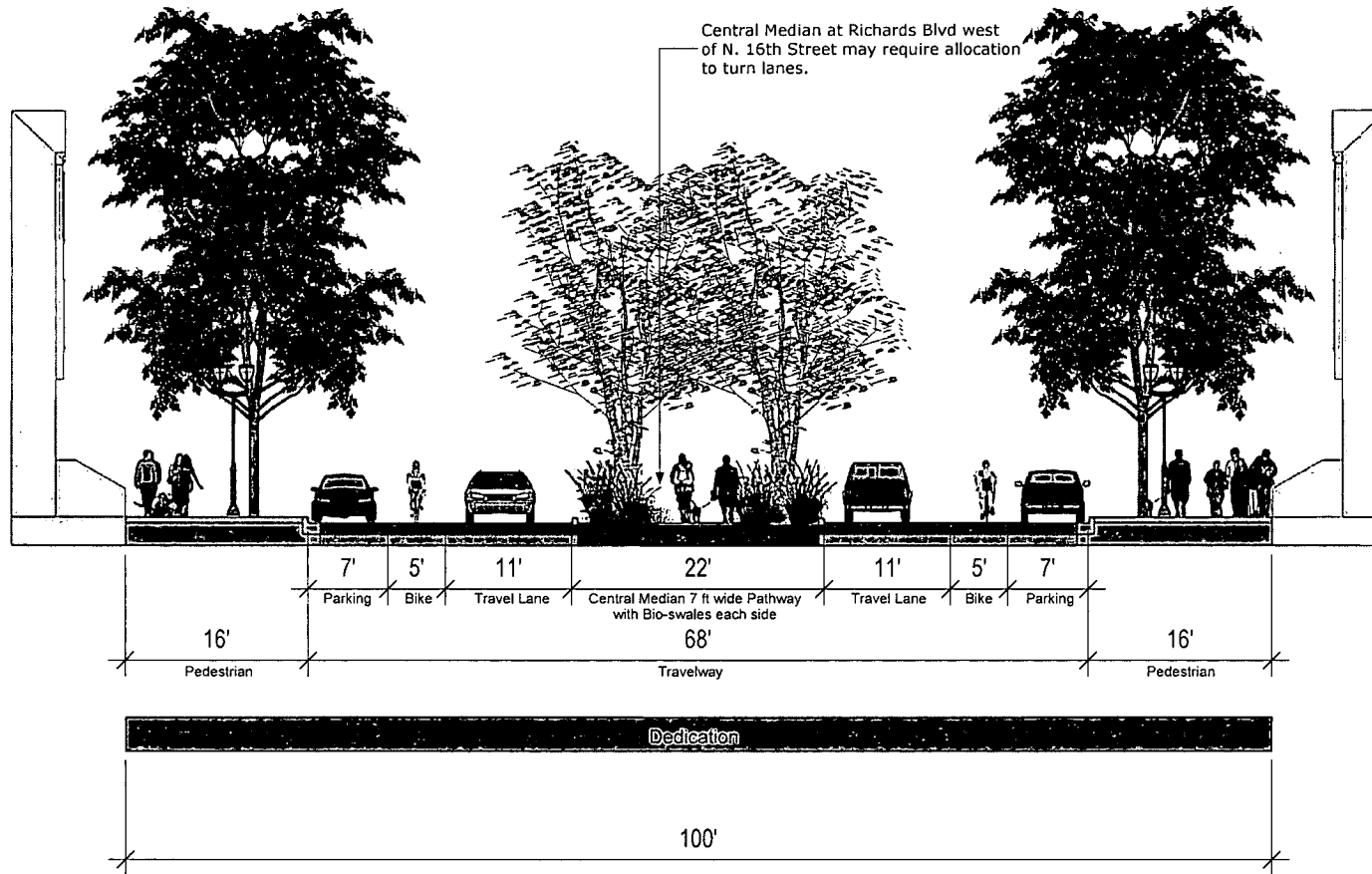
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River District Specific Plan & Design Guidelines 2011



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16 _b



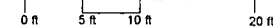
Street W & Richards Boulevard East of 12th Street (similar)

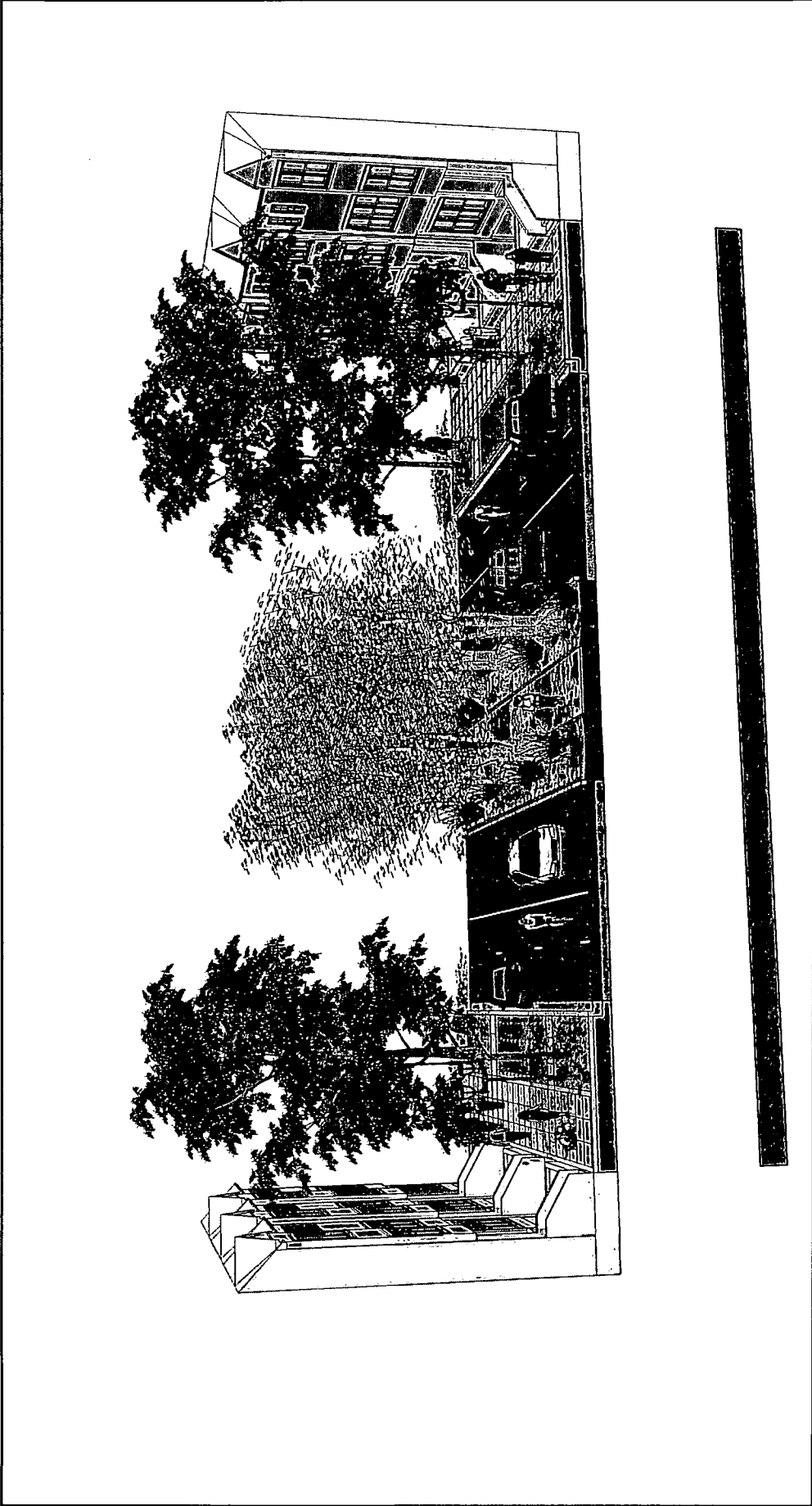
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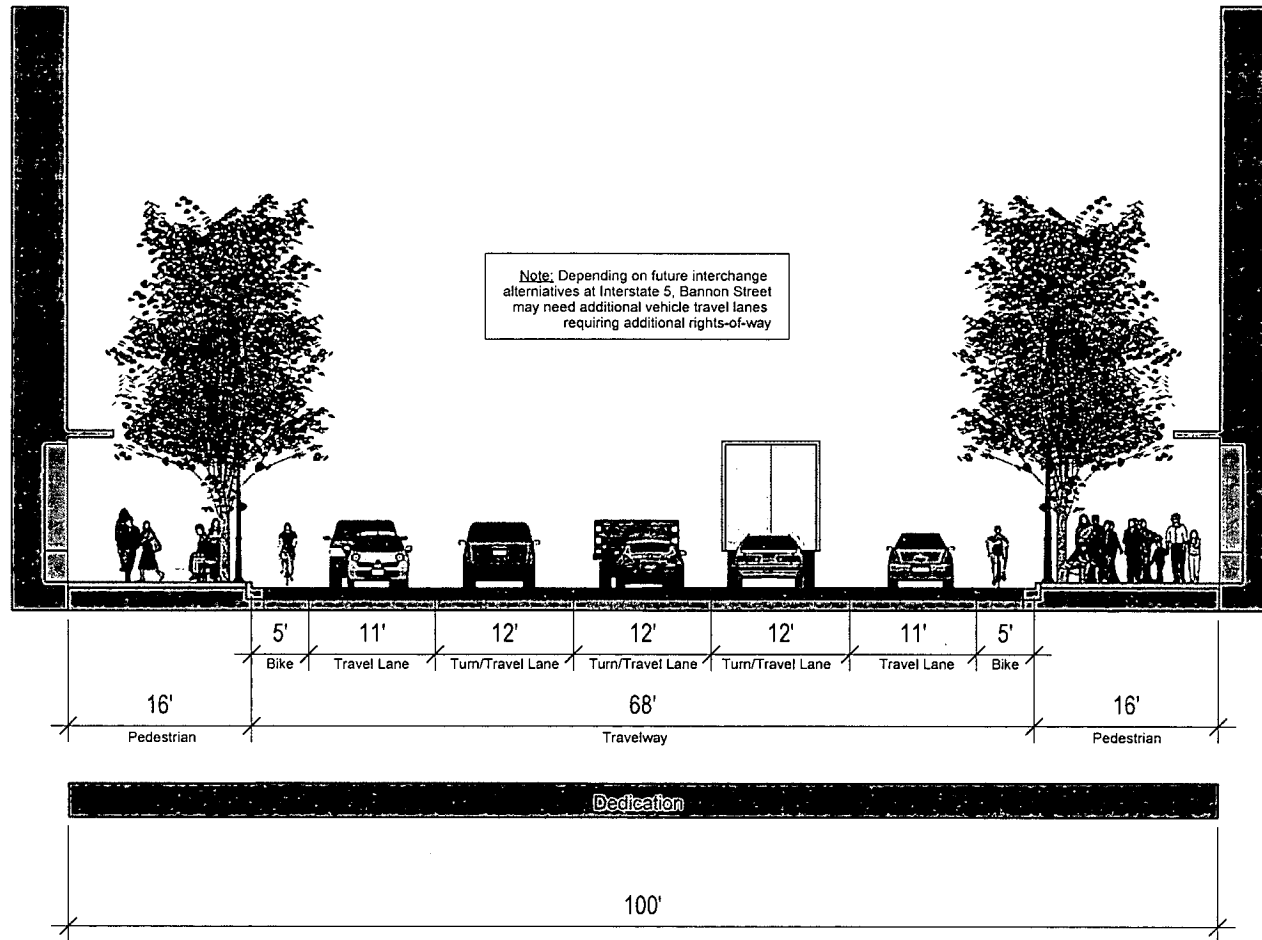
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Street W & Richards Boulevard East of 12th Street (similar)

View Orientation: Looking North

17 ^b



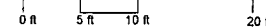
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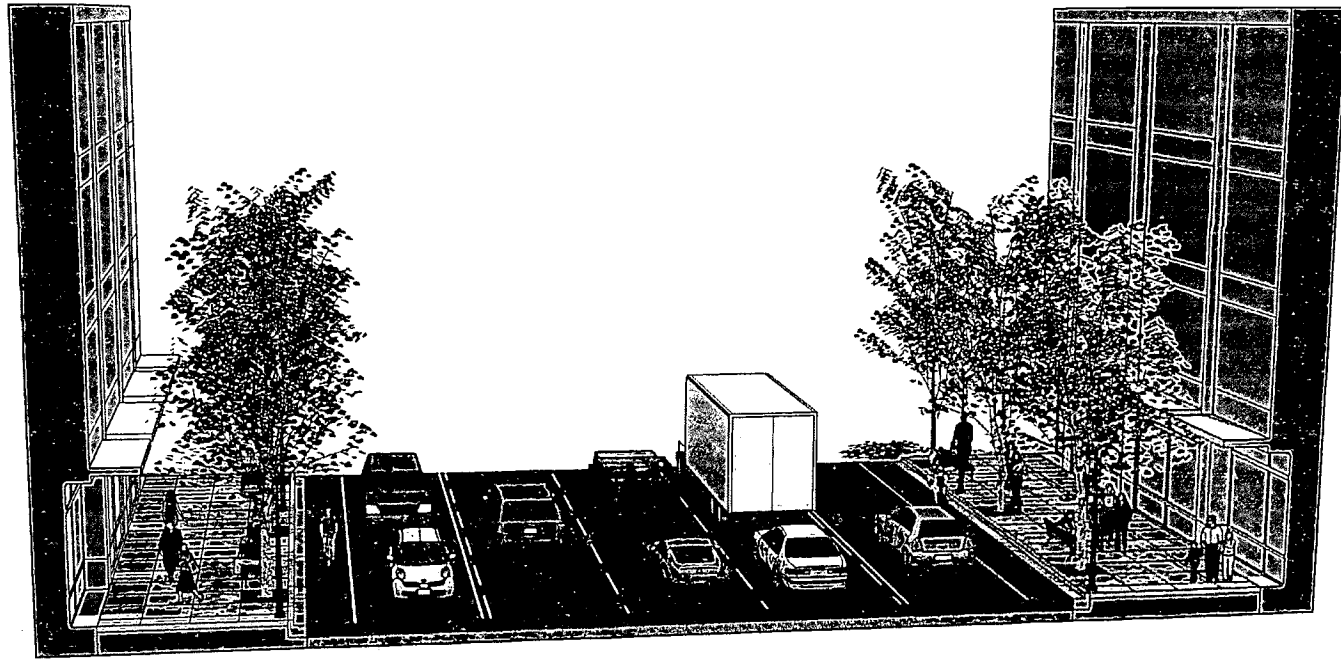
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Richards Boulevard (North 12th Street to North 16th Street)

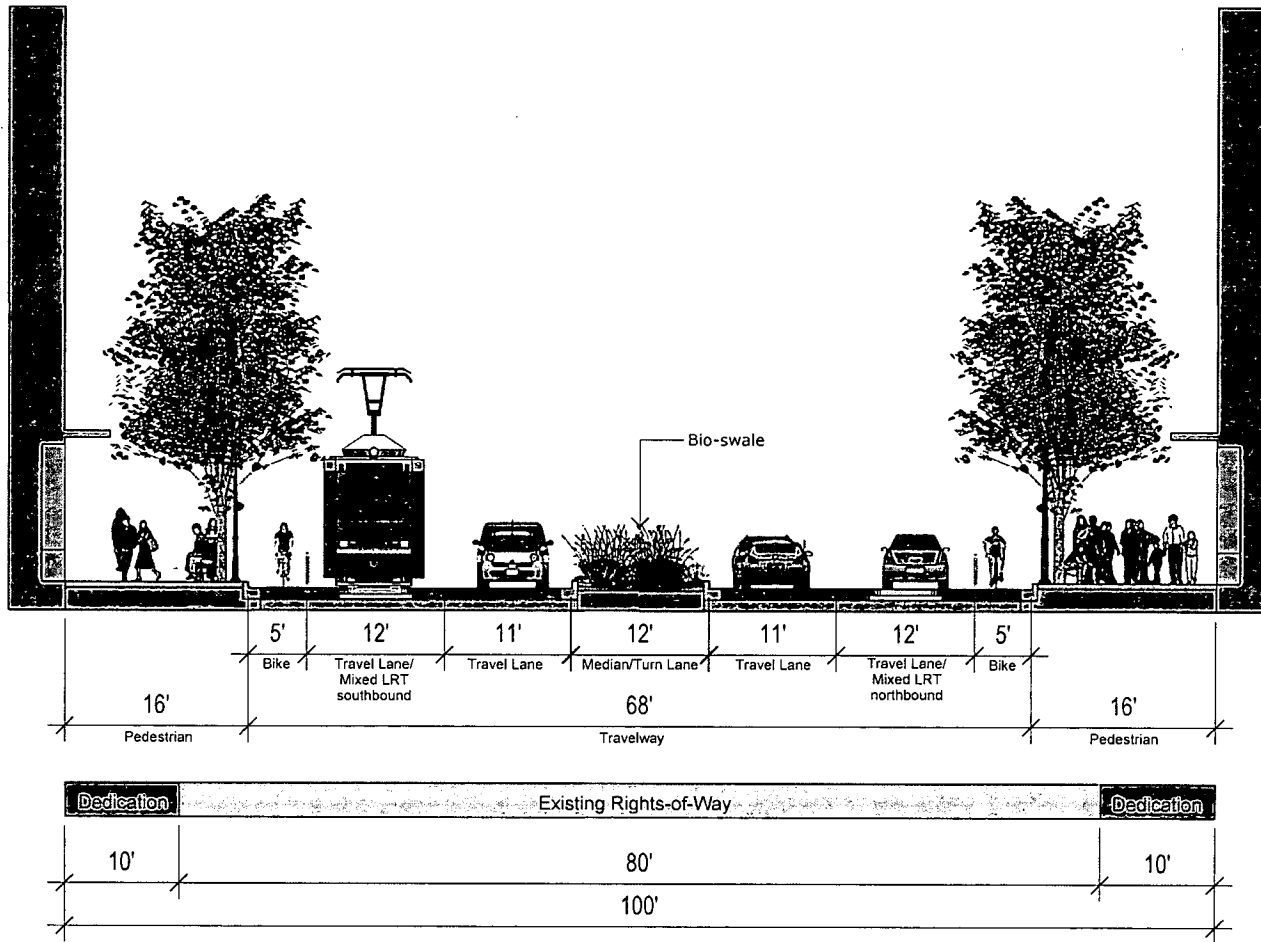
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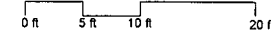
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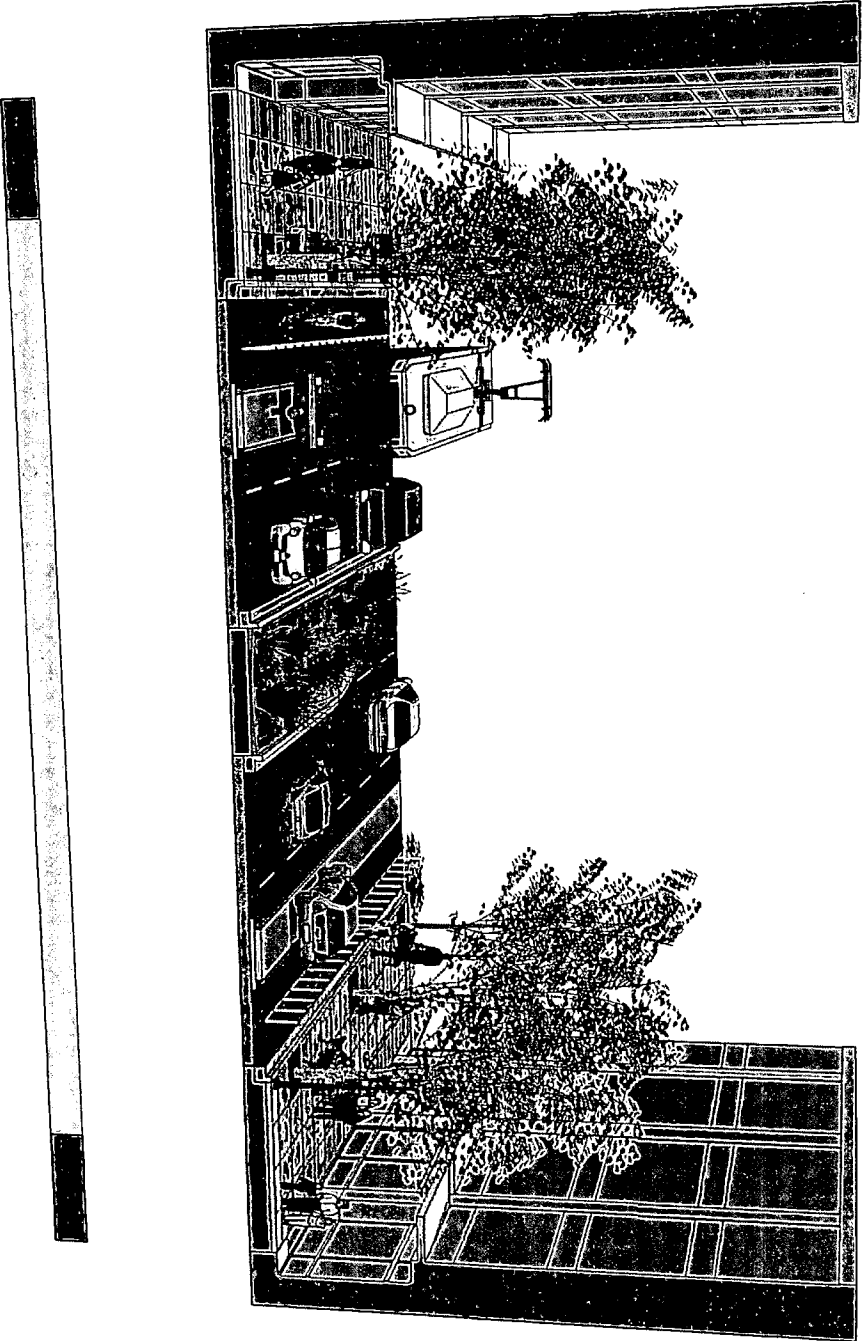
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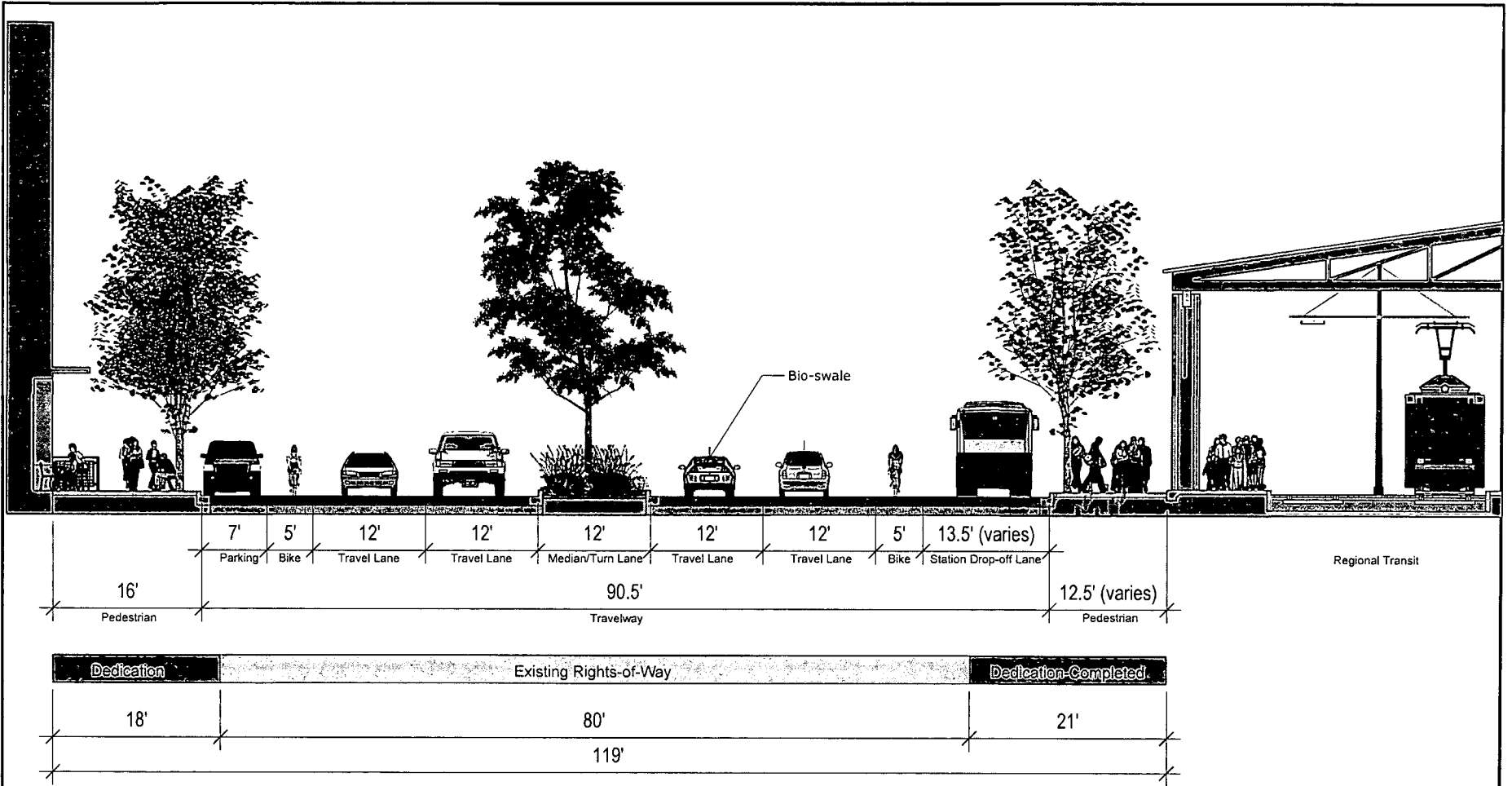




North 7th Street (North B Street to Richards Boulevard)
View Orientation: Looking North

River District Specific Plan & Design Guidelines 2011
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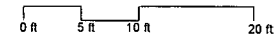
Richards Boulevard (at Township 9 Transit Station)

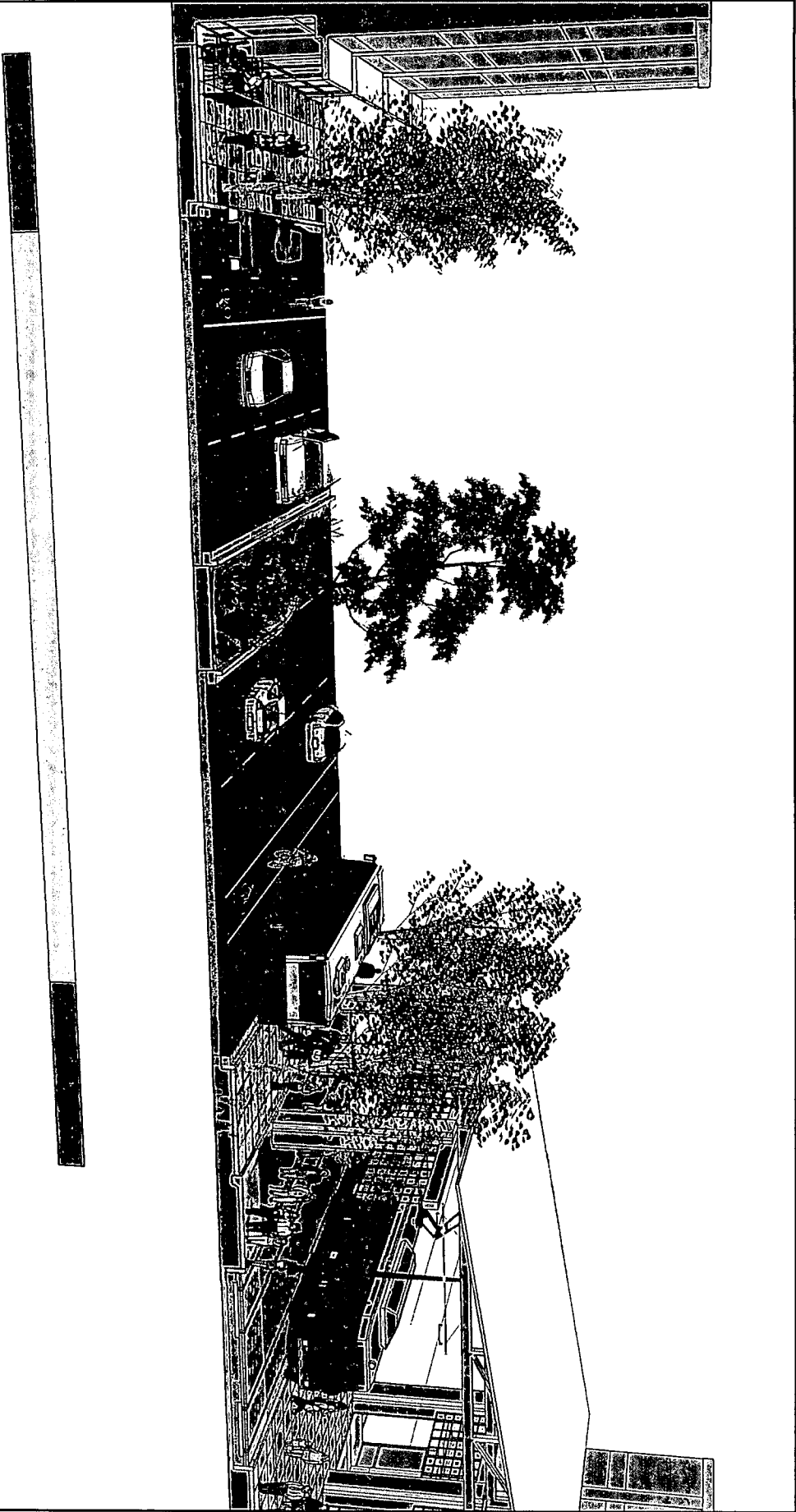
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River District Specific Plan & Design Guidelines 2011



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Richards Boulevard (at Township 9 Transit Station)

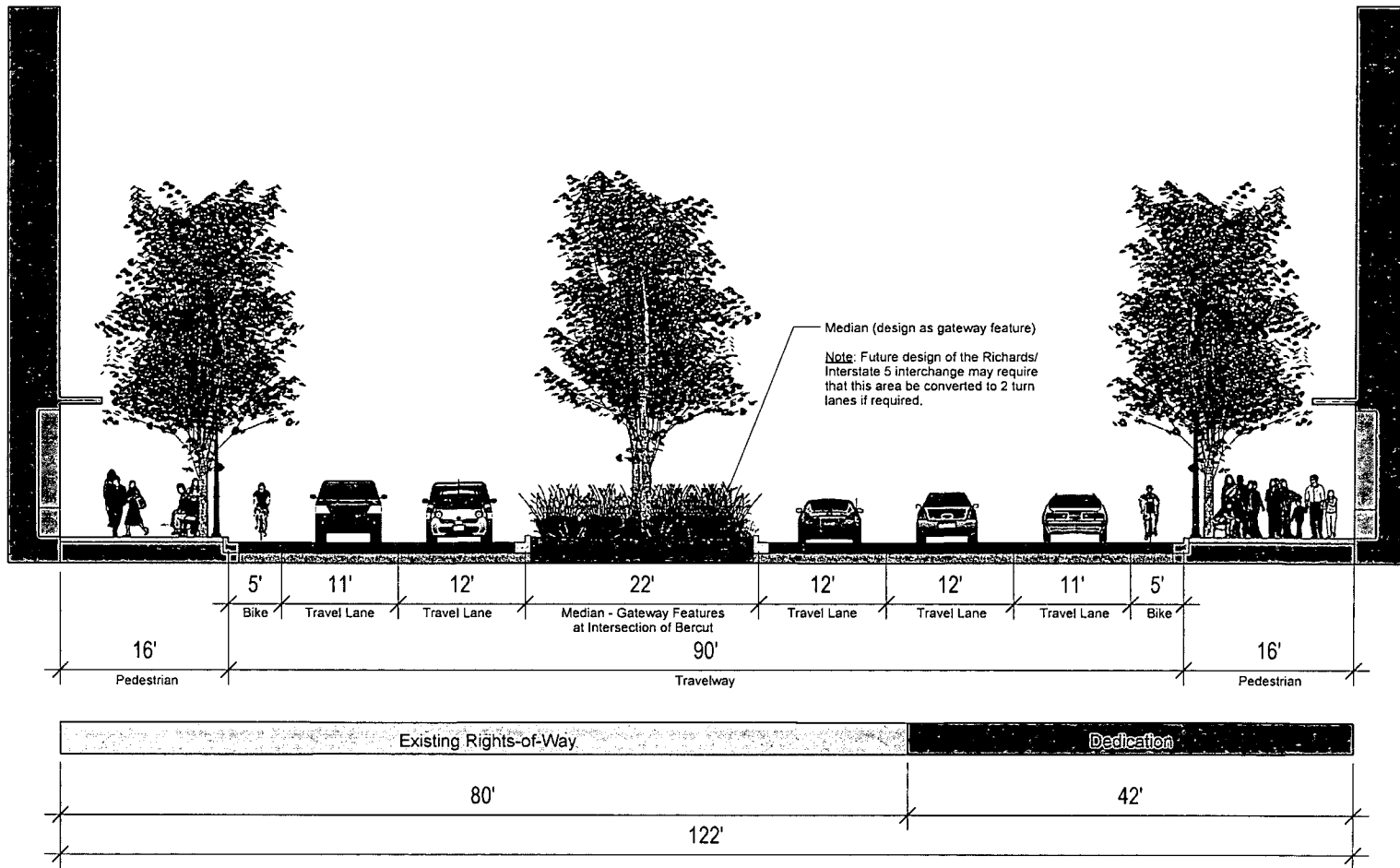
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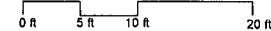
Richards Boulevard (Sequoia Pacific to Bercut Street)

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River District Specific Plan & Design Guidelines 2011



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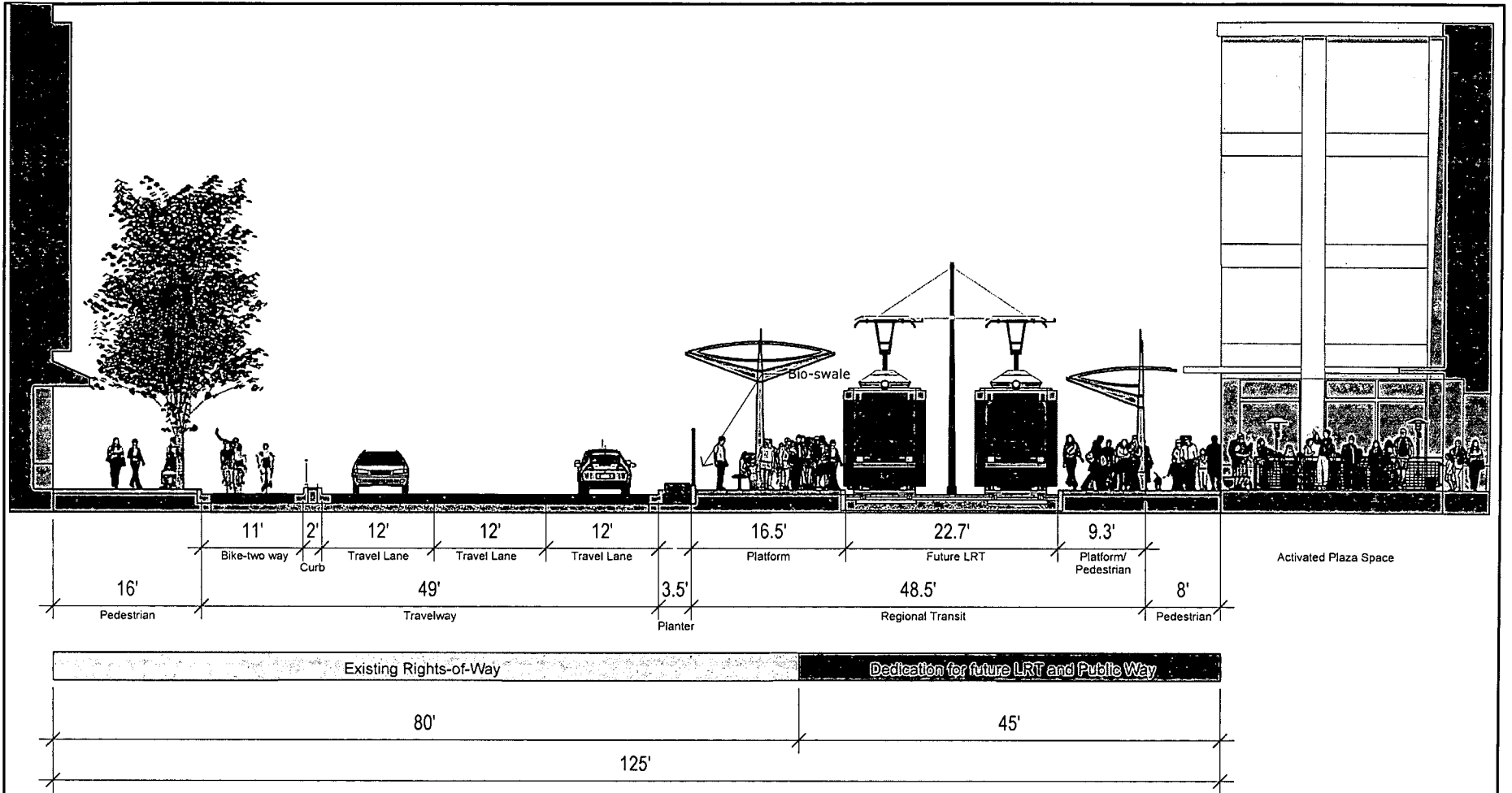
Richards Boulevard (Sequoia Pacific to Bercut Street)

View Orientation: Looking West



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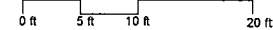
Sequoia Pacific Boulevard (at transit station)

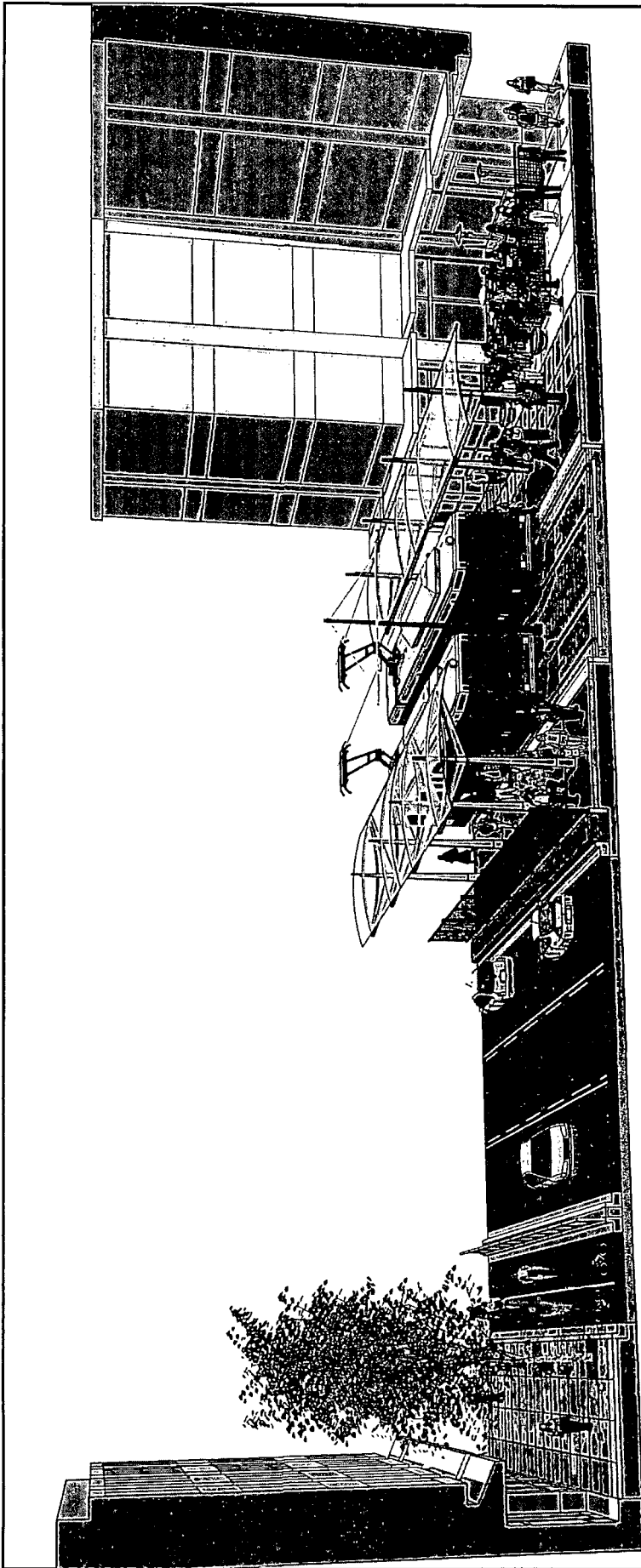
View Orientation: Looking North

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Sequoia Pacific Boulevard (at transit station)

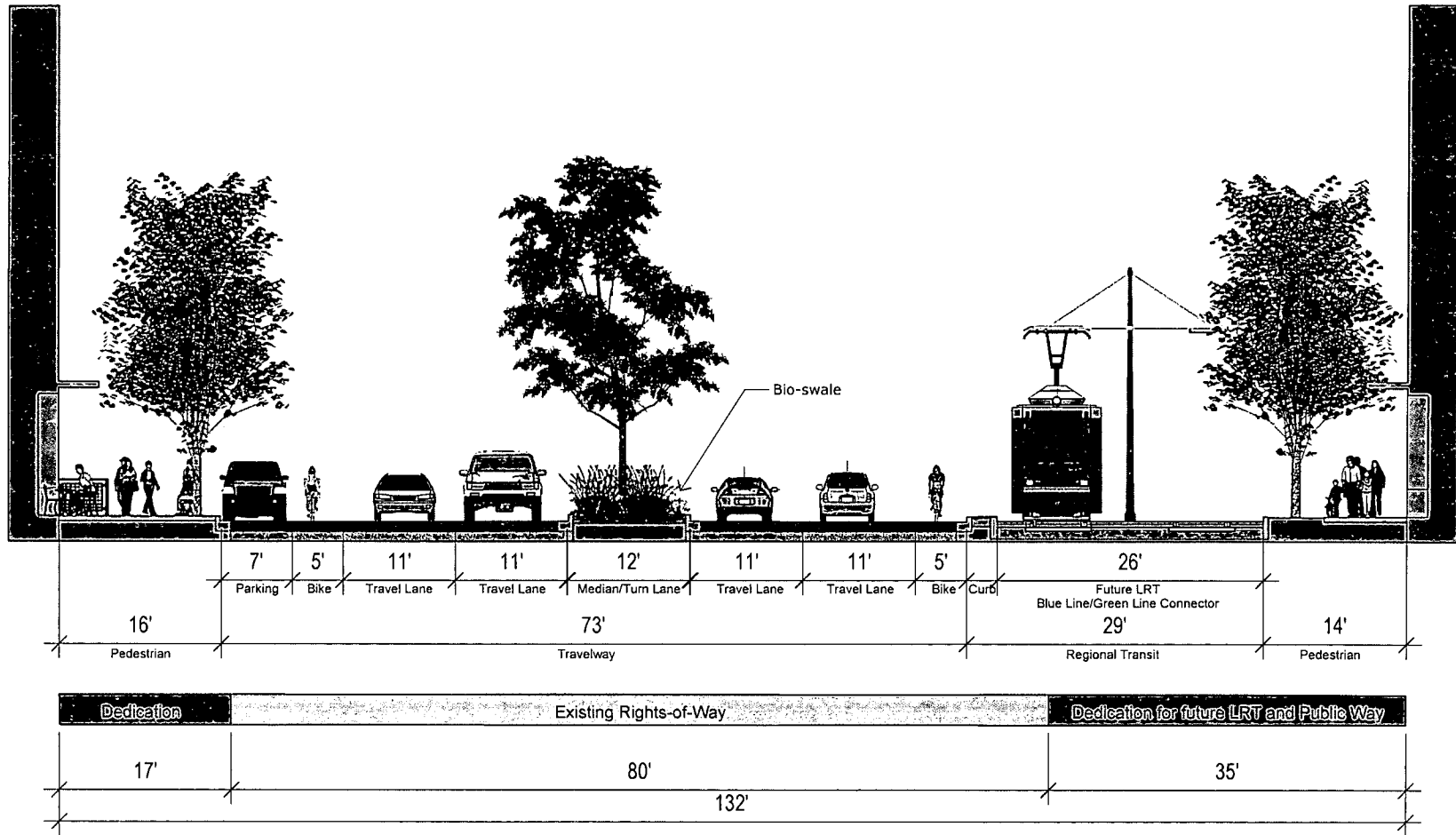
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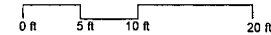
Richards Boulevard (North 7th Street to North 12th Street)

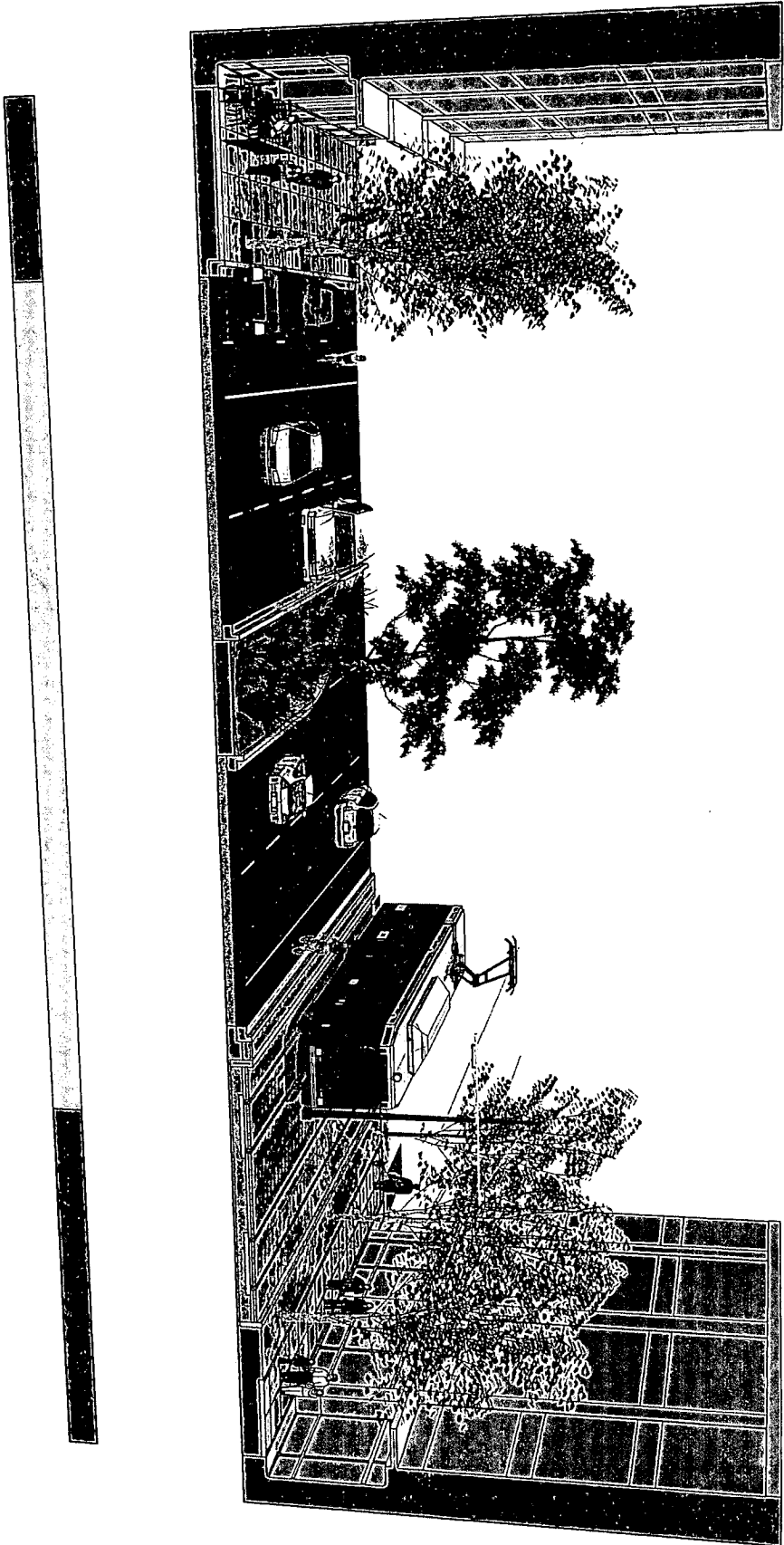
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Richards Boulevard (North 7th Street to North 12th Street)

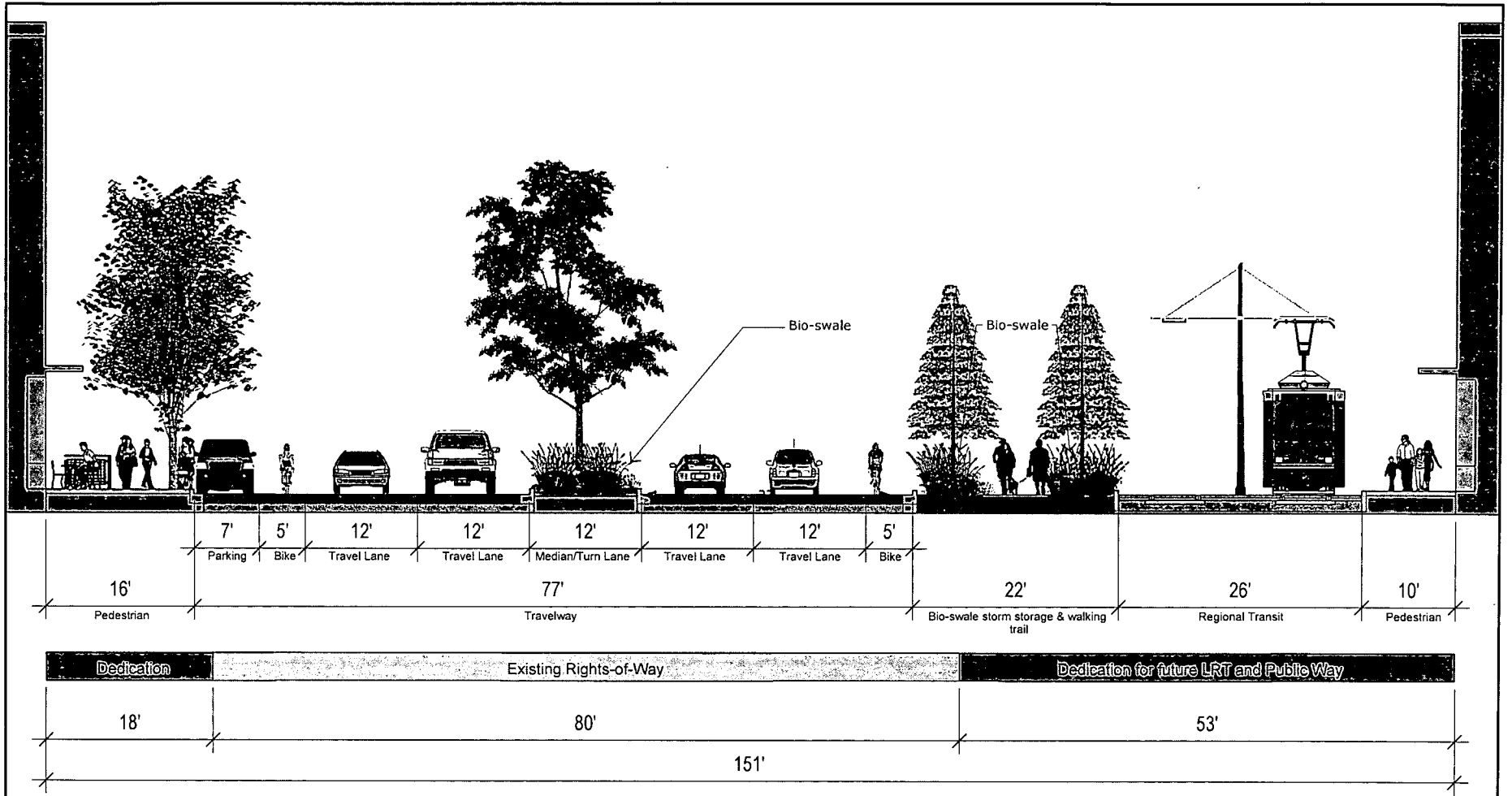
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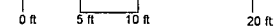
Richards Boulevard (Sequoia Pacific to Judah Street)

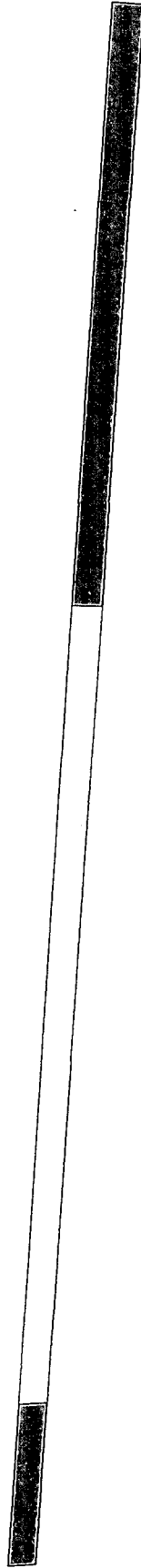
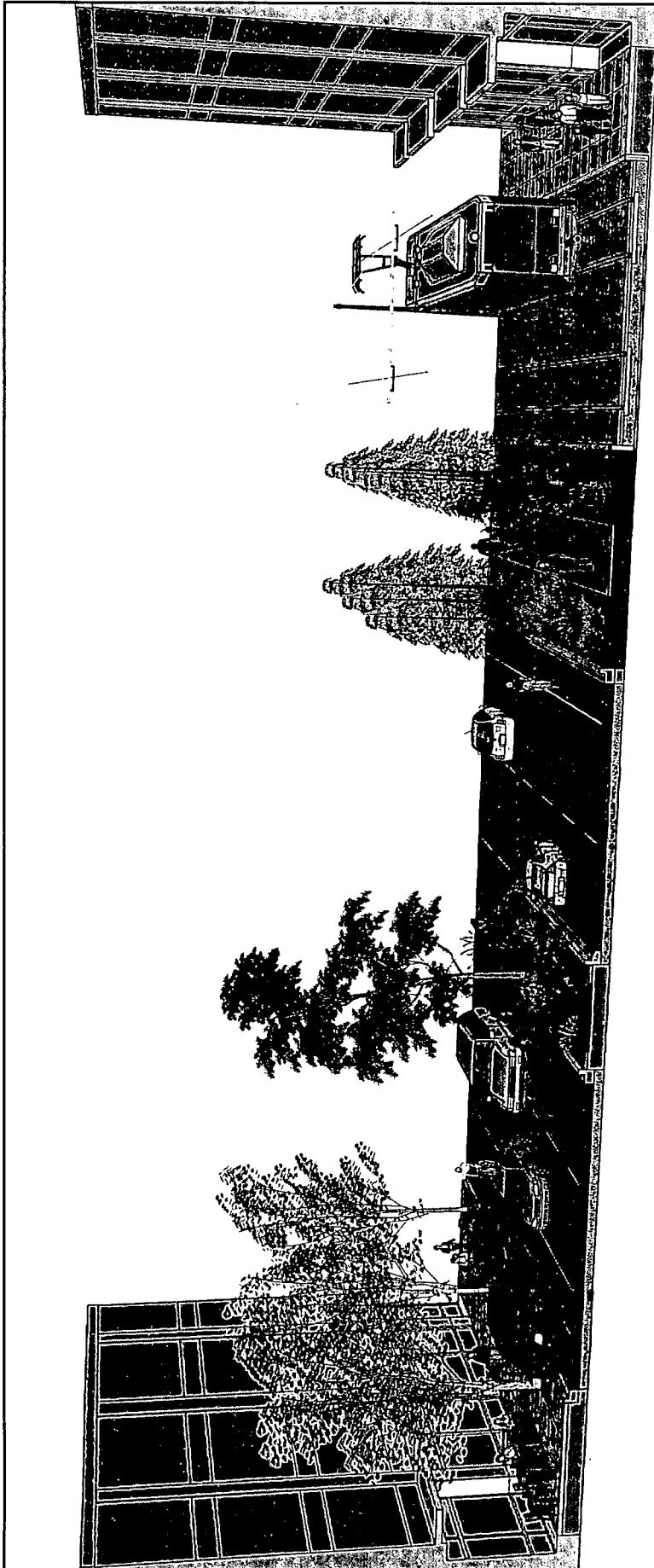
View Orientation: Looking West

River District Specific Plan & Design Guidelines 2011



Scale: 1" = 1'-0"





Richards Boulevard (Sequoia Pacific to Judah Street)

View Orientation: Looking West



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Public Review Draft Report

The Economics of Land Use

River District Specific Plan Public Facilities Financing Plan



Prepared for:

City of Sacramento

Prepared by:

Economic & Planning Systems, Inc.

December 2010

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1. INTRODUCTION AND EXECUTIVE SUMMARY

Introduction

The River District Public Facilities Financing Plan (Financing Plan) identifies the proposed funding sources for all backbone infrastructure improvements, public facilities, and administrative costs needed to serve the proposed land uses in the River District Specific Plan area (RDSP, River District or Project).

The River District is located in the City of Sacramento (City) within the boundaries of the River District Redevelopment Project Area (RDRPA) and the Central City Community Plan Area. The Project is located immediately north of the Railyards Specific Plan (Railyards), east of the Sacramento River, south of the American River, and west of the 16th Street Corridor.

The River District encompasses approximately 750 acres of primarily developed land. The River District is home to approximately 386 residential units, 5 million square feet of industrial uses, 250,000 square feet of retail/wholesalers, and 1.3 million square feet of office. Some of these existing land uses are anticipated to be demolished and replaced by new land uses. In addition, new land uses are envisioned on currently underdeveloped and undeveloped parcels.

Total development at buildout of the Project is envisioned to consist of about 8,144 residential units, 854,000 square feet of retail, 4.0 million square feet of office, and 3,000 hotel rooms. A portion of new development in the Project includes the following previously approved projects:¹

- **Township 9:** A planned-unit development (PUD) comprising 65 acres with 2,350 residential units, 150,000 square feet of retail, and more than 800,000 square feet of office.
- **Continental Plaza:** A PUD comprising 1.1 million square feet of office, of which 300,000 square feet have been constructed to date.

City adoption of the Financing Plan and implementation of its financing mechanisms will provide the means by which facilities necessary to serve future development in the River District will be funded appropriately and delivered in time to meet Project demands. The Financing Plan includes improvements to roadways, sewer, water, drainage, parks, landscaping, schools, fire, police, library, and transit facilities (Public Improvements or Improvements) and describes the costs and financing mechanisms that will be used to construct these improvements in a timely manner.

Factors Influencing the Financing Strategy

The Financing Plan provides feasible solutions to the problems of financing infrastructure in the River District. It addresses issues of development and infrastructure cost burdens to new

¹ A previously approved planned-unit development in the River District, the Discovery Centre, will be repealed as part of the River District approval process.

development, and identifies avenues to mitigate financial constraints on new development. This Financing Plan represents only one scenario of how development would occur, infrastructure would be phased, and funding sources would be obtained. There is likely to be significant variations from this baseline program as the development actually occurs.

The financing structure is complex because of the uncertainty of realizing the development program and the numerous property owners and developers in the area. River District development and participation in the financing of infrastructure will require continuous monitoring and updating.

The financing strategy for the River District takes into account the following factors that will influence the buildout of development and the financial hurdles that must be resolved:

- As a major infill redevelopment area, the River District proposes to create a new urban environment within the context of an already established city and region. Success or failure hinges on understanding the significant risks involved in developing a new area and creating the appropriate implementation framework.
- The project is composed of a broad mix of land uses, including retail, office, hotel, housing, and public space. Market demand for each land use will vary because of the cyclical nature of demand, supply, and funding availability for each type of land use. Redevelopment will likely occur in an irregular pattern based on individual development project readiness and within site assembly and financing constraints.
- The project will require a long time frame to complete. Many market and financing factors influencing development will not be known for many years. Development in the River District will occur in response to changing market conditions. The financing strategy must be market driven and anticipate fluctuating demand cycles. Because the timing of construction of Public Improvements is tied to the level of development, if the development pace is slower or faster than anticipated, the timing of Public Improvements construction will need to be adjusted. Initial development in the River District can be initiated with only minor improvements to serve the developing parcels. The development of these parcels will generate development impact fees and tax increment revenues that will be available to fund Improvements.
- Financing the Improvements requires a combination of City, State, federal and private development funding sources. It is also anticipated that Regional, State, and federal funding will provide a significant portion of the overall Improvement costs. Most of the Regional, State, and federal funds are for major regional projects such as backbone infrastructure to serve local, as well as regional, needs including: roadways, freeway improvements, and transit facilities. If the required outside funding is not available, the development program may be slowed until this funding becomes available or alternatives to the required Improvements are available.
- Tax Increment funding will be very limited at the outset of River District development. TI funding is anticipated to offset a portion of Financing Plan Improvements over time.
- Many of the specific development projects (retail, office, residential, mixed-use) at the outset of the Plan face financial and market feasibility challenges because the projects are not feasible under current market conditions. Presently, nearly all types of development planned for the River District are unlikely to support the full Project cost burden in the early phases of

development. Therefore, the Project cost burden (development impact fee burden) will likely need to be initially subsidized with public revenue or other private capital.

These factors will be reviewed over time along with the development program, capital improvement program (CIP), and funding programs. Ongoing review of these factors will determine if they remain pertinent to creating a feasible project.

Financing Plan Principles

To achieve the goal of ensuring the public infrastructure in the River District will be funded and delivered in time to meet Project demands, the City has established the following Financing Plan principles:

1. The Financing Plan provides the framework to ensure that all essential infrastructure and public facilities necessary for public health, safety, and welfare are constructed in accordance with the City's development standards in a timely manner to support development in the Project.
2. To help overcome financial and market feasibility challenges constraining individual development projects at the outset of River District development, the Financing Plan recommends implementing mechanisms to reduce the cost burden on early River District development. Project-based funding obligations for early development will be reduced to facilitate economic feasibility.
3. The City will, in accordance with prudent fiscal judgment, provide tax-exempt municipal financing to keep financing costs for public facilities to a minimum. Any public debt issued by the City must meet all City debt policies and not adversely affect the City's credit rating.
4. Developers may be required to advance fund or construct significant portions of backbone infrastructure and public facilities. Such developers will seek private financing necessary to fund such improvements to the extent public financing is not available and to fund the developers' own share of such costs.
5. The City will identify eligible redevelopment activities for use of tax increment (TI) funds that will fill project funding gaps, stimulate additional private investment, or fund extraordinary infrastructure costs to eliminate blight.
6. New development will fund the proportionate share of backbone infrastructure traditionally funded in new development projects.
7. The Financing Plan identifies the quantity and general location of all lands needed for right-of-way and public facilities. Most lands needed for right-of-way and public facilities will be dedicated at no cost to the City. However, the City will need to acquire some right-of-way in areas where there is no adjacent development project. If the City has to acquire right-of-way from a property owner and that property owner subsequently applies for a development approval, the landowner will be required to reimburse the City for any prior land acquisition payment for land that would otherwise have required dedication associated with the development project.

8. The Financing Plan identifies the specific maintenance services unique to the River District and identifies appropriate funding sources.
9. Following approval of the Financing Plan by City Council, the City will promptly initiate proceedings and undertake actions to implement the various components of the Financing Plan.
10. Because it is impossible to predict the manner in which redevelopment of the River District will unfold, the absorption of the projected land uses, and therefore the timing of improvement requirements, the various components of the Financing Plan will require regular updates to reflect changes in land use and improvement assumptions. Additionally, incorporation of economic development incentives will require regular review and updating to determine if such incentives remain appropriate and are accomplishing the desired economic development goals.
11. The actions contemplated herein by the City are subject to the legislative discretion of the City at the time of approval and must be in compliance with all applicable laws and regulations.

Land Use Plan and Phasing

Based on information presented in the 2010 Draft River District Specific Plan (Specific Plan) prepared by the City, the Project comprises about 750 acres in six subareas, which represent both historical patterns of development and anticipated future growth. **Map 1-1** shows the Project's zoning plan.

Including existing land uses likely to remain and new proposed development, at buildout, the Project is anticipated to include more than 8,100 residential units, 850,000 square feet of commercial/retail, almost 4.0 million square feet of office, 1.5 million square feet of industrial, and approximately 3,000 hotel rooms. Excluding land uses likely to remain, new development is envisioned to comprise nearly 7,800 residential units, 470,000 square feet of commercial/retail, 3.1 million square feet of office, and about 2,000 hotel rooms.² **Table 1-1** summarizes the proposed land uses in the Project, including existing land uses likely to remain and new development.

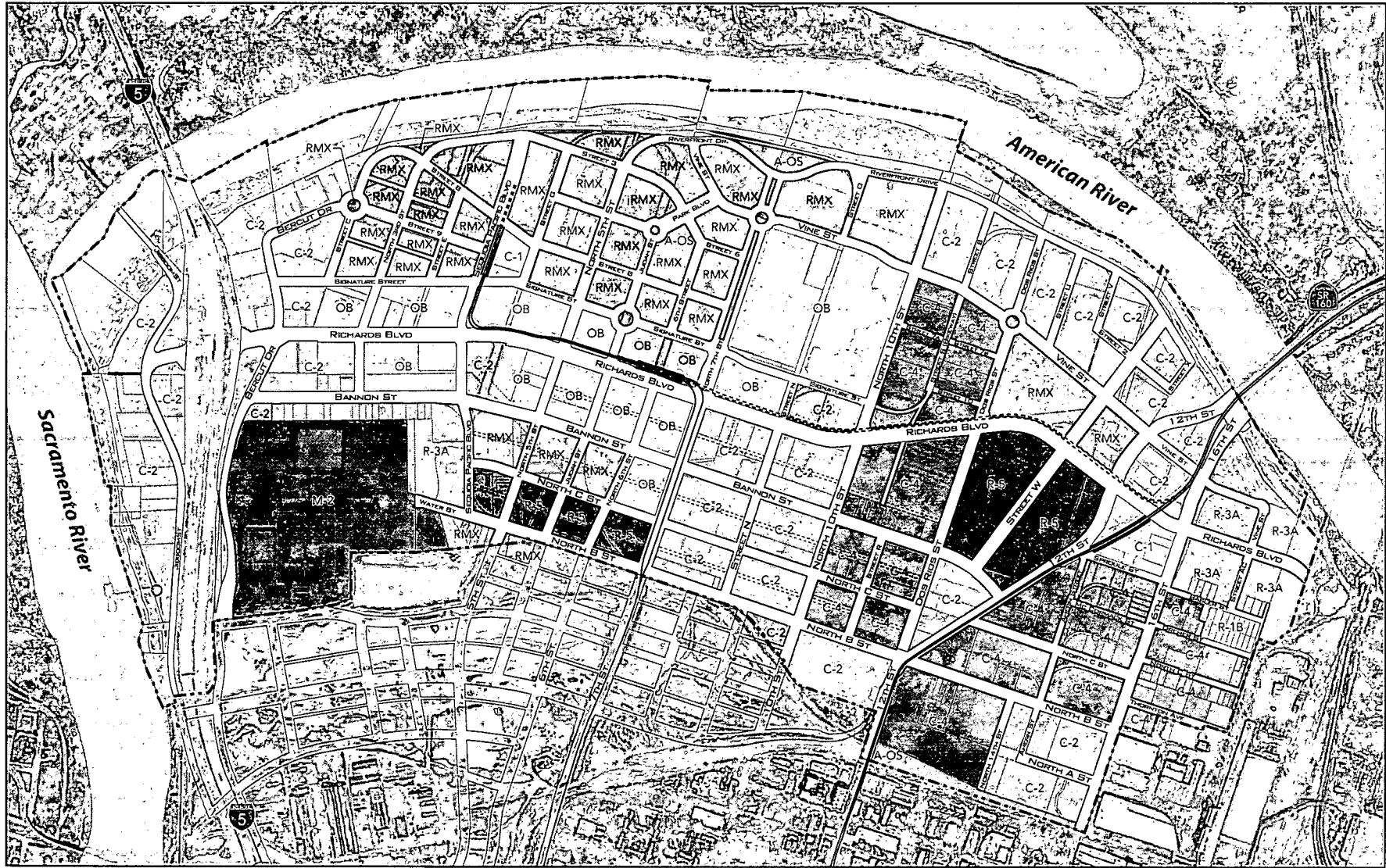
It is likely that the actual pace of development will vary significantly from any development assumptions that can be presented at this time. For this reason, this Financing Plan evaluates land use development and associated infrastructure and public facility improvements at buildout of the Project.

² Estimated new development in the Project includes three approved but not yet fully constructed PUDs: Township 9, Continental Plaza, and Discovery Centre. The Discovery Centre PUD will be repealed as part of the Specific Plan approval process.

Infrastructure and Facility Costs and Phasing

As described in the Specific Plan, development of the Project requires significant investments in backbone infrastructure and public facilities.

Table 1-2 summarizes the major backbone infrastructure and public facilities costs at buildout. The costs shown are preliminary estimates only and do not include in-tract subdivision costs, which are the responsibility of individual developers. Infrastructure and public facilities will be constructed in a timely manner to assure that City public service standards are met. Other backbone infrastructure improvements are site specific and will be required based on the location of the development project.



Map 1-1: River District Land Uses

River District Specific Plan Boundary

Existing Parcels

LRT Line / Station Platform

INDUSTRIAL Zones

M-2 Heavy Industrial

OTHER Zones

A-OS Agriculture - Open Space

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

**Table 1-1
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Land Use Detail at Buildout**

Land Use Category	Land Use Code	Acreage	Residential Units	Nonresidential			
				Commercial/Retail	Office	Light Industrial	Hotel Rooms
			<i>Units</i>	<i>Nonresidential Sq. Ft.</i>			<i>Rooms</i>
Residential							
Residential/Commercial Mixed Use	RCMU	11.6	756	30,413	0	0	0
Residential/Mixed Use	RMU	55.1	3,768	156,008	0	0	0
Residential Only	R	32.0	2,174	0	0	0	0
Subtotal Residential		98.8	6,698	186,421	0	0	0
Commercial Uses							
Office/Mixed Use	OMU	77.5	0	97,650	3,633,428	0	0
Office/Residential Mixed Use	ORMU	35.6	970	51,020	319,674	0	0
Hotel Commercial	HC	29.4	1	80,086	0	0	3,044
Light Industrial Residential Mixed Use	LIRMU	61.6	391	45,156	0	864,113	0
Light Industrial Mixed Use	LIMU	65.7	84	173,661	2,898	599,207	0
Commercial	C	16.7	0	220,485	0	0	0
Subtotal Commercial		286.6	1,446	668,058	3,956,000	1,463,320	3,044
Subtotal Land Uses at Buildout		385.4	8,144	854,479	3,956,000	1,463,320	3,044
Less Existing Land Uses to Remain [1]			386	384,000	850,000	1,463,320	1,006
Total New Land Uses			7,758	470,479	3,106,000	0	2,038

"IU"

Source: City of Sacramento.

Note: Land Uses are preliminary and subject to change.

[1] Some existing land uses will be demolished and replaced by new land uses. This line item reflects existing land uses that are not expected to be demolished, and therefore varies from the existing land uses outlined in the River District Specific Plan document. Existing land uses to remain provided by the City of Sacramento Planning Department.

**Table 1-2
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Preliminary Infrastructure Improvement Costs at Buildout (2010\$)**

Item	Infrastructure & Public Facility
INFRASTRUCTURE IMPROVEMENTS	
Storm Drainage	\$23,400,000
Sanitary Sewer [1]	\$15,400,000
Water	\$560,000
Transportation	
Onsite Roadways [2]	\$46,400,000
Intersections	\$14,500,000
Subtotal Roadways and Intersections	\$60,900,000
Freeways [3]	\$82,000,000
10th Street Undercrossing	\$30,000,000
Bikeways [4]	\$900,000
Subtotal Transportation	\$173,800,000
Subtotal Infrastructure Improvements	\$213,160,000
Plus Transportation and Utility Contingency [5]	\$15,000,000
Total Infrastructure Improvements	\$228,160,000
PUBLIC FACILITY IMPROVEMENTS	
Parks [6]	
Neighborhood Parks	\$8,800,000
Community Parks	\$8,800,000
Park Land Acquisition	\$17,800,000
Subtotal Parks	\$35,400,000
Open Space [6]	\$5,000,000
Light Rail Station (Sequoia Pacific Blvd) [7]	\$2,200,000
Light Rail Station (12th Street) [7]	\$2,200,000
Light Rail Station (Richards Blvd) [8]	\$2,200,000
Schools [9]	\$29,200,000
Library [10]	\$400,000
Police Station [11]	\$8,700,000
Fire Station [11]	\$8,700,000
Total Public Facility Improvements	\$94,000,000
Subtotal Infra. and Public Facility Improvements	\$322,160,000
Plan Area Fee Formation and Updates	\$1,000,000
Total Infra. and Public Facility Improvements	\$323,160,000

cost_summ

Source: Harris & Associates (cost estimates as of 12/16/2010); City of Sacramento; EPS.

- [1] Includes onsite sewer improvement costs estimated by Harris & Assoc. and onsite/offsite sewer improvements identified in the November 2007 Railyards Specific Plan Financing Plan.
- [2] Includes sewer, water, dry utilities, and right-of-way acquisition.
- [3] Reflects total estimated Interstate 5/Richards Blvd interchange costs.
- [4] Includes right-of-way acquisition.
- [5] Available to provide gap, matching or additional funding for storm drainage, sewer and water utilities, roadway and freeway improvements.
- [6] Parks and Open Space improvement costs provided by City of Sacramento, as of 12/16/10. Excludes Township 9 park development and acquisition costs.
- [7] Based on cost assumption used in North Natomas Final Nexus Study and Financing Plan 2008 Update.
- [8] Cost estimate provided by City of Sacramento based on estimated portion of total station cost to be included in River District Financing Plan. Total costs and funding shares to be refined.
- [9] Total improvement costs are assumed to equal fee revenue generated by the Project.
- [10] Total improvement costs are based on library costs estimated for development in the Railyards.
- [11] Total improvement costs are based on the revenue generated by River District development assuming the costs per building square foot computed in the Railyards Public Facilities Financing Plan, plus a \$5 million contribution from Railyards development, as assumed in the Railyards Public Facilities Financing Plan.

Overview of the Financing Strategy

Project funding for backbone infrastructure and public facilities will be obtained through a wide array of funding sources. As shown in **Table 1-2**, the Financing Plan currently includes \$323.2 million in backbone infrastructure and public facilities. All costs reported are stated in 2010 dollars. **Table 1-3** provides a list of categories of funding sources and indicates their availability during the development timeline.

Figure 1-1 provides a summary of the estimated funding sources for the infrastructure program at buildout. The complexity of the Project requires many funding sources to construct the backbone infrastructure and public facilities required to serve the Project. Because of the extent of infrastructure requirements and mix of funding sources, the City will need to closely coordinate the use of public and private funding.

As shown, the main funding categories (and associated percentages that result from the calculations in this document) consist of those listed here:

- **Project-based funding**, which accounts for approximately 56 percent of all funding.
- **City, including the Redevelopment Agency**, sources of funds, which account for about 14 percent of all funding.
- **Outside Sources of funds** (regional, State, federal, and other), which account for approximately 30 percent of all funding.

Table 1-4 provides a detailed listing of all backbone infrastructure and other public facility requirements and associated estimated funding sources for buildout of the Project. The estimates of funding sources shown are preliminary and will be updated with future drafts and updates to the Financing Plan. It is expected that costs will change over time; therefore, each funding mechanism should include a method for adjusting the amount of funding to reflect current costs at the time of construction.

If developers are required to advance fund/construct public improvements, they will be reimbursed for this advance funding through a combination of development impact fee credits and reimbursements, Mello-Roos Community Facilities District (CFD) bond proceeds, TI bond proceeds, annual TI revenue, and State or federal funding. The exact timing of reimbursements will depend on the pace of development.

Similarly, if the City decides to advance fund or construct infrastructure to facilitate development in the River District that ultimately is the responsibility of private development, then the City would be reimbursed through the same mechanisms mentioned above.

Project-Based Funding Sources

The funding for Project backbone infrastructure and public facilities will be obtained through a wide array of funding sources. This section specifically discusses Project-based funding sources, which are identified by each funding source in **Table 1-4**.

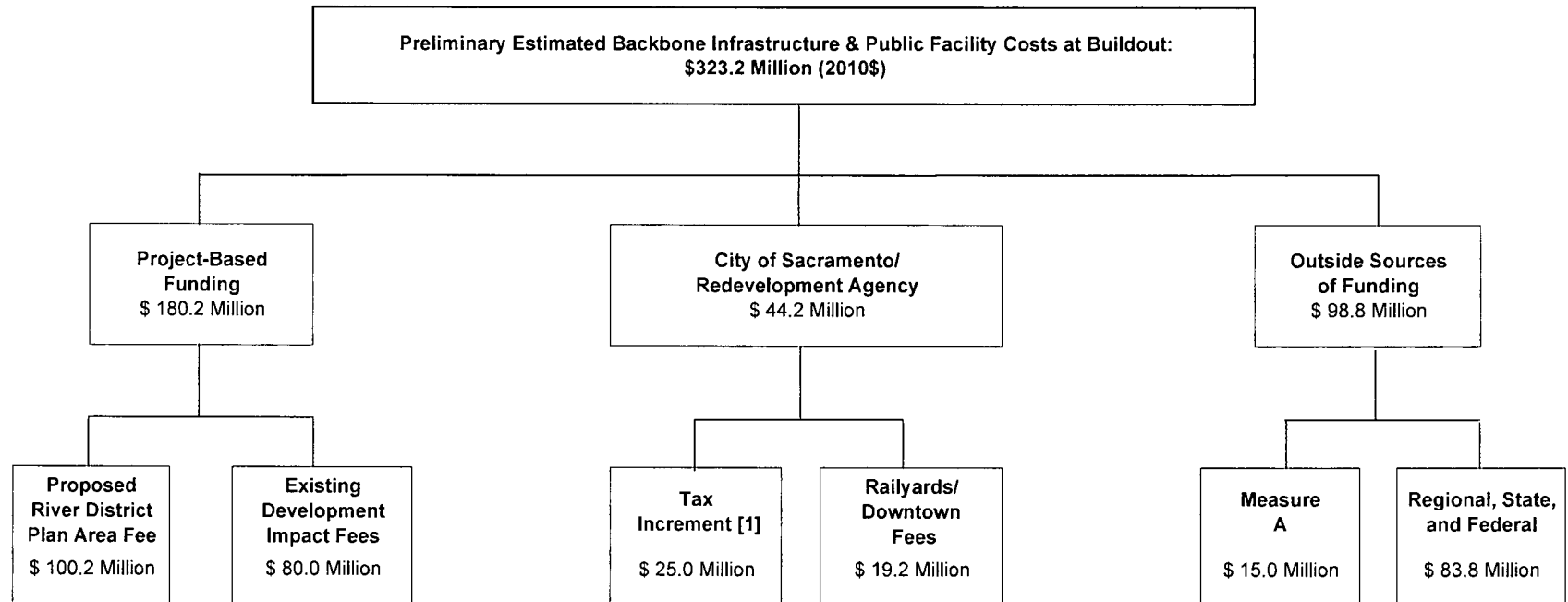
**Table 1-3
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Timing of Availability by Category of Funding**

Funding Source	Funding Available at Start of Development	Funding Available as Development Proceeds	Comments
Developer Private Capital	Yes	Yes	Limited. Project by project determination. River District consists of many small development projects and a few larger projects including Township 9. Developer must fund both public infrastructure and private development. Increases as property sales occur.
Land-Secured Debt - Mello-Roos CFD	Yes	Yes	Limited by value-to-lien ratio or projects willing to participate in a CFD. Multiple small property owners make CFD financing difficult to implement. May be uses for specific projects or groups of projects of sufficient size to justify CFD funding.
Tax Increment - Tax Allocation Bonds	No	Yes	Must wait until value increases show up on Property Tax Roll. Increasing capacity as development occurs.
Development Fees	No	Yes	Development fees paid prior to issuance of building permit. Available for reimbursement and infrastructure needed in later phases.
Measure A	Yes	No	Available from City Share of Measure A. City controls prioritization. Can be repaid from other sources.
State and Federal Transportation Funds	Limited	Yes	Must compete in Regional and State Transportation Programs.

Source: EPS.

"funding_availability"

Figure 1-1
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Estimated Sources of Funding at Buildout (2010\$)



11

Source: EPS.

"funding_figure"

[1] The allocations shown in this figure are conceptual only and do not obligate the Redevelopment Agency of the City of Sacramento to spend tax increment in this manner. Any tax increment spending is subject to Redevelopment Agency's discretion, available tax increment, and legal findings allocating the funds.

Table 1-4
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Probable Sources and Uses of Funds at Buildout (2010\$)

Buildout

Item	Estimated Improvement Costs at Buildout (2010\$) [1]	Potential Funding Sources									Total Funding	
		River District Plan Area Funding			City and Redevelopment Agency Funding Sources			Other Funding Sources				
		River District Plan Area Fee	Existing Development Impact Fees [2]	Subtotal Project-Based Funding	Redevelopment Tax Increment [3]	City Downtown / Railyards	Subtotal City and Redevelopment	Measure A	Regional, State, and Federal	Subtotal Other Funding		
INFRASTRUCTURE IMPROVEMENTS												
Storm Drainage	\$23,400,000	\$23,400,000	\$0	\$23,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,400,000
Sanitary Sewer	\$15,400,000	\$0	\$15,400,000	\$15,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,400,000
Water	\$560,000	\$560,000	\$0	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$560,000
Transportation												
Onsite Roadways [4]	\$46,400,000	\$45,400,000	\$0	\$45,400,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$46,400,000
Freeways	\$82,000,000	\$8,200,000	\$0	\$8,200,000	\$0	\$8,200,000	\$8,200,000	\$15,000,000	\$50,600,000	\$65,600,000	\$82,000,000	\$82,000,000
10th Street Undercrossing	\$30,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
Intersections and Roundabouts	\$14,500,000	\$14,500,000	\$0	\$14,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,500,000
Bikeways	\$900,000	\$900,000	\$0	\$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900,000
Subtotal Transportation	\$179,800,000	\$69,000,000	\$0	\$69,000,000	\$0	\$9,200,000	\$9,200,000	\$15,000,000	\$80,600,000	\$95,600,000	\$173,800,000	\$173,800,000
Transportation and Utility Contingency [5]	\$15,000,000	\$15,000,000	\$0	\$15,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000,000
Subtotal Infrastructure Improvements	\$228,160,000	\$107,960,000	\$15,400,000	\$123,360,000	\$0	\$9,200,000	\$9,200,000	\$15,000,000	\$80,600,000	\$95,600,000	\$228,160,000	\$228,160,000
Less Adjustment for Tax Increment Funding		(\$25,000,000)		(\$25,000,000)	\$25,000,000	\$0	\$25,000,000	\$0	\$0	\$0	\$0	\$0
Total Infrastructure Improvements	\$228,160,000	\$82,960,000	\$15,400,000	\$98,360,000	\$25,000,000	\$9,200,000	\$34,200,000	\$15,000,000	\$80,600,000	\$95,600,000	\$228,160,000	\$228,160,000
PUBLIC FACILITY IMPROVEMENTS												
Parks [6]												
Neighborhood Parks	\$8,800,000	\$0	\$8,800,000	\$8,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800,000
Community Parks	\$8,800,000	\$0	\$8,800,000	\$8,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800,000
Park Land Acquisition [7]	\$17,800,000	\$0	\$17,800,000	\$17,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800,000
Subtotal Parks	\$35,400,000	\$0	\$35,400,000	\$35,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,400,000
Open Space	\$5,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
Light Rail Station (Sequoia Pacific Blvd)	\$2,200,000	\$2,200,000	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000
Light Rail Station (12th Street)	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000	\$2,200,000	\$2,200,000
Light Rail Station (Richards Blvd) [8]	\$2,200,000	\$1,200,000	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,200,000	\$2,200,000
Schools	\$29,200,000	\$0	\$29,200,000	\$29,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,200,000
Library	\$400,000	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
Police Station	\$8,700,000	\$3,700,000	\$0	\$3,700,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$8,700,000
Fire Station	\$8,700,000	\$3,700,000	\$0	\$3,700,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$8,700,000
Total Public Facility Improvements	\$94,000,000	\$16,200,000	\$64,600,000	\$80,800,000	\$0	\$10,000,000	\$10,000,000	\$0	\$3,200,000	\$3,200,000	\$94,000,000	\$94,000,000
Subtotal Infra. and Public Facility Improvements	\$322,160,000	\$99,160,000	\$80,000,000	\$179,160,000	\$25,000,000	\$19,200,000	\$44,200,000	\$15,000,000	\$83,800,000	\$98,800,000	\$322,160,000	\$322,160,000
Plan Area Fee Formation and Updates	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Total Infra. and Public Facility Improvements	\$323,160,000	\$100,160,000	\$80,000,000	\$180,160,000	\$25,000,000	\$19,200,000	\$44,200,000	\$15,000,000	\$83,800,000	\$98,800,000	\$323,160,000	\$323,160,000

Source: Harris & Associates (cost estimates as of 12/16/2010); City of Sacramento; EPS.

[1] From Table 1-2.

[2] Development impact fee funding is programmed as follows:

Sanitary Sewer Improvements	Planned Citywide CSS Fee
Neighborhood and Community Park Improvements	Citywide Park Development Fee
Park Land Acquisition	Quimby Fee
School Facilities	School Impact Fee

[3] Placeholder estimate. Total tax increment funding and the distribution of the funding among the infrastructure subcomponents will be refined at a later date subject to the Redevelopment Agency's discretion.

[4] Downtown cost participation estimated based on New Downtown's share of River District facilities included in the 1997 Railyards/ Richards/ Downtown Nexus Study. See Table A-11 for detail. Downtown's contribution will be refined at a later date based on a detailed Nexus analysis.

[5] Contingency available to provide gap, matching or additional funding for storm drainage, sewer and water utilities, roadway and freeway improvements.

[6] Excludes Township 9 park development costs and funding sources.

[7] Represents Quimby In-Lieu Fee for land acquisition.

[8] Cost estimate based on proportion of total costs anticipated to serve entire River District Specific Plan and offset by Proposition 1C and other potential City funding sources. Cost estimate to be refined as total costs, funding sources and funding shares are finalized.

Park Development Impact and Quimby Land Dedication/In-Lieu Fees

The Citywide Park Development Impact Fee is the primary source of funding for development of neighborhood and community park facilities in the Project. This fee is assessed on all new construction or additions for residential, retail, office, industrial and hotel uses in the Project. To the extent the developer constructs eligible park facilities; the developer will receive offsetting credits for this fee.

Park development in the River District is based on the City's park acreage service level goal of 5 acres per 1,000 residents, which will be satisfied through a combination of land dedication and payment of a fee in-lieu of land dedication (Quimby Fee). To the extent that the Project generates Quimby fee revenue in excess of that required to acquire park land, those revenues may be used to fund park development costs.

Combined Sewer System Fee

The City's Combined Sewer System (CSS) Development Fee will be collected and used for improvements to the combined stormwater/sanitary sewer system. The CSS Fee will be charged to all new River District development. CSS Fees are only used for common facilities including pipes 18-inches and larger and pumping stations. Certain River District sanitary sewer improvements, such as the large mains from the new pump station, will be eligible for CSS fee funding. Payment of the CSS fee by River District development will provide a funding source for the City to construct the improvements as new development and associated sewer flows trigger the need for the improvement.

School Impact Fees

Two school districts serve the Project. The majority of the Project falls within the boundaries of the Twin Rivers Unified School District (TRUSD), which operates more than 58 schools serving preschool through adult education students. The southern portion of the site is in the Sacramento Unified School District (SUSD), which provides kindergarten through high school education. The various school districts have established fees, in accordance with State regulations, to be used to construct school facilities. It is expected that payment of mitigation fees will be sufficient to pay for the impact of new students generated by the residential projects constructed in the River District.

School facilities also may be funded through other funding sources, including the State School Building Program or local general obligation bonds (see "Regional, State, and Federal Funding Sources" section).

River District Plan Area Fee

In 1997, the City approved the Railyards Specific Plan, the Richards Boulevard Area Plan, and an Infrastructure and Public Facilities Financing Plan that detailed a strategy for funding the infrastructure and public facilities required for the two plans to develop. Following these approvals, the City implemented two new development fee programs, which funded

improvements in the Railyards as well as the River District. These development fee programs, listed below, will be updated following approval of the updated River District Specific Plan and Financing Plan:

- **Railyards/Richards/Downtown Transportation Impact Fee.** This fee currently covers rail/transit, arterial roadways, and freeway improvements.
- **Richards Boulevard Public Facilities Fee.** This fee currently covers storm drainage, sanitary sewer, and a fire station.

In 2007, the City approved an updated version of the Railyards Specific Plan and adopted a new Financing Plan. The City is currently completing an update of the River District Specific Plan to replace the 1997 Richards Boulevard Area Plan. This Financing Plan will accompany the River District Specific Plan document.

The Railyards Financing Plan and the proposed River District Financing Plan have set out new funding strategies for each area that replace the Downtown/Railyards/Richards Fee and Richards Boulevard Public Facilities Fee. The current fee charged to Downtown will be updated during implementation of the development fee revisions for the Railyards and the River District. This Financing Plan makes preliminary assumptions regarding the contribution of new Downtown development based on the 1997 Richards Boulevard Area Plan, which are discussed in further detail in **Chapter 4**.

This Financing Plan proposes implementation of a plan area fee levied on River District development for purposes of funding River District improvements. A nexus study will be prepared to determine the appropriate proportional cost allocation and impact fees for facilities that can be charged to new development in the River District.

Private Funding Sources

From time to time, developers may need to provide up-front funding to construct backbone infrastructure and other public facilities not adequately funded by other means. The requirements will be set forth as tentative map conditions on specific projects. In addition, developers will need to fund frontage road projects and associated utilities. Up-front funding from developers may be provided through a combination of cash, equity, or private debt financing. If these requirements exceed the developer's fair share obligation, then the developer will be eligible for reimbursement for the various funding sources that were intended to pay for the project. Developer reimbursements will be provided for through the City's standard Reimbursement Agreements.

River District Special Financing District

Although the River District Plan Area Fee is proposed, certain Financing Plan improvements may be funded through a River District Special Financing District program. The Special Financing Districts could be formed by one or more of the following mechanisms:

- Assessment District.
- Mello-Roos CFD.

Special financing district mechanisms will be difficult to implement because the River District is composed of multiple landowners and small-scale projects. Because development in the River District is expected to proceed irregularly, the use of special financing district mechanisms is somewhat limited by the total special tax revenue that could be generated to support issuance of land-secured municipal debt. If an individual developer or group of developers wish to use these mechanisms, however, they are available as a potential public improvement funding source.

A CFD or Assessment District may be a possible funding mechanism for a few major projects planned in the River District (e.g., Township 9). If a developer funds improvements through a Special Financing District, credits should be provided if this funding replaces Plan Area Fee funding.

City/Redevelopment Agency Funding Sources

This section discusses probable funding sources that are not Project-based but rather are from the City, including the Redevelopment Agency. **Table 1-4** identifies each source and their probable use in the Project.

Tax Increment

Tax increment (TI) revenue refers to the portion of property tax that will be received by the RDRPA as a result of development occurring within the redevelopment area boundaries. In evaluating all proposed redevelopment projects, the Redevelopment Agency will, as a significant priority, consider the funding of extraordinary costs associated with infrastructure improvements. The Redevelopment Agency also will consider funding specific projects on an individual basis. These investments will assist private developments in the Project, which will generate additional TI revenues.

The use of TI revenues of the Redevelopment Agency is subject to its availability, to policy decisions of the Redevelopment Agency, and to the restrictions of the California Community Redevelopment Law (CRL) and the RDRPA.

Downtown/Railyards Funding

Several public facilities included in the Project, including roadways, sewer, fire, and police, also will benefit residents and employees in the Railyards and/ or Downtown. The River District will participate with the Railyards and the Downtown in funding such facilities.

Major Street Construction Tax

The Major Street Construction Tax (MSCT) is a tax collected at the time of building permit issuance for new buildings throughout the City. MSCT funds may be used to fund the over-sizing of a portion of a local roadway.

Other City Funding

The City may provide other discretionary funding sources to assist in developing River District Public Improvements. Examples of the funding sources include sales tax revenues, parking revenues from the City Parking Fund, and gas tax revenues.

Other Funding Sources

Measure A

Measure A is a half-cent sales tax approved by the voters of Sacramento County (County) in the November 1988 general election to fund transportation projects in the County. The measure went into effect April 1, 1989, and was renewed in 2004 for an additional 30 years effective in 2009. The new Measure A includes the continuation of the half-cent sales tax through 2039 and a countywide development impact fee program. These revenues are allocated annually by percentage to specific programs outlined in the ordinance.

The City receives a portion of new Measure A revenue to fund new construction and maintain freeway and street projects, and another portion goes to Sacramento Regional Transit District (RT). The new Measure A Capital Improvement Program (CIP) provides funding for the Richards Boulevard/Interstate 5 (I-5) Interchange improvements.

Regional, State, and Federal Funding Sources

Financing may be available from regional, State, and federal sources. It is possible that these funding sources will cover some of the Project's transportation and school facilities improvements. Most of the federal, State, and RT money likely will be for major regional projects, such as light rail and freeway improvements.

School facilities may receive funding through California State grants in addition to Project-based development impact fees. Any shortfall from the actual amount required by the school district that is above and beyond the funding provided by development impact fees and State funding may be funded through school districtwide General Obligation bonds or by another viable financing mechanism.

Financial Feasibility

Project-related infrastructure and public facilities costs are significant but off-set by the availability of local, Redevelopment Agency, State, and federal funding sources. As a result, the Project should be able to feasibly fund the Project's backbone infrastructure and public facilities. If certain sources of funding are not available to fund the Project, however, development may need to be restricted until funds become available.

The initial infrastructure burdens resulting from the plan area fee levels calculated in this Financing Plan exceed feasible levels given current market conditions. To facilitate early phases of River District development, this Financing Plan proposes implementation of reduced fee levels for pioneering River District development. These fee levels would be set at a rate intended to facilitate the economic feasibility of development and would be re-evaluated periodically as market conditions change. Implementation of reduced fee rates would result in an approximately \$2.1 million shortfall in plan area fee revenues that would be resolved through regular updates to the program and pursuit of outside funding sources for fee funded improvements.

Operations and Maintenance

The Financing Plan will describe how the operation and maintenance of public facilities will be funded. A CFD or Assessment District may be established to fund these annual operations and maintenance costs.

Commercial property owners also may decide to approve a Special Assessment to cover the costs required to operate and maintain facilities of special benefit to the commercial areas of the River District.

Alternatively, a BID could be formed by commercial property owners that is separate from or incorporated into the existing River District Property and Business Improvement District (River District PBID), which was formed in 1999 by public and private property owners and renewed in 2004 for a 10-year term. The River District PBID currently funds community service initiatives, economic development activities, and transportation/public projects/infrastructure advocacy and planning projects. As part of the 2014 renewal process, commercial property owners may desire to reevaluate the services funded by the existing River District PBID.

Organization of this Report

In addition to this introductory chapter, the Financing Plan contains the following chapters:

- **Chapter 2** describes the River District Land Use Plan and potential phasing of development.
- **Chapter 3** describes the backbone infrastructure and public facilities requirements of the River District.
- **Chapter 4** provides a summary of potentially available funding sources to pay for the backbone infrastructure and public facilities.
- **Chapter 5** provides a detailed discussion of the financing strategy used to fund construction of the required facilities.
- **Chapter 6** describes the proposed River District Plan Area Fee program, including changes to the existing Railyards/Richards (River District)/Downtown development impact fee programs resulting from adoption of the new River District Plan Area Fee.
- **Chapter 7** provides a comparison of infrastructure cost burdens in the River District and comparable project areas.
- **Chapter 8** identifies typical funding mechanisms for services and ongoing operations and maintenance of facilities in the River District.
- **Chapter 9** reviews the implementation procedures of the Financing Plan.

The Financing Plan also contains four appendices, which provide backup information used to develop the Financing Plan. The following appendices are provided:

- **Appendix A:** Infrastructure Cost Detail. This appendix provides detail regarding estimated infrastructure and public facility costs included in the financing plan.
- **Appendix B:** Existing Fee Revenue Estimates. This appendix provides estimated revenues generated by the existing City Park Fee, Combined Sewer System Fee, Major Street Construction Tax, and School District Fee program.
- **Appendix C:** Cost Allocation Model. This appendix provides the detailed cost allocation methodology used to apportion backbone infrastructure and public facility improvement costs for purposes of the proposed River District Plan Area Fee Program.
- **Appendix D:** Detailed Estimated Infrastructure Cost Burden Comparison. This appendix contains the assumptions and estimated development impact fees, plan area fees, and estimated bond debt of special taxes and assessments for the River District and comparable projects in the Sacramento Region (Region).

2. LAND USE PROGRAM

The River District establishes the planning and development standards for redevelopment of approximately 750 acres of land due north of the recently approved Railyards and the Downtown City core. The River District is located at the confluence of the American and Sacramento Rivers, bounded by the American River on the north, the Sacramento River to the west, the Railyards on the south, and the North 16th Street Corridor to the east. **Map 2-1** (also Specific Plan Figure 1.1) identifies the River District location in the existing City.

Currently characterized primarily by low intensity industrial, warehousing, and distribution uses, the River District is envisioned as a vibrant, mixed use, transit-oriented neighborhood integrated with Downtown and surrounding planning areas.

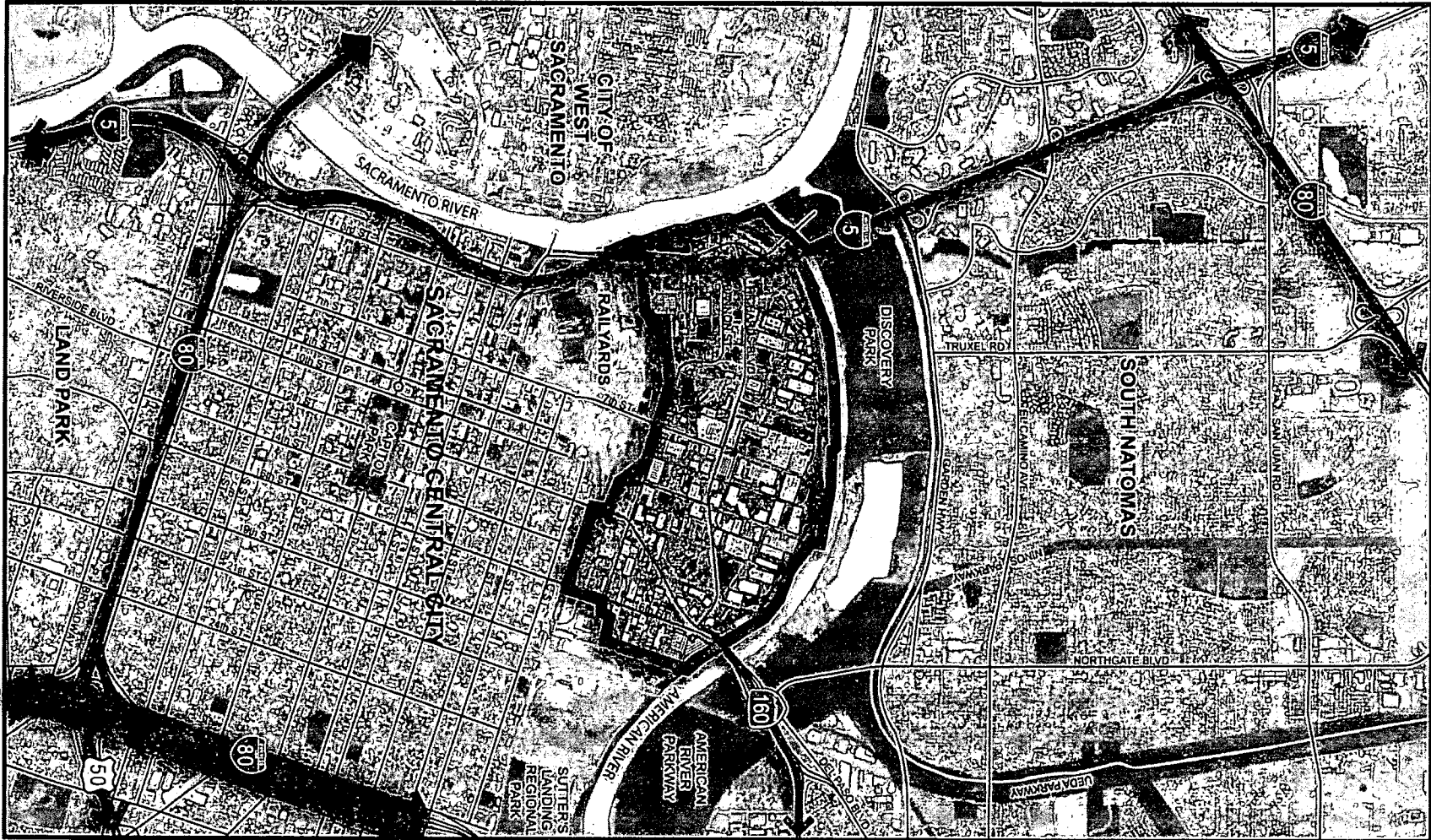
River District Specific Plan

The implementation of the River District Specific Plan, if realized, would achieve several planning objectives:

- Transforming the River District from a low intensity warehousing, distribution, light industrial, and general commercial district into an economically vital, transit-oriented, urban neighborhood supporting a mix of uses.
- Integrating the River District into the fabric of surrounding plan areas and the existing Downtown.
- Expanding cultural amenities and encouraging the adaptive reuse of historic resources.
- Connecting the River District area with Sacramento's Downtown office, retail, and government centers, as well as Old Sacramento, the Railyards, and the Alkali Flat neighborhood.
- Providing a mix of uses and circulation network that prioritizes pedestrian-friendly development while balancing diverse land use needs and maintains the viability of industrial uses relying on large vehicles for their operations and preserving and supporting existing businesses in the Specific Plan that are compatible with the ultimate vision for the site.

Land Uses at Buildout

At buildout, River District development is envisioned for a total of approximately 8,100 residential units, nearly 850,000 square feet of commercial/retail, approximately 4.0 million square feet of office, slightly more than 3,000 hotel units, and nearly 1.5 million square feet of industrial space. In addition, the plan calls for development of 55 acres of parks and open space. **Map 1-1** in **Chapter 1** provides an overview of the River District land use plan at buildout by land use zoning designation.



Map 2-1

River District Specific Plan Area Location in Sacramento



Development currently existing in the River District comprises a portion of the total land uses anticipated at buildout of the plan. **Table 1-1** provides the detailed land use by land use category. New River District development is expected to comprise nearly 7,800 residential units, approximately 470,000 commercial/retail square feet, 3.1 million square feet of office and approximately 2,000 hotel rooms. No additional industrial development is anticipated under the current River District plan.

A portion of new development in the Project includes the following previously approved projects:³

- **Township 9:** A PUD comprising 65 acres with 2,350 residential units, 150,000 square feet of retail, and more than 800,000 square feet of office.
- **Continental Plaza:** A PUD comprising 1.1 million square feet of office, of which 300,000 square feet have been constructed to date.

Table 2-1 summarizes the total land uses at buildout of the plan and the total new development anticipated in the River District after taking into account both existing levels of development and previously approved projects.

Land Use Phasing and Financing Plan Implications

The actual pace of development will vary significantly from any development assumptions that can be presented at this time. Redevelopment of the River District is expected to proceed irregularly and on a project-by-project basis as individual development projects move forward with redevelopment plans. Given the fragmented ownership pattern in the River District, new development is likely to be limited by site, circulation, and land assembly constraints. As each individual project moves forward, the City will establish improvement requirements through tentative map conditions of approval. Additional detail regarding improvement phasing requirements is provided in **Chapter 5**.

Because precise phasing assumptions cannot be developed at this time, this Financing Plan evaluates land use development and associated infrastructure and public facility improvements at buildout of the Project. Redevelopment of the River District may be constrained, however, by the presence of a multitude of individual parcel owners and existing permitted, nonconforming uses. Assembly of appropriately sized and well-located parcels suitable for redevelopment may be challenging for the City and developers. Given these considerations, the Specific Plan sets forth the maximum planned capacity of River District development, but it is possible that this level of development may not actually be achieved.

³ A previously approved PUD in the River District, the Discovery Centre, will be repealed as part of the River District entitlement process.

**Table 2-1
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Summary of New River District Land Uses**

Land Use Category	Acreage	Residential Units	Nonresidential			Hotel Rooms
			Commercial/ Retail	Office	Light Industrial	
		<i>Units</i>	<i>Nonresidential Sq. Ft.</i>		<i>Rooms</i>	
Residential	98.8	6,698	186,421	0	0	0
Commercial Uses	286.6	1,446	668,058	3,956,000	1,463,320	3,044
Subtotal Land Uses at Buildout	385.4	8,144	854,479	3,956,000	1,463,320	3,044
Less Existing Land Uses to Remain [1]		386	384,000	850,000	1,463,320	1,006
Total New Land Uses		7,758	470,479	3,106,000	0	2,038
Approved Projects						
Township 9 New Land Uses		2,350	147,000	839,628	0	0
Continental Plaza New Land Uses [2]		0	0	800,000	0	0
RDSP New Land Uses Excluding Approved Projects		5,408	323,479	1,466,372	0	2,038

"lu2"

Source: City of Sacramento.

Note: Land Uses are preliminary and subject to change.

[1] Some existing land uses will be demolished and replaced by new land uses. This line item reflects existing land uses that are not expected to be demolished, and therefore varies from the existing land uses outlined in the River District Specific Plan document. Existing land uses to remain provided by the City of Sacramento Planning Department.

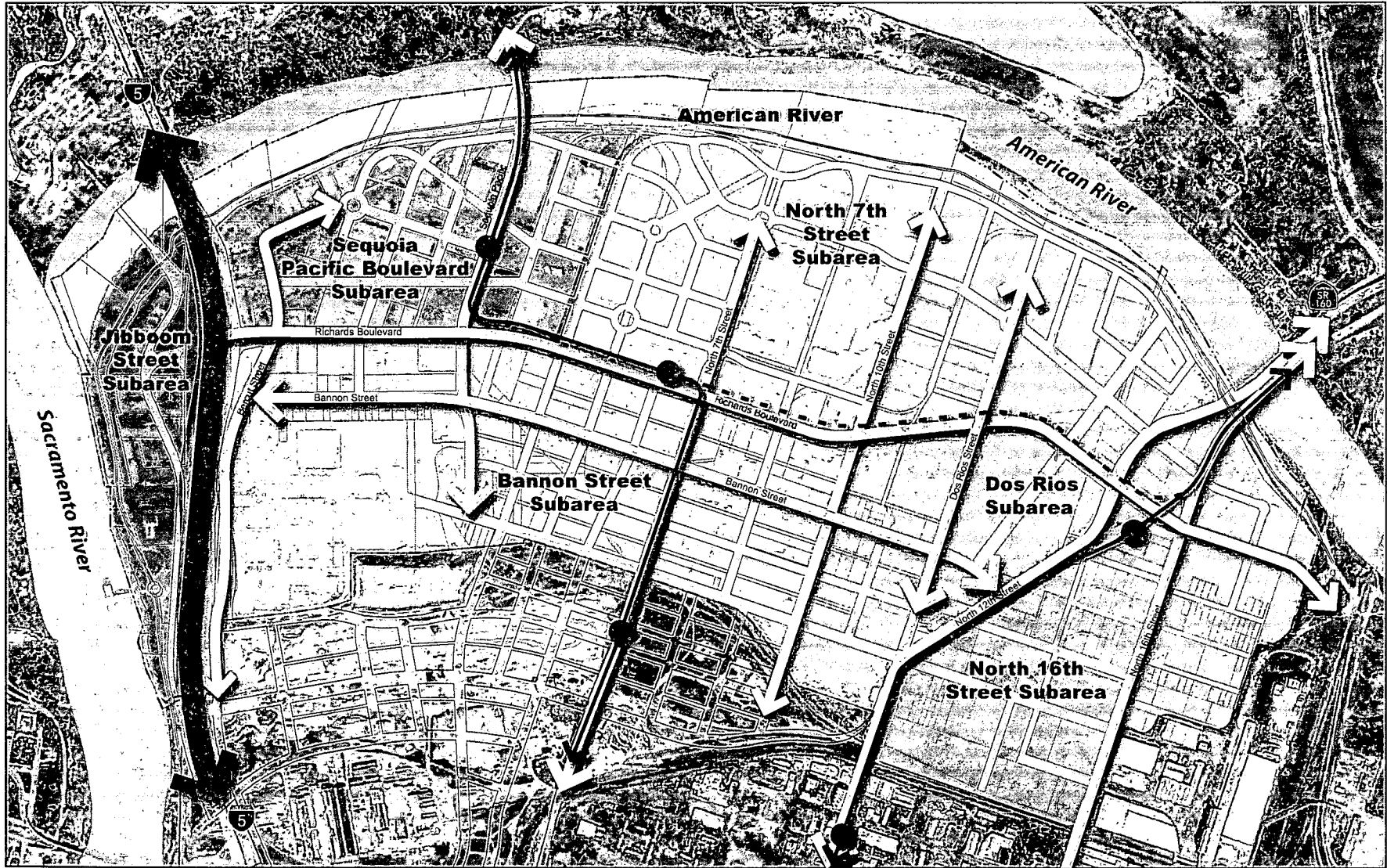
[2] Continental Plaza includes 1.1 million square feet of office development, of which 300,000 have been constructed to date.

Expected River District development and the associated infrastructure and public facility improvements will therefore be re-evaluated periodically and appropriate updates will be made to the Financing Plan land use and improvement cost assumptions.


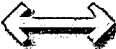




River District Subareas

The River District is divided into six distinct subareas, each of which has different characteristics and expectations for future development. Development in each subarea is expected to represent the unique nature and atmosphere of the neighborhood. **Map 2-2** (Specific Plan Figure 3.5) illustrates the six River District subareas, which include the following neighborhoods:

- Jibboom Street Subarea
- Sequoia Pacific Boulevard Subarea
- North 7th Street Subarea
- Dos Rios Subarea
- North 16th Street Subarea
- Bannon Street Subarea



Map 2-2: River District Subareas

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

3. *BACKBONE INFRASTRUCTURE AND PUBLIC FACILITIES IMPROVEMENTS AND COSTS*

Redevelopment of the River District and the shift from primarily industrial land uses to higher density mixed use development will necessitate upgrades and improvements to the existing infrastructure and public facilities currently serving the area. This chapter discusses the backbone infrastructure and public facility improvements required for Project development and summarizes the estimated costs associated with each improvement type. The infrastructure and public facility requirements summarized in this chapter are based on the Administrative Draft River District Specific Plan dated July 2010 and the Project mitigation measures set forth in the River District Draft Environmental Impact Report (DEIR) dated July 2010. All costs reported in this chapter are in 2010 dollars. The list of improvements and associated cost estimates will be adjusted for inflation or revised based on more detailed engineering information as the development process is implemented—see **Chapter 9** for a more detailed discussion of the Financing Plan update process.

Buildout of the River District will require upgrades and improvements to the following backbone infrastructure and public facilities:

- Transportation
- Storm Drain
- Sanitary Sewer
- Water
- Transportation and Utility Contingency
- Parks and Open Space
- Public Transit
- Schools
- Library
- Public Safety Facilities (Police and Fire)

Cost estimates for the required backbone infrastructure and public facilities were developed by Harris & Associates and the City. Please refer to **Appendix A**, which provides the summary level cost estimates developed by Harris & Associates for additional detail regarding the backbone infrastructure costs discussed herein. In certain cases, EPS adjusted the cost estimates to reflect updated information. EPS adjustments to the Harris & Associates cost estimates are summarized in **Tables A-1** and **A-2**.

The resulting backbone infrastructure and public facilities costs included in this Financing Plan are summarized in **Table 1-2** and discussed in detail below.

Definitions of Backbone Infrastructure and Public Facilities

The term “backbone infrastructure” is often used to describe all publicly owned facilities. This Financing Plan will use the following definitions to more precisely define these items.

Backbone Infrastructure

This term includes most of the essential public service-based infrastructure inclusive of roadways and improvements underneath roadways, including these:

- Storm Drainage (including detention basin facilities)
- Sanitary Sewer
- Water
- Major Roadways
- Dry Utilities

Backbone infrastructure is sized to serve numerous individual development projects in the Project and in some cases serves adjacent development areas.

Public Facilities

This term includes these public facilities:

- Parks and Open Space
- Public Transit
- Schools
- Library
- Public Safety Facilities (Police and Fire)

This group of items provides amenities to the Project (e.g., park facilities and libraries) or houses employees providing services to the area (e.g., fire station).

Public Improvements or Improvements

This term is used generically in the Financing Plan to include a combination of backbone infrastructure and public facilities when a precise breakdown is not required.

Backbone Infrastructure Phasing and Costs

Backbone infrastructure phasing for the River District will be linked to development phasing and based on a market-driven approach. Development will respond to market demand and the installation of backbone infrastructure will be phased to correspond with the pace of individual development projects and the requirements of the City. The timing of backbone infrastructure facility installation will be based on the conditions of approval associated with individual projects in the River District. As individual projects proceed, the tentative maps for these projects will identify the specific infrastructure-development linkages whereby specific portions of the development cannot proceed until required backbone infrastructure facilities are constructed. These linkages will control phasing of the CIP.

Installation of the required backbone infrastructure facilities is estimated to cost a total of \$228.2 million at buildout of the River District. The sections below describe each backbone infrastructure facility component.

Transportation

Improvements to the existing River District transportation system are designed to promote a variety of travel modes and improve connectivity to the Central City by extending the Central City street grid network. River District transportation improvements include on-site roadway and

intersection improvements, freeway improvements, installation of the new 10th Street undercrossing, and bikeway improvements. Total transportation improvement costs are estimated to be approximately \$173.8 million. Each component is discussed in additional detail below.

On-Site Roadway and Intersection Improvements

River District redevelopment will require improvements to the existing on-site roadway network to accommodate additional vehicular traffic generated by new River District development. Required roadway improvements include the addition of new travel lanes, intersection improvements (including signal timing modification, roundabouts, traffic signals, and turn lanes), the provision of on-street parking, and other miscellaneous street improvements for major backbone arterial and collector roadways. Interior/local street improvements as well as certain road frontage facilities are not included in the Financing Plan and will be the funding responsibility of adjacent development.

Roadway improvements funded by the River District Fee Program include the cost of the full pavement section including the bicycle/ parking lane, all travel lanes, and any median improvements (i.e. from the front of the curb on one side of the street to the front of the curb on the other side of the street). All sewer and water utilities located within the pavement section and Right-of-Way (ROW) acquisition costs are also included.

Roadway improvements that will be funded privately include interior and local street improvements as well as roadway frontage improvements on all River District roadways. Road frontage facilities to be privately funded include the costs of curb, gutters, sidewalks, and landscape corridors.

On-site major roadway and intersection improvements include the following facilities:

- Riverfront Drive
- Vine Street
- Richards Boulevard
- Bannon Street
- Water Street
- North B Street
- North 3rd Street
- North 4th Street
- North 5th Street
- North 6th Street
- North 7th Street
- North 10th Street
- Street S
- Street W
- North 12th Street
- North 16th Street

The total estimated costs of on-site roadway improvements are approximately \$46.4 million. Intersection improvements are estimated to cost approximately \$14.5 million, for a total on-site roadway and intersection cost of \$60.9 million.

Freeway Improvements

Increased vehicular trips resulting from River District development will impact the Richards Boulevard/I-5 Interchange, requiring improvements to accommodate the additional trips. The total costs associated with improvements to the interchange are estimated to be approximately \$82 million, of which, River District development is responsible for funding \$8.2 million.

10th Street Undercrossing

Connection to the Central City street grid will require construction of a \$30 million undercrossing on 10th Street.

Bikeways

Bikeway improvements in the River District will include the installation of additional Class I and Class II bicycle trails to strengthen the existing network and link to existing bikeway systems and the Central City. The total estimated cost of bikeway improvements serving River District development is approximately \$900,000.

Storm Drainage

Improvements to the existing River District storm drainage system are designed to improve water quality, limit stormwater runoff, improve efficiency of the existing system, and reduce/prevent flooding in the River District. The existing drainage system is primarily a separated system whereby stormwater drainage flows are conveyed directly to the American River. Drainage improvements to facilitate River District development include modifications to the existing pump station (Sump 111) and construction of drainage mains to convey stormwater flows to two proposed detention basins. Storm drainage improvements required to serve new River District development are estimated to cost approximately \$23.4 million at buildout.

Water Supply System

The requisite water supply infrastructure to serve the River District is already in place, and no new transmission lines are required to provide water service to the River District. However, new distribution lines will be required to link the existing water infrastructure system to new River District development. Water distribution improvements will include a refined grid network of 8- and 12-inch mains located in existing roadway right-of-ways. Water improvements associated with specific transportation improvements are included in the costs of that transportation improvement. Miscellaneous water improvements not accounted for in roadway costs total approximately \$560,000.

Sanitary Sewer System

The River District is served by the City's Combined Sewer System. New development in the River District will require improvements to the existing sanitary sewer system to accommodate increased sanitary sewer flows generated by new River District development. Improvements to the sanitary sewer system will include construction or reconstruction of both on- and off-site sewer facilities.

On-site improvements will include construction of both trunk and local conveyance mains within the River District boundary. The cost of sanitary sewer improvements located in existing street rights-of-way will be included in the cost of the associated roadway improvement.

Because River District sewer flows will be routed through the Railyards project to 3rd and I Streets, additional off-site improvements (outside the boundaries of the River District) serving both the River District and the Railyards project will be necessary to accommodate increased River District sewer flows. Off-site improvements include construction of a pump station, additional large trunk mains located in the Railyards project, and reconstruction and upsizing of the existing 3rd Street trunk main. These improvements will be constructed as Railyards development proceeds—if the Railyards project does not move forward, an alternate solution will need to be developed to convey the increased CSS flows generated by River District development.

The cost estimates for the 3rd Street trunk main were derived from the November 2007 Railyards Financing Plan. Harris & Associates developed the cost estimates for the remaining River District sanitary sewer improvements. Based on the cost estimates provided by Harris & Associates, as well as the River District's share of off-site improvements identified in the November 2007 Railyards Financing Plan, the total costs of off-site sanitary sewer system improvements serving the River District is estimated to total approximately \$15.4 million.

Transportation and Utility Contingency

To facilitate the orderly construction of necessary River District roadways and utilities, the River District Plan Area Fee includes funding for additional roadway facilities and storm drainage, sewer, and water utility connections to link new improvements to the existing infrastructure grid. The transportation and utility connection contingency is included to provide matching, gap or additional funding for certain transportation and utility costs.

The transportation and utility contingency is included at an estimated cost of \$15.0 million, approximately 15 percent of the plan area fee funded backbone infrastructure costs. Development projects that benefit from the construction of improvements funded by the contingency moves forward, those projects will be required to reimburse the River District Fee Program for those costs funded through the contingency, adjusted for inflation.

Transportation Improvements

To avoid the piecemeal, or "sawtooth," construction of major roadway facilities, the contingency provides funding for road frontage improvements on major arterials and specified connector road facilities as a temporary funding solution. The contingency may also provide additional funding for freeway and interchange improvements should such additional matching funds be required.

Privately funded road frontage improvements that may be eligible for funding via the contingency include the landscape corridor, sidewalk, curb and gutter of major River District roadway facilities described above. The contingency may be utilized to fund frontage improvements in two situations:

- The contingency will provide funds for the City to construct the facility in the event that road frontage improvements are required before adjacent development is prepared to proceed.
- Alternatively, the City may condition another developer to construct the facility, who would then be eligible for fee credits or reimbursements.

Should a developer's road frontage be constructed by another public or private entity, that developer will be responsible for reimbursing the River District Fee Program as described in more detail in **Chapter 6**.

Utility Improvements

In addition, because River District development is anticipated to proceed irregularly, certain utility connections will be required before the adjacent parcel owner is prepared to proceed with development, or before sufficient fee revenues have been collected to fund the improvements. Using the contingency for utilities will facilitate the development of nearby and adjoining parcels using the same utility lines by providing a funding source for installation of those connections.

Public Facility Costs

Public facility improvements required for River District development total an estimated \$94.0 million. Similar to the phasing of backbone infrastructure, public facility improvements will be linked to development phasing and driven by market conditions. In most cases, the public facility improvements will be constructed by the City as development proceeds and sufficient revenues are collected to fund the public facility improvements on a prioritized basis. In certain cases, development of turnkey park improvements may be agreed to for individual development projects and would be set forth in the project development agreement or the project conditions of approval.

Parks

The River District is required to provide nearly 70 acres of parkland based on the City's neighborhood and community parks service level goal of 5 acres per 1,000 residents. The City recognizes that, as a redevelopment area, the River District contains smaller tracts of land, which may make it difficult to satisfy the full service level goal on-site.

The River District will provide approximately 46 acres of parkland on-site, with the remainder of the parkland dedication requirement (24 acres) to be met through improvements to off-site community park facilities. Sutter's Landing Regional Park and the Robert T. Matsui Waterfront Park have been identified as potential community park sites that may be used to fulfill the River District parkland requirement.

Acquisition and improvement of off-site facilities will be funded by fee payments made in-lieu of land dedication by River District development. The in-lieu fees may be pooled and used for acquisition of or improvements to facilities outside the River District. In-lieu fees also may be used to fund enhanced park facilities in the River District.

Township 9

The fully entitled Township 9 project in the River District is required to provide 21.1 acres of parkland through land dedication or in-lieu fee payments. Township 9 will provide 12.6 acres of parks, including 3.8 acres of neighborhood parks and 8.8 acres of community parks. The remaining 8.5-acre obligation will be fulfilled through the payment of in-lieu fees or other conditions of the development agreement.

Remaining River District Development

Because the Township 9 project is fully entitled, and their park dedication obligations have been satisfied through their development agreement, this Financing Plan focuses on the obligation of the remaining River District development, excluding the Township 9 project.

Remaining River District development is required to provide 48.6 acres of parkland through land dedication or the payment of in-lieu fees. Remaining River District development will dedicate 26.6 acres of parks, including 16.6 acres of neighborhood and 10 acres of community parks. In addition, 7.7 acres of on-site parkland remains undesignated and will be required as part of the conditions of approval for specific development projects that have not met their park requirement. The remaining 14.3-acres will be added in the District as opportunities arise with individual development projects. As a last resort, the City will use Quimby fees to acquire additional land or make improvements outside but nearby the River District, such as Sutter's Landing Regional Park. Refer to **Table B-3** for a summary of required, planned and undesignated, and remaining park acres in the River District.

The City estimates total costs of park improvements for the remaining River District development will total approximately \$17.6 million. On- and off-site land acquisition is expected to cost an additional \$17.8 million, for a total park development and acquisition cost of \$35.4 million at buildout of the River District. **Table A-3** details the park development and acquisition costs.

Open Space

Remaining River District development will provide 5.7 acres of open space adjacent to the American River, also shown in **Table A-3**. Open space facilities will be provided in the form of parcels generally preserved in their natural state featuring minimal landscaping improvements and no major park amenities. The total cost of open space, including land acquisition and open space development, is estimated to equal \$5 million at buildout.

Public Transit

The River District is envisioned to be a vibrant community, connected to surrounding neighborhoods by a circulation network that includes public transit.

Currently, the existing Sacramento Regional Transit (RT) Blue Line passes through the Project along North 12th Street. Although the Blue Line passes through, there is no existing station in the River District. Based on a 2006 RT station study, the Project contains plans to construct a Blue Line station on North 12th Street.

In addition, planned public transit improvements include the addition of the Green Line, which will pass through the River District connecting Downtown with Sacramento International Airport. Two light rail stations along the future Green Line are planned in the River District. The first station will be located at Township 9 (Richards Boulevard) and is under construction and scheduled to open in 2011. This station, currently under construction, will be partially funded by Proposition 1C funds and potentially other City funding sources. Total costs and funding shares for the Township 9 light rail station will be finalized at a later date. The second station will be located along Sequoia Pacific Boulevard.

Light rail station costs are roughly estimated at \$2.2 million per station, or a total of \$6.6 million for construction of all light rail stations included in the Financing Plan, based on cost estimates used in the North Natomas Final Nexus Study and Financing Plan 2008 Update.

Schools

The River District is primarily located in the Twin Rivers Unified School District (TRUSD), although a small portion, approximately 59 acres in the southeastern part of the Project, is located in the Sacramento Unified School District (SUSD). Because the portion of the Project served by the SUSD is programmed for nonresidential development, no SUSD students are expected to be generated by River District development. The River District currently houses one school facility: the Smythe Academy, a charter school for 7th and 8th grade students.

New residential development in the River District will be required to contribute to providing new school facilities through the payment of fees. As shown in **Table B-2**, total fee revenue generated by the Project is estimated to equal \$29.2 million at buildout.⁴ Funds from the Statewide School Building Program are expected to match the fee revenue generated by River District development to facilitate construction of requisite River District school facilities. The TRUSD will make under-enrolled facilities available to the River District for the interim housing of students. The City and school district will cooperate to develop a long-term K-12 student housing plan using existing TRUSD facilities and potential sites in the River District, compatible with River District land uses.

Library

Residents of the River District will participate in the City's library system. While no library facilities are planned on-site for the River District, development will contribute a proportional share of costs for the expansion of existing library facilities or construction of new facilities that will benefit the Project.

Participation by the River District toward these library improvements will likely occur through the payment of fees, payable at building permit, which will accumulate revenues to the Sacramento Public Library Authority as development projects are constructed. Based on the facilities and allocated costs per land use derived in the November 2007 Railyards Specific Plan Public Facilities Financing Plan Final Draft Report, development in the River District is estimated to

⁴ For the purpose of this Financing Plan, only TRUSD school mitigation fee revenues are estimated. The small portion of the Project located in the SUSD is programmed for nonresidential development.

contribute approximately \$400,000 towards Citywide library facilities. See **Tables B-1** and **B-2** for the estimated library fees per land use type and total revenues generated by the River District at buildout, respectively.

Public Safety Facilities

Public safety services are provided to the River District by the City Fire and Police Departments. The Fire Department maintains one station (Fire Station #14) in the River District on North C Street. The Police Department has an office in the River District at 300 Richards Boulevard, which also serves as a substation for the area.

Fire Station #14 does not meet current seismic requirements, and it is not cost-effective for the building to be retrofitted. Further, development in the River District will require a larger facility. Therefore, the Fire Department is in the process of relocating the 4-person fire company and equipment to a larger and more modern facility. A precise location for a new facility has not been determined, but the Fire Department has identified an ideal 1- to 2-acre site located east of 12th Street with access to two-way streets and the highway.

In 2008, the Police Department moved a portion of its operations, including administrative staff, bicycle officers, detectives, forensic investigators, Special Weapons and Tactics (SWAT) teams, and patrol officers, to the River District. This facility is serving as an interim substation because the building does not meet current seismic standards for emergency operations. Further, the Police Department has indicated that a new police station with additional staffing and equipment capacity is necessary to serve the growth projected in the River District, Railyards, and Downtown. A precise location for a new facility has not been determined but would be suitable in the Railyards or River District.

Because a new site and facilities have not been determined for Fire and Police Facilities to serve the River District (and other areas), the Financing Plan includes a placeholder cost estimate of \$8.7 million per facility based on the improvement cost assumptions used in the November 2007 Railyards Financing Plan. This cost estimate assumes that the Railyards will contribute \$5 million to each public safety facility, as outlined in the November 2007 Railyards Financing Plan. The River District cost participation of \$3.7 million per facility is based on the allocated costs by land use in the Railyards Financing Plan and applied to the new River District land uses. In total, public safety facility costs are estimated to equal \$17.4 million at buildout. Because the facilities will serve both the River District and the Railyards, these costs will be shared by the 2 plan areas. These cost estimates will be updated as more precise information regarding these public safety facilities becomes available.

4. FUNDING SOURCES

A wide variety of financing techniques are available to fund public improvements for the River District. This chapter describes the funding sources identified to finance improvements required for the Project. Funding sources generally fall into one of the following categories:

- **Project-Area Funding.** Funding sources derived from fees, special taxes, and private capital derived from the private development projects.
- **City/Redevelopment Agency Funding.** Funding sources that are under the control of the City or the Redevelopment Agency.
- **Outside Sources of Funding (Regional, State, and Federal).** Funding sources, such as grants or loans, from State, federal, or other agencies or institutions, for which the City would have to apply.

The following sections describe the specific funding sources designated to fund Financing Plan improvements for each of the categories identified above.

Project-Area Funding

Project-based funding is generated by the development projects in the River District. These sources include existing citywide and other agency development impact fees, the proposed River District plan area fee, private capital, and one or more special financing districts.

Existing Development Impact Fees

Specific building projects in the River District will be subject to all applicable City and other agency development impact fees in place at the time of building permit issuance. Revenues generated by certain specific fee programs will be available to directly fund backbone infrastructure and public facilities identified in the Financing Plan. Fee program revenues generated by the City's Park Development Impact Fee, Citywide Park Dedication/In-Lieu (Quimby) Fee, CSS Development Fee, and School Impact Fees will be used to fund River District improvements. **Appendix B** computes the fee revenues generated by River District development for each respective program, and the sections below offer additional detail regarding improvements partially or fully funded through existing development impact fee programs.

Appendix D identifies the estimated fee amounts for each City, County, and Public Agency fee program anticipated to apply to office and multifamily residential development in the Project.

Citywide Park Development Impact Fee

The City levies a park development impact fee on all new residential and nonresidential development for purposes of funding park improvements in the Community Plan Area in which a project is located. River District development is anticipated to generate approximately

\$17.6 million in park development impact fee revenue, which will be sufficient to fund the \$17.6 million in River District park improvements included in the Financing Plan.

River District projects that meet “specified infill” criteria may qualify for a reduced park development impact fee payments. **Map 4-1** identifies the City infill areas for which projects meeting the below criteria would be eligible to pay the reduced park development fee rate. Specified infill is defined as follows:

- a. Residential infill projects of 20 units or fewer in residential infill target areas.
- b. Commercial projects of 20,000 square feet or fewer and mixed use projects with at least two residential units and not more than 20,000 square feet in commercial corridors.
- c. Urban residential, mixed use, and small commercial projects in the Central City (excluding the Railyards) and in the 65th Street Transit Village Area. These include residential projects, small commercial and office projects of 20,000 square feet or fewer, and mixed use projects consisting of at least two residential units and 20,000 square feet of fewer of commercial or office development.⁵

Citywide Park Dedication/In-Lieu (Quimby) Fees

Specific development projects are required to dedicate land for park improvement or pay a fee for park land acquisition in lieu of land dedication (Quimby Fee). Developers may use a combination of land dedication and in-lieu fee payments to meet their park land dedication requirements. In-lieu fees collected must be expended in the community planning area in which they are collected. If fees are collected in lieu of land dedication, they may be used for land acquisition and improvement of park facilities. The in-lieu fee payment is calculated based on the acreage dedication requirement and the appraised value of developable land.

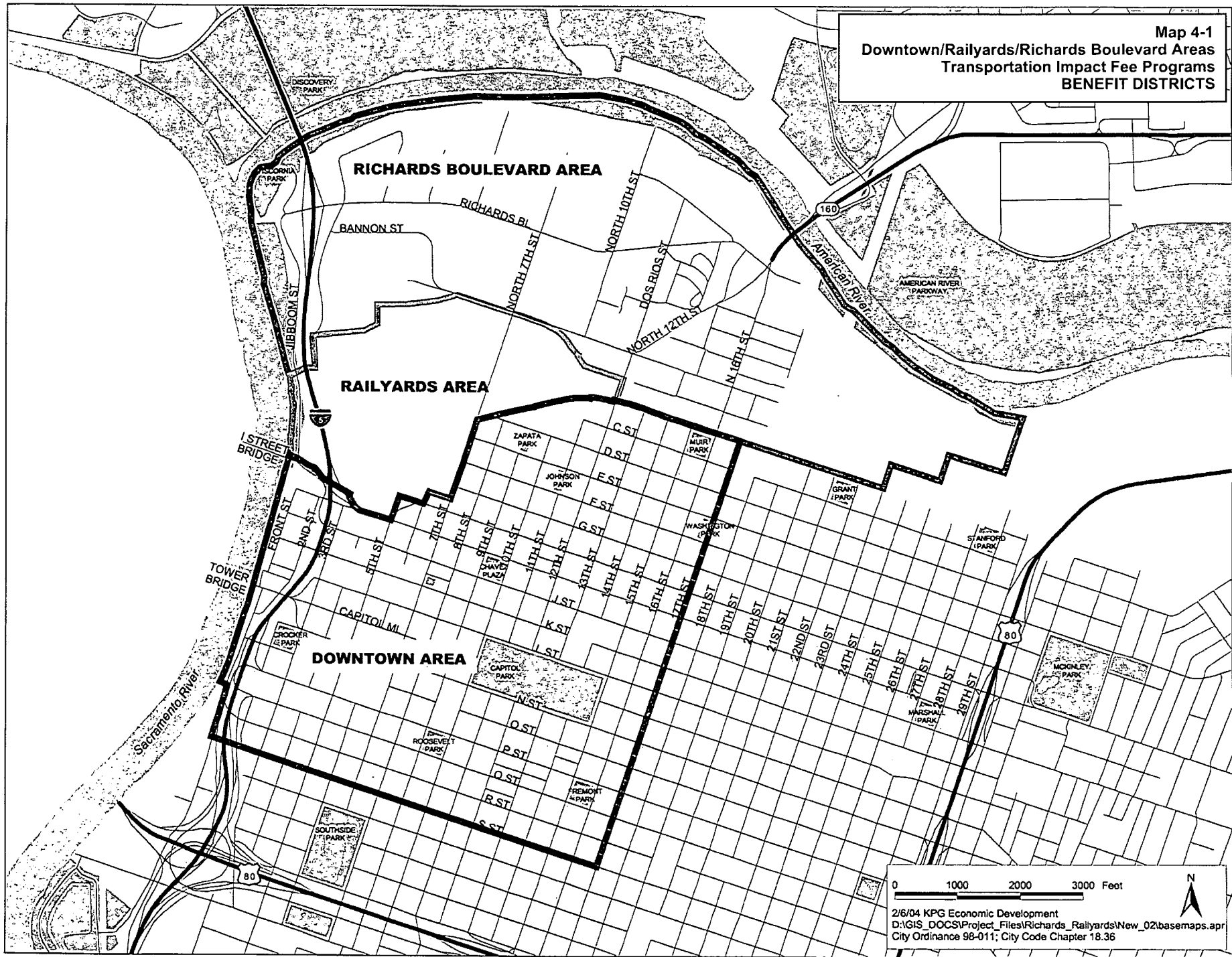
Through land dedication and in-lieu fee payments, River District development (excluding the entitled Township 9 project) is expected to generate approximately \$22.3 million in park land acquisition funds. Total park land acquisition costs are estimated to be approximately \$17.8 million, generating a possible \$4.5 million surplus in park land acquisition fee revenues generated by River District development. Because on-site park acreage provided is less than the acreage dedication requirement, this surplus will be used to fund enhanced on-site River District park facilities. A portion of the surplus also may be used to fund off-site community park improvement costs. See **Table B-4** for additional detail.

Combined Sewer System Fee

The City’s CSS Development Fee will be collected and used for improvements to the combined stormwater/sanitary sewer system. The CSS fee will be charged to all new River District development. Similar to the application of the fee in the Railyards Financing Plan, the first 25 Equivalent Single-Family Dwelling Units (ESDs) to develop in the River District will be charged

⁵ Sacramento City Council Resolution No. 2004-820 adopted October 19, 2004.

**Map 4-1
Downtown/Railyards/Richards Boulevard Areas
Transportation Impact Fee Programs
BENEFIT DISTRICTS**



0 1000 2000 3000 Feet

2/6/04 KPG Economic Development
 D:\GIS\DOCS\Project_Files\Richards_Railyards\New_02\basemaps.apr
 City Ordinance 98-011; City Code Chapter 18.36

a reduced CSS fee rate of \$113.27 per ESD. All subsequent development in the River District will be charged the full CSS fee rate of \$2,826.56 per ESD. River District development is expected to generate approximately \$20.1 million in CSS fee revenue.

The City has identified the \$15.4 million cost of the River District share of the River District/Railyards Sanitary Sewer Pump Station and associated pipelines as facilities eligible for CSS fee funding. Payment of the CSS fee by River District development will provide a funding source for the City to construct the improvements as new development and associated sewer flows trigger the need for the improvement. The City will construct the improvements based on the availability of CSS fee revenues. Should River District development generate significantly less CSS revenue than currently estimated, either through fee credits for preexisting uses or other changes in City policy, additional funding for River District sewer improvements will have to be identified.

School Impact Fees

Two school districts serve the Project. The majority of the Project falls within the boundaries of the TRUSD, which operates more than 58 schools serving preschool through adult education students. The southern portion of the site is in the SUSD, which provides kindergarten through high school education. No residential development is projected to occur in the portions of the River District served by the SUSD. The various school districts have established fees, in accordance with State regulations, to be used to construct school facilities. These fees, in combination with funding from the Statewide School Building Program, are assumed to provide adequate funding to construct all the schools required to serve new River District development.

Proposed River District Plan Area Fee Program

This Financing Plan proposes implementation of a plan area fee levied on River District development for purposes of funding River District improvements. A nexus study will be prepared to determine the appropriate proportional cost allocation and impact fees for facilities that can be charged to new development in the River District.

The River District is located in two existing plan area fee program districts—the Richards/Railyards/Downtown Transportation Fee and Richards/Railyards Public Facilities Fee. The proposed River District Plan Area Fee Program would replace these two existing plan area fee programs.

This Financing Plan estimates a total of \$100.2 million in public improvements would be funded via the River District Plan Area Fee Program. The proposed River District Plan Area Fee Program is described more fully in **Chapter 6**.

Private Capital

Private capital will be used for facilities that serve only specific development projects in the River District, such as on-site private roadways, landscaping and open space, local water distribution lines, sewer laterals, and local storm drains. Each individual project developer will be conditioned to construct facilities needed to serve development through the subdivision map process or other necessary entitlement processes.

To the extent that major facilities are required in the early stages of plan area redevelopment, private capital will initially be one of the primary sources of funding for these public improvements. If a project triggers the need for a major improvement before the City has collected sufficient fee revenues to fund completion of the improvement, the developer will be required to privately fund those improvements. The individual project developer then would be eligible to receive reimbursement when other funding becomes available. To the extent that fee revenues are available, the developers will receive fee credits or reimbursements for advance-funding eligible projects included in fee programs, based on the City, County, and Special District's reimbursement policies.

River District Special Financing District(s)

Although the River District Plan Area Fee is proposed, certain Financing Plan improvements may be funded through a River District Special Financing District program. The special financing districts could be formed using the following mechanisms:

- Mello-Roos CFD.
- Assessment District.

Special financing district(s) could provide funding through land-secured municipal debt, and the debt will be repaid through special taxes or assessments. Because development in the River District is expected to proceed irregularly, the use of special financing district mechanisms is somewhat limited by the total special tax revenue that could be generated to support issuance of land-secured municipal debt. If an individual developer or group of developers wish to use these mechanisms, however, they are available as a potential public improvement funding source.

If a developer funds improvements through a special financing district, credits should be provided if this funding replaces plan area fee funding. Additional detail on potential types of special financing districts is provided below.

Mello-Roos CFD

The 1982 Mello-Roos Community Facilities District Act enables cities, counties, special districts, and school districts to establish CFDs and levy special taxes to fund a wide variety of facilities and services. The proceeds of the Mello-Roos special tax can be used for direct funding or to pay off bonds. A Mello-Roos special tax is not a special assessment; therefore, there is no requirement that the tax be apportioned on the basis of benefit. Mello-Roos special taxes, however, typically are structured on the general principle of benefit.

Assessment District

California statutes give local governments the authority to levy several special assessments for specific public improvements, such as streets, storm drains, sewers, streetlights, curbs, gutters, and sidewalks. The City creates a special assessment district that defines both the area to benefit from the improvements and the properties that will pay for the improvements. Thereafter, each property in the district will be assessed a share of the cost of improvements proportional to the benefit it receives from those improvements.

There are a variety of assessment district acts available to finance public facilities. The most likely act to fund these improvements for the plan area would be the Improvement Bond Act of 1915 that provides a vehicle for issuing assessment bonds for assessments authorized under the 1911 and 1913 Benefit Assessment Acts.

City/Redevelopment Agency Funding

City and Redevelopment Agency funding sources include TI revenues, Measure A, MSCT, and other City funding.

Tax Increment

The River District is located in the RDRPA, which was originally formed in 1990 and will expire in FY 2026-27. The RDRPA allows for the use of TI financing to eliminate blight and create affordable housing.

TI revenue is the additional property tax generated from increases in assessed value of the property from the time a redevelopment area is established until the Redevelopment Agency's ability to receive TI ceases at the termination of the redevelopment project area. Twenty percent of the TI is required to be set aside for low- and moderate-income housing. Other portions of the TI must be passed through to other agencies and set aside for administrative or financial expenses. The remaining uncommitted increment is available for redevelopment projects consistent with the Redevelopment Plan and 5-year Implementation Plan. Such projects may include housing, developer project assistance, and qualifying public improvements.

In evaluating all proposed redevelopment projects, the Redevelopment Agency will, as a significant priority, consider funding infrastructure improvements (through direct funding or potentially through retirement of debt that was used to cash flow infrastructure projects), particularly if the private developer or City cannot provide adequate funding. This investment will assist private developments, which will lead to generating additional TI revenues.

This Financing Plan is based on the assumption that \$25.0 million in TI revenues will be available to offset the costs of infrastructure improvements included in the Financing Plan. Specific infrastructure projects towards which this funding will be applied have not been identified and will be determined by City and Redevelopment Agency staff as development and infrastructure construction proceeds.

The use of TI revenues by the Redevelopment Agency is subject to their availability, the policy decisions of the Redevelopment Agency, and the restrictions of the California CRL, the Redevelopment Plan, and the Implementation Plan.

Because significant uncertainty exists regarding the timeframe of River District buildout, the time limits for redevelopment activities and incurring indebtedness may limit the amount of infrastructure improvements that can be ultimately funded from TI revenues. If the development pace occurs more quickly than anticipated, a greater number of infrastructure improvements can be funded through TI. Conversely, if the pace of development occurs more slowly than anticipated, TI revenue will be slowed and fewer improvements can be funded through this revenue source. In addition the agency may choose to use a portion of the TI to fund other worthy projects in the redevelopment area.

Railyards Development

Certain improvements in the River District also benefit development in the adjacent Railyards. As set forth in the Railyards Financing Plan, the Railyards is anticipated to provide funding for their fair share of specific improvements from which they also benefit. This Financing Plan is based on the assumption that the Railyards will provide \$8.2 million in Richards Boulevard/I-5 Interchange funding. Railyards development is expected to fund \$10.0 million in public safety facilities potentially located in the River District that will also serve new Railyards development.

Downtown Development

New development in Downtown will also benefit from certain River District roadway improvements. This Financing Plan preliminarily identifies that Downtown development will contribute approximately \$1.0 million towards the construction of River District roadway improvements, based on the funding levels assumed in the 1997 Railyards/River District/ Downtown Nexus Study (See **Table A-12** in **Appendix A**). Downtown's contribution to River District roadway improvements will be finalized based on an updated nexus analysis of anticipated Downtown development and the impact on roadway facilities required in the River District and Railyards.

Major Street Construction Tax

The MSCT is a tax collected at the time of building permit issuance for new buildings throughout the City. MSCT funds may be used to fund the over-sizing of a portion of a local roadway. MSCT revenue is allocated at the City's discretion. At this time it is unknown if it will be available to fund any River District improvements.

Other City Funding

The City may provide other discretionary funding sources to assist in developing River District public improvements. Examples of the funding sources include sales tax revenues, parking revenues from the City Parking Fund, and gas tax revenues.

Outside Sources of Funding (Regional, State, and Federal Funding)

Future federal transportation funding sources will likely be available, although precise funding sources are uncertain. Numerous State funding sources are available including funding for transportation and infrastructure projects through the State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP) process, and Propositions 1B, 1C, and 84 bond proceeds. Other sources of funding include the Sacramento Area Council of Governments (SACOG) Community Design Program.

The financing strategy in **Chapter 5** relies on the aggressive pursuit of regional, State, and federal funding. In particular, the Financing Plan is based on the assumption that \$50.6 million in other funding sources from the STIP and Measure A will be available to fund the Richards Boulevard/I-5 Interchange. An additional \$30.0 million in other regional, State, or federal

funding will be identified to fully fund the 10th Street Undercrossing. An additional \$5.0 million in Regional Transit funding for the Blue Line Light Rail Station on 12th Street is assumed. If this funding is not available, other funding will need to be secured to fund these improvements.

There are a considerable number of other potential federal, State, regional, and private sources of grants or loans for which the project could qualify. The City should aggressively pursue available funding sources from federal, State, regional, and other funding sources; some of which are described in more detail below.

Measure A

Measure A is a half-cent sales tax approved by the County voters in the November 2006 general election to fund transportation projects in the County. The measure went into effect in 2008 following expiration of the original 1988 Measure A. The 2006 Measure A is effective for 30 years. The City receives a portion of Measure A revenue to fund new construction and maintain freeway and street projects and another portion goes to RT.

This Financing Plan assumes \$15 million in Measure A funding for the Richards Boulevard/I-5 Interchange based on the City's current CIP.

Federal Funding

There is the possibility of substantial federal funding for freeway and transit projects. These funding sources are competitive and go through the RTIP and STIP programming process.

Although there will be future federal transportation funds available, the exact sources of funding are uncertain. TEA 21, the "Transportation Equity Act for the 21st Century," expired on October 1, 2005. New authorizing legislation has not yet been passed. Federal transportation funds continue to flow, however, through a series of continuing resolutions. Over the long-term development of the Project, there will be several cycles of federal legislation authorizing funding for transportation improvements that could be used to fund improvements serving the River District.

State Funding

State funding for transportation projects is funded through the STIP and RTIP process. The primary source of funding is the State Highway Account. The State transportation program was recently augmented by Propositions 1A and 1B passed by the voters in November 2006. These bond measures provided both more secure transportation funding (Proposition 1A) and a funding augmentation through general obligation bonds (Proposition 1B).

Other bond measures approved on the November 2006 ballot included Proposition 1C, the Housing Bond, which could provide funding for the River District through authorization to fund housing-related infrastructure for infill and transit-oriented development projects. The Township 9 project, a PUD in the River District, successfully secured \$30 million in Proposition 1C funds to fund improvements related to that project, including a light rail station, park improvements, and major and local street improvements. This Financing Plan assumes approximately \$1.0 million in Proposition 1C funding for the Green Line Light Rail Station located at Township 9 (Richards Boulevard).

Over buildout of the River District, there could be additional statewide bond measures passed for which the City could compete to gain funding for improvements needed to serve the River District.

5. FINANCING STRATEGY

This chapter outlines an overall financing strategy by providing workable solutions to the complex problem of financing backbone infrastructure and public facilities necessary to support development proposed for the River District. The strategy provides a general framework of priorities for infrastructure construction and development. The precise sequence of public improvements and private development will depend on market conditions and available funding. For instance, if funding is not available for key infrastructure, it may limit the pace of allowable development.

The major funding sources used by the financing strategy are shown in summary form in **Figure 1-1** in **Chapter 1**. As shown in **Figure 1-1** and discussed in the prior chapter, projected funding sources for the public improvement costs required for River District development include the following primary funding categories:

- Project-Based Funding.
- City/Redevelopment Agency Funding.
- Outside Sources of Funding (Regional, State, and Federal).

The estimate of specific development infrastructure costs (i.e., in-tract infrastructure costs), which are normally funded by private development, and standard City impact fees are not included in the estimated \$323.2 million of improvement costs. Although not calculated in the Financing Plan, the development projects are obligated to pay these fees to the appropriate jurisdiction.

Chapter 1 sets forth the factors influencing the financing strategy, as well as the financing strategy principles. These factors and principles provide the basis for the financing strategy and funding summary outlined in the remainder of this chapter.

Financing Plan Strategy

The River District financing strategy relies on a combination of local, regional, State, and federal funding. For improvements benefitting development areas beyond the River District boundaries, River District costs are based on the proportional benefit River District development receives as compared to other development areas. After taking into consideration the projected availability of regional, State, federal, and other funding sources, the local improvements benefitting River District development are proposed to be funded via the River District Plan Area Fee Program.

The proposed River District Plan Area Fee Program allocates the remaining costs of improvements benefitting the River District between the various River District land uses on the basis of the proportional benefit each land use receives from the improvements.

Individual development projects may choose to participate in a Special Financing District (Mello-Roos CFD or Assessment District) to finance their share of River District improvement costs. Use of special financing district mechanisms will depend on assembly of sufficient special tax-generating property to support the issuance of land-secured municipal debt.

Economic Development Incentive

As noted earlier, many of the specific development projects (retail, office, residential, mixed use) at the outset of development face financial and market feasibility challenges because the projects are not feasible under current market conditions. To accommodate these challenges for early River District redevelopment, this Financing Plan includes an Economic Development Incentive, which reduces the River District Plan Area Fee in the first years of River District development. As the River District develops, the Economic Development Incentive will be reviewed to determine if it remains necessary or warrants adjustment. Incorporation of the Economic Development Incentive will create a funding shortfall in the plan area fee program, which will be addressed as part of periodic updates to the program. As part of the update process, the City will re-evaluate the costs of fee funded facilities, the availability of additional funding (TI revenues, federal, or State Grants), and the trends in development occurring and projected to occur in the River District as part of an approach to resolve shortfalls created by the Economic Development Incentive program. This component of the Financing Strategy also is described more fully in **Chapter 6**.

Improvement Phasing

The implementation of the Financing Plan must be based upon a market-driven approach coordinated with a phased infrastructure program. Development will respond to market demand and the installation of the infrastructure will be phased to correspond with the pace of development and the requirements of the City.

Construction of Financing Plan improvements will largely be based on the timing of individual River District development projects necessitating construction of the improvements. As part of the development entitlement process, individual projects will be conditioned to construct backbone infrastructure improvements required as a result of that specific development. If a developer is conditioned to construct improvements included in the proposed River District Plan Area Fee Program or other funding mechanism, they may be eligible for fee credits or reimbursement. Please refer to **Chapter 6** for a more complete discussion of the proposed River District Plan Area Fee Program and **Chapter 7** for additional detail regarding the structure of credit and reimbursement policies.

For certain improvements funded by the proposed River District Plan Area Fee Program or other existing development impact fee programs, the City will be responsible for collecting the fees from development and constructing the improvements. For these improvements, the City will develop a CIP and will establish priorities for improvement construction as development impact fee revenues are available. If development occurs at a slower or faster pace than expected, construction of these improvements will correspondingly be adjusted.

Due to the reliance on State, Federal, and Regional Transit funding for a significant portion of the transportation improvements (nearly 30 percent), the City will need to develop a phasing strategy which permits increments of development linked with improvements to the transportation system. The strategy should include subphases or "fallback" positions should the transportation and transit funding be delayed. The infrastructure phasing strategy will be adjusted to make sure that adequate traffic/transit, sewer, water, storm drainage, and community facility capacity is in place to serve each increment of development.

Funding Summary

Funding for facilities will be obtained through a wide array of sources as previously discussed in the Funding Sources chapter. **Table 1-2 (in Chapter 1)** shows the facilities requiring funding and the preliminary cost estimates. This section discusses the probable sources of funding for each of the improvements included in the Financing Plan.

As mentioned earlier in the Financing Plan, there is significant uncertainty concerning buildout of the development projects, including the ultimate amount of development that will occur, the sequencing of development and the ultimate improvements that will be constructed, and the availability of many of the funding sources. As a result, the capital facilities program and nexus studies will be updated on an as-needed basis based on updated infrastructure cost estimates, funding, and development information.

Detailed Sources and Uses of Funds

Table 5-1 shows the proposed funding sources by backbone infrastructure and public facility improvement. At buildout under the proposed funding strategy, approximately \$180.2 million is estimated to be funded with Project-based funding, \$44.2 million funded through City/Redevelopment Agency funding sources, and \$98.8 million funded through outside sources of funding.

As the Project progresses and additional or different sources or amounts of funding become available, there is a significant degree of flexibility in the allocation of funding sources to various backbone infrastructure items and some public facilities. Several key assumptions drive the proposed funding strategy and are detailed in the list below:

- **Project-based funding is estimated at approximately \$180.2 million after accounting for other potential funding sources.** Project-based funding includes a proposed River District Plan Area Fee and citywide/other agency Development Impact Fees (Park, CSS, and School development impact fees). Development-based funding was estimated after assumptions were developed for all other funding sources. Project-based funding may need to be increased if the other funding is not realized and alternative sources are not available.
- **Approximately \$25.0 million of TI revenue is preliminarily allocated to fund backbone infrastructure.** The availability of TI for the Financing Plan has been conservatively estimated by the Redevelopment Agency. The specific backbone infrastructure improvements to be funded by TI revenue have not been identified at this time. Additional improvements may be funded by TI revenue should additional TI revenue become available.
- **Approximately \$19.2 million in Financing Plan costs are allocated to other plan areas.** Development in the Railyards is anticipated to benefit from and therefore fund a portion of the Richards Boulevard/I-5 Interchange, as well as contribute to construction of public safety facilities that will serve both development areas. Downtown development will contribute toward the construction of onsite River District roadway facilities that also benefit Downtown development. Construction of these improvements may therefore be contingent on development proceeding in these adjacent plan areas.

- **The funding strategy relies on the availability of significant levels of outside funding.** Regional, State, and federal funding sources are anticipated to fund approximately \$98.8 million in freeway, on-site roadways, and transit facilities improvement costs. The timing of improvement construction may depend on securing these outside sources of funding.

Table S-1
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Probable Sources and Uses of Funds at Buildout (2010\$)

Buildout

Item	Estimated Improvement Costs at Buildout (2010\$) [1]	Potential Funding Sources									Total Funding	
		River District Plan Area Funding			City and Redevelopment Agency Funding Sources			Other Funding Sources				
		River District Plan Area Fee	Existing Development Impact Fees [2]	Subtotal Project-Based Funding	Redevelopment	City	Subtotal City and Redevelopment	Measure A	Regional, State, and Federal	Subtotal Other Funding		
					Tax Increment [3]	Downtown / Railyards						
INFRASTRUCTURE IMPROVEMENTS												
Storm Drainage	\$23,400,000	\$23,400,000	\$0	\$23,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,400,000
Sanitary Sewer	\$15,400,000	\$0	\$15,400,000	\$15,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,400,000
Water	\$560,000	\$560,000	\$0	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$560,000
Transportation												
Onsite Roadways [4]	\$46,400,000	\$45,400,000	\$0	\$45,400,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$46,400,000
Freeways	\$82,000,000	\$8,200,000	\$0	\$8,200,000	\$0	\$8,200,000	\$8,200,000	\$15,000,000	\$50,600,000	\$65,600,000	\$0	\$82,000,000
10th Street Undercrossing	\$30,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000,000	\$30,000,000	\$0	\$30,000,000
Intersections and Roundabouts	\$14,500,000	\$14,500,000	\$0	\$14,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,500,000
Bikeways	\$900,000	\$900,000	\$0	\$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900,000
Subtotal Transportation	\$173,800,000	\$68,000,000	\$0	\$69,000,000	\$0	\$9,200,000	\$9,200,000	\$15,000,000	\$80,600,000	\$95,600,000	\$0	\$173,800,000
Transportation and Utility Contingency [5]	\$15,000,000	\$15,000,000	\$0	\$15,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000,000
Subtotal Infrastructure Improvements	\$228,160,000	\$107,960,000	\$15,400,000	\$123,360,000	\$0	\$9,200,000	\$9,200,000	\$15,000,000	\$80,600,000	\$95,600,000	\$0	\$228,160,000
Less Adjustment for Tax Increment Funding		(\$25,000,000)		(\$25,000,000)	\$25,000,000	\$0	\$25,000,000	\$0	\$0	\$0	\$0	\$0
Total Infrastructure Improvements	\$228,160,000	\$82,960,000	\$15,400,000	\$98,360,000	\$25,000,000	\$9,200,000	\$34,200,000	\$15,000,000	\$80,600,000	\$95,600,000	\$0	\$228,160,000
PUBLIC FACILITY IMPROVEMENTS												
Parks [6]												
Neighborhood Parks	\$8,800,000	\$0	\$8,800,000	\$8,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800,000
Community Parks	\$8,800,000	\$0	\$8,800,000	\$8,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800,000
Park Land Acquisition [7]	\$17,800,000	\$0	\$17,800,000	\$17,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800,000
Subtotal Parks	\$35,400,000	\$0	\$35,400,000	\$35,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,400,000
Open Space	\$5,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
Light Rail Station (Sequoia Pacific Blvd)	\$2,200,000	\$2,200,000	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000
Light Rail Station (12th Street)	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000	\$0	\$2,200,000
Light Rail Station (Richards Blvd) [8]	\$2,200,000	\$1,200,000	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$2,200,000
Schools	\$29,200,000	\$0	\$29,200,000	\$29,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,200,000
Library	\$400,000	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
Police Station	\$8,700,000	\$3,700,000	\$0	\$3,700,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$8,700,000
Fire Station	\$8,700,000	\$3,700,000	\$0	\$3,700,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$8,700,000
Total Public Facility Improvements	\$94,000,000	\$16,200,000	\$64,600,000	\$80,800,000	\$0	\$10,000,000	\$10,000,000	\$0	\$3,200,000	\$3,200,000	\$0	\$94,000,000
Subtotal Infra. and Public Facility Improvements	\$322,160,000	\$99,160,000	\$80,000,000	\$179,160,000	\$25,000,000	\$19,200,000	\$44,200,000	\$15,000,000	\$83,800,000	\$98,800,000	\$0	\$322,160,000
Plan Area Fee Formation and Updates	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Total Infra. and Public Facility Improvements	\$323,160,000	\$100,160,000	\$80,000,000	\$180,160,000	\$25,000,000	\$19,200,000	\$44,200,000	\$15,000,000	\$83,800,000	\$98,800,000	\$0	\$323,160,000

Source: Harris & Associates (cost estimates as of 12/16/2010), City of Sacramento; EPS.

[1] From Table 1-2.

[2] Development impact fee funding is programmed as follows:

Sanitary Sewer Improvements	Planned Citywide CSS Fee
Neighborhood and Community Park Improvements	Citywide Park Development Fee
Park Land Acquisition	Quimby Fee
School Facilities	School Impact Fee

[3] Placeholder estimate. Total tax increment funding and the distribution of the funding among the infrastructure subcomponents will be refined at a later date subject to the Redevelopment Agency's discretion.

[4] Downtown cost participation estimated based on New Downtown's share of River District facilities included in the 1997 Railyards/ Richards/ Downtown Nexus Study. See Table A-11 for detail. Downtown's contribution will be refined at a later date based on a detailed Nexus analysis.

[5] Contingency available to provide gap, matching or additional funding for storm drainage, sewer and water utilities, roadway and freeway improvements.

[6] Excludes Township 9 park development costs and funding sources.

[7] Represents Quimby In-Lieu Fee for land acquisition.

[8] Cost estimate based on proportion of total costs anticipated to serve entire River District Specific Plan and offset by Proposition 1C and other potential City funding sources. Cost estimate to be refined as total costs, funding sources and funding shares are finalized.

6. PROPOSED RIVER DISTRICT PLAN AREA FEE PROGRAM

The proposed River District Plan Area Fee Program described in this chapter will replace existing development impact fee programs funding River District backbone infrastructure and public facilities. The proposed plan area fee program is designed to fund construction of backbone infrastructure and public facility improvements necessary for River District development after taking into consideration a variety of other funding sources for the improvements. Because current market conditions constrain the economic viability of the plan area fee program, this chapter describes a proposed economic development incentive program to facilitate near-term River District redevelopment.

Existing Richards/Railyards/Downtown Development Impact Fee Programs

In addition to citywide and other agency fee programs, development in the River District is subject to the following existing special plan area development fee programs:

- Richards/Railyards/Downtown Transportation Impact Fee Program (TIF).
- Richards/Railyards Public Facilities Fee Program.

These fee programs were adopted to fund transportation and other public facility improvements benefitting development in the River District, Railyards, and Downtown. Each of the City fee programs were adopted in 1997 based on the 1997 Railyards/Richards Boulevard Area Facility Element and the anticipated project area land uses at that time. All three development project areas were included in the TIF program, and only the Railyards and River District were included in the Public Facilities Fee program. For reference, **Map 4-1** in **Chapter 4** shows the boundaries of each of the benefit districts in the Richards/Railyards/Downtown TIF program.

In 2007, the City adopted the Railyards Public Facilities Financing Plan, which adopted plan area fees specific to Railyards development that replaced their funding obligations under the above fee programs. In addition, the City commissioned an infrastructure study to evaluate the infrastructure requirements in the Downtown Area. Upon completion of the infrastructure study, the City intends to update or replace the existing development impact fee programs for Downtown development.

This Financing Plan proposes implementation of a River District Plan Area Fee that would replace the River District's obligations under the existing programs. The River District Plan Area Fee would be implemented or updated concurrently with the Downtown and Railyards infrastructure funding programs.

The River District Plan Area Fee Program is premised on the assumption that the major off-site regional facilities will be funded on a proportional basis by the benefiting plan areas (Railyards, River District, and Downtown) but that all other facilities in the fee programs are assigned to the geographic area in which the improvements are planned.

River District Plan Area Fee

The proposed River District Fee Program will be required to fund the cost of backbone infrastructure and public facilities needed in the River District that are not funded by existing fee programs or other sources of revenues. Backbone infrastructure and public facilities to be included in the proposed River District Fee Program include the following improvements:

- Transportation (On-Site Roadways, Freeways, Intersections and Roundabouts, and Bikeways)
- Storm Drainage
- Water
- Transportation and Utility Contingency
- Open Space Facilities
- Light Rail Station Facilities
- Library Facilities
- Public Safety (Police and Fire) Facilities

To ensure developed land uses will fund their pro-rata share of backbone infrastructure and public facilities, the cost of such improvements is allocated across all land uses based on the relative benefit received from the improvements using dwelling unit equivalent (DUE) factors.

The purpose of allocating certain improvement costs among the various land uses is to provide an equitable method of funding required infrastructure. The key to apportioning the cost of improvements to different land uses is the assumption that the demands placed on infrastructure and public facility improvements are related to land use type and that such demands can be stated in relative terms for all particular land uses. It is by relating demand for facilities to land use types that a reasonable nexus, or relationship, can be established to apportion each land use's "fair share" costs.

A DUE is a common use factor that enables the allocation of improvement costs among residential and nonresidential land uses. A DUE is defined as the amount of facility use for each land use type relative to a single-family unit.

As discussed previously, the land use information used for cost allocation purposes is based on the development program presented in the Specific Plan. In addition, the infrastructure cost allocations are based on the total acres that have development or redevelopment potential.

Table 6-1 shows the basis on which costs are allocated for each type of backbone infrastructure to be included into the proposed River District fee program. These cost allocation factors calculate the relative benefit by land use for each facility type based on a measurement of benefit received. For example transportation costs were allocated on a DUE basis based on PM peak trips per residential unit or 1,000 nonresidential square feet. In contrast, light rail station costs were allocated to the land uses based on the proportionate resident and employee populations generated by each land use. Drainage facility costs were allocated based on total building square footage generated by each land use.

**Table 6-1
 Sacramento River District Specific Plan
 Infrastructure and Public Facilities Financing Plan
 Summary of Cost Allocation Factors**

Improvement	Cost Allocation Basis	Cost Allocation Methodology
Infrastructure Improvements		
Storm Drainage	Residential & Nonresidential	Building Square Feet
Water	Residential & Nonresidential	Dwelling Unit Equivalents
Transportation	Residential & Nonresidential	Dwelling Unit Equivalents
Transportation and Utility Contingency	Residential & Nonresidential	Building Square Feet
Public Facility Improvements		
Parks and Open Space	Residential	Persons per Household
Light Rail Stations	Residential & Nonresidential	Persons per Household/ Employees per Square Foot
Library	Residential	Persons per Household
Police Station	Residential & Nonresidential	Persons per Household/ Employees per Square Foot
Fire Station	Residential & Nonresidential	Persons per Household/ Employees per Square Foot
Plan Area Fee Formation and Updates	Residential & Nonresidential	Building Square Feet

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Cost Allocation Methodology

The methodology for allocating costs to benefiting land uses is summarized below:

1. Determine the total cost of new backbone infrastructure and public facilities required to serve the River District.
2. Determine the net cost of infrastructure to be funded by the River District fee program after accounting for other financing sources, such as citywide sources, State and federal sources, development impact fees, and other plan areas.
3. Determine the amount of development in the River District that will benefit from new backbone infrastructure and public facilities.
4. For each infrastructure and public facility improvement benefitting River District development:
 - a. Determine the appropriate cost allocation factor by which to allocate to different land uses the cost of the infrastructure or public facility needed to serve new development.
 - b. Apply the appropriate cost allocation factor to each land use type to determine the allocation of costs to each land use category.
 - c. Divide the total cost allocated to each land use zoning category:
 - i. By the number of dwelling units for residential land uses to determine the cost per dwelling unit.
 - ii. By the amount of building square footage for nonresidential land uses to derive the cost per building square foot.
 - iii. By the number of hotel rooms for hotel uses to determine the cost per hotel room.

Tables C-1 through **Table C-10** in **Appendix C** show how the backbone infrastructure and public facility costs were allocated to each benefiting land use using DUE factors as described above.

Additional costs associated with completing and periodically updating the proposed River District Plan Area Fee Program are shown in **Table 6-2**. **Table C-11** in **Appendix C** presents the allocation of these to benefiting land uses in the River District. These costs will be added as part of the administrative component of the River District Plan Area Fee Program.

Table 6-2 shows the preliminary cost allocations, on a per-unit or per-square-foot basis, for each infrastructure and public facility improvement. **Table 6-2** also accounts for an overall offset to the preliminary costs allocations for infrastructure facilities funded by TI revenues. Because specific infrastructure facilities to be funded via tax increment financing remain to be determined, this analysis assumes that TI revenues will provide an overall offset to the RDSP plan area fee burden. The resulting net costs are shown per residential dwelling unit, per building square foot of nonresidential development, or per room for hotel uses.

**Table 6-2
Sacramento River District Financing Plan
Infrastructure and Public Facilities Financing Plan
Summary of Preliminary Fee Estimates for the River District Special Financing District (2010\$)**

Improvement	River District Plan Area Fee	Land Uses at Buildout			
		Multifamily Residential	Commercial/ Retail	Office	Hotel
		<i>Per Unit</i>	<i>Per Bldg. Sq. Ft.</i>		<i>Per Room</i>
Infrastructure Improvements					
Storm Drainage	\$23,400,000	\$1,901	\$1.73	\$1.73	\$1,210
Water	\$560,000	\$59	\$0.02	\$0.02	\$24
Transportation	\$69,000,000	\$3,773	\$9.76	\$9.56	\$2,667
Subtotal Infrastructure Improvements	\$92,960,000	\$5,733	\$11.50	\$11.31	\$3,901
Transportation and Utility Contingency	\$15,000,000	\$820	\$2.12	\$2.08	\$580
Subtotal Infrastructure Improvements	\$107,960,000	\$6,554	\$13.62	\$13.39	\$4,481
<i>Less Tax Increment Funding [1]</i>	<i>(\$25,000,000)</i>	<i>(\$1,518)</i>	<i>(\$3.15)</i>	<i>(\$3.10)</i>	<i>(\$1,038)</i>
Total Infrastructure Improvements	\$82,960,000	\$5,036	\$10.47	\$10.29	\$3,443
Public Facility Improvements					
Parks and Open Space	\$5,000,000	\$644	NA	NA	NA
Light Rail Stations	\$3,400,000	\$306	\$0.27	\$0.27	\$27
Library	\$400,000	\$52	NA	NA	NA
Police Station	\$3,700,000	\$333	\$0.30	\$0.30	\$30
Fire Station	\$3,700,000	\$301	\$0.27	\$0.27	\$191
Total Public Facility Improvements	\$16,200,000	\$1,635	\$0.84	\$0.84	\$248
Subtotal Infra. and Public Facility Improvements	\$99,160,000	\$6,671	\$11.31	\$11.13	\$3,691
Plus 3% Administration	\$2,974,800	\$200	\$0.34	\$0.33	\$111
Plus Plan Area Fee Formation and Updates	\$1,000,000	\$81	\$0.07	\$0.07	\$52
Total River District Plan Area Fee	\$103,134,800	\$6,953	\$11.72	\$11.53	\$3,854
Total River District Plan Area Fee (Rounded)		\$7,000	\$11.70	\$11.50	\$3,900

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Source: 12/16/10 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] Placeholder figure to be refined at a later date. Infrastructure facilities to be funded via tax increment financing remain to be determined - this analysis therefore assumes that tax increment revenues will provide an overall offset to the RDSP plan area fee burden. Tax increment offset amount for each land use determined based on the relationship of the total infrastructure improvement fee component for each land use to the total RDSP Plan Area Fee infrastructure costs.

Developer-Funded Frontage

Under the River District Financing Plan, each project will be responsible for the costs of certain roadway frontage facilities adjacent to their project. Privately funded roadway frontage improvements include landscape corridors, sidewalks, curb and gutter.

In certain cases, the City may condition a developer to construct roadway frontage improvements in addition to that fronting the developer's project, should the City determine that such improvements are essential to safety and circulation. In these limited cases, the developer then would be eligible for plan area fee credit or reimbursement via the transportation and utility contingency component of the fee for facilities constructed that benefit adjacent development.

Alternatively, if roadway frontage improvements are required before adjacent development is prepared to proceed, the City may construct the requisite roadway frontage improvements utilizing funding from the transportation and utility connection contingency.

If a developer's road frontage is constructed by the City or another private entity, that developer will be required to provide reimbursement to the River District Fee Program for the costs of the road frontage improvements, adjusted for inflation. Capturing these reimbursements is essential to avoid depleting the transportation and utility contingency fund, and to maintain the contingency as a gap funding source to finance the construction of essential improvements. Precise facility eligibility requirements and contingency funding rules will be established as part of the River District Fee Nexus Study.

Economic Development Incentive

Current market conditions constrain the economic feasibility of nearly all development. The recessionary market trends have created an environment in which the achievable sales prices and lease rates for new development are largely insufficient to provide a reasonable return when taking into consideration all the costs of development.

Given the current market, calculation of the River District Plan Area Fee discussed above and summarized in **Table 6-2** will significantly exceed an economically feasible level during the initial years of development of the River District. To assist with resolution of issues regarding economic viability, the River District Plan Area Fee Program will include an Economic Development Incentive, which reduces the fee in the first years of River District development. As the River District develops, the Economic Development Incentive will be reviewed to determine if it is necessary or warrants adjustment.

As a result of early development projects paying a reduced fee (the "Incentive" fee), the Economic Development Incentive will create a shortfall in fee revenues to fund improvements included in the fee program. Periodically, the City will update the River District Plan Area Fee Program. In these updates, the City will re-evaluate the costs of fee-funded facilities, the availability of additional funding (TI revenues, federal or State Grants), and the trends in development occurring and projected to occur in the River District. The City will determine whether the funding shortfalls require finding additional outside funding or if certain fee-funded facility costs can be reduced or eliminated from the fee program. No projects that are required

as environmental mitigation will be eliminated from the fee program unless alternative funding sources are provided.

Specific Economic Development Incentive Elements

1. The Economic Development Incentive is proposed to be in effect for a 5-year period. Any project that receives a specific entitlement approval will have the economic incentive assigned to it and will be eligible for the incentive for 2 years. There also will be a limit to the number of residential units or nonresidential building space eligible for the incentive. The exact entitlement approval and definition of a development project qualifying for the Economic Development Incentive will be determined during the formation of the River District Plan Area Fee Program.
2. The Incentive fee level is planned to be set at a level 10-percent greater than the current Richards Boulevard Fee.
3. For the period of time in which the Economic Development Incentive is in place, the City will develop policies to ensure that funding is available to construct the most critical improvements. The City will prioritize the list of fee-funded improvements that may be eligible for fee credits while the Economic Development Incentive is in place. During this period, developers constructing or funding improvements that are not on the priority list will not receive fee credit or reimbursement until the City places the improvement on the eligibility list.
4. As part of the process to resolve River District Plan Area Fee Program shortfalls generated by the Economic Development Incentive program, the City will update the costs of infrastructure identified in the River District Plan Area Fee Program every 3 years and will update the justified fee accordingly. The City also will determine the continued eligibility of improvements for fee funding. The City may decide that fee funding for certain improvements is no longer necessary.
5. The City will track the potential funding shortfall created by the Economic Development Incentive and aggressively seek outside funding to fill the revenue gap.
6. The River District Plan Area Fee Program will establish the maximum justified fee levels according to Government Code 66000 et. seq. nexus requirements. The Incentive fee levels under the Economic Development Incentive will be set at a rate lower than the maximum justified fee levels. Should the City wish to raise the plan area fee, the plan area fee program will have already established the necessary nexus findings, and an updated nexus study will not be required as long as the proposed fee levels do not exceed the established maximum justified fee.

Economic Development Incentive Impact on Plan Area Fee Revenues

As outlined above, as part of the Plan Area Fee Program formation process, the City will determine parameters for economic development incentive eligibility, which will likely include limits on the total number of residential units or nonresidential building square feet eligible for the reduced Incentive fee rate. The City has developed preliminary assumptions regarding

development eligible for the Economic Development Incentive, which would limit eligible development to the following ceilings:

- **Multifamily Residential.** 1,000 residential dwelling units will be eligible for the Economic Development Incentive Fee Program. Any single development project may receive up to 200 dwelling units at the Incentive fee rate.
- **Office.** A total of 500,000 square feet of office development will be eligible for the program. Any single development project may receive up to 200,000 square feet of office development at the Incentive fee rate.
- **Commercial/Retail.** A total of 100,000 square feet of retail development (as defined in City Code Section 17.16), will be eligible. Any single development project may receive up to 25,000 square feet of retail development at the Incentive fee rate.

Based on these preliminary assumptions, **Table 6-3** calculates the estimated Plan Area Fee Program revenue that would be forgone as a result of the Economic Development Incentive Program. As shown, when the reduced fee rates are applied to the development limits described above, a total shortfall of nearly \$2.1 million (approximately 2 percent of total anticipated Plan Area Fee Program revenues) would be created. As discussed earlier, resolution of this shortfall would be addressed as part of regular updates to the fee program, through which the City will reevaluate the improvements included in the Plan Area Fee program and aggressively seek other sources of funding for Plan Area Fee Program improvements.

**Table 6-3
 Sacramento River District Specific Plan
 Infrastructure and Public Facilities Financing Plan
 Estimated Impact of Economic Development Incentive on Plan Area Fee Revenue (2010\$)**

Land Use	Units/ Square Feet/ Rooms	Base Fee Rate	Incentive Fee Rate	Difference	Total Difference
	[1]	[2]	[3]		[4]
	<u>Units</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Per Unit</u>	
Multifamily Residential	1,000	\$6,953	\$6,336	(\$616)	(\$616,402)
Nonresidential	<u>Sq. Ft.</u>	<u>Per Sq. Ft.</u>	<u>Per Sq. Ft.</u>	<u>Per Sq. Ft.</u>	
Commercial/ Retail	100,000	\$11.72	\$9.90	(\$1.82)	(\$182,287)
Office	500,000	\$11.53	\$9.02	(\$2.51)	(\$1,257,414)
	<u>Rooms</u>	<u>Per Room</u>	<u>Per Room</u>	<u>Per Room</u>	
Hotel	0	\$3,854	\$2,430	(\$1,423)	\$0
Subtotal Nonresidential					(\$1,439,702)
Total					(\$2,056,104)

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Source: City of Sacramento; and EPS.

- [1] Reflects total development that may qualify for reduced fee rates under the economic development incentive program.
- [2] See Table 6-2 for detail.
- [3] Incentive fee rates reflect fees that would be paid under the economic development incentive program. Based on the current Richards Boulevard plan area fee structure increased by 10 percent.
- [4] Reflects estimated total River District Plan Area Fee Program revenue foregone as a result of the economic development incentive program.

7. FEASIBILITY ANALYSIS

This chapter provides a preliminary analysis of financial feasibility of the Project. The feasibility analyses presented in this chapter evaluate feasibility of the Project in light of current and proposed fees, estimated preliminary infrastructure burden, taxes and assessments, and a series of other assumptions. The actual costs, unit mix, Mello-Roos bond proceeds, fees, and other factors may vary according to the market conditions at the time of development. The actual sales prices of the units and major backbone infrastructure and public facilities costs at the time of development will significantly impact the actual feasibility.

Infrastructure Burden Comparison

One method of evaluating the financial feasibility of the River District is to compare backbone infrastructure and public facility costs to competitive projects in the Region. This analysis compares the standard development impact fees and the present value of special fees and special taxes per developable square foot for the following land uses:

- Office
- Multifamily development

The most likely competitive projects include development in the Railyards area, Downtown, North Natomas, and the Bridge District⁶ in West Sacramento. Development in these areas will be the major competitors for the River District. The existing Richards Boulevard fee burden is included for comparative purposes. The River District fee burden is evaluated based on both the base plan area fee levels calculated in this Financing Plan, as well as the Incentive fee levels proposed as part of the economic development incentive described in **Chapter 6**.

Caution should be exercised in using these comparisons because the infrastructure items paid for by these fees and special taxes may be different for the various projects. Moreover, these costs represent estimates only meant to be used for general planning and comparison purposes. Actual fees and assessments are likely to be different for specific parcels.

In some projects, a portion of the infrastructure costs are privately funded, rather than being funded through fees and assessments. The amount of privately funded infrastructure or facilities is not included in any of these comparisons. Land prices will be affected not only by the amount of fees and assessments on a parcel but also the amount of privately funded infrastructure required. For example, the relative costs of parking in each project area are not included in the infrastructure cost burden, although structured parking requirements in the River District may contribute to higher costs than other competitive projects. These cost comparisons are current

⁶ Bridge District infrastructure burdens identified for 2 tiers of development. Plan area fee levels for the initial phases of development (Tier 1) are set at a lower rate to encourage early development phases. Infrastructure improvement costs are shifted to later phases of development. Later phases (Tier 2) will pay a "plan area fee equivalent" in the form of a one-time special tax.

as of July 2010. Fees are constantly being changed that will affect the comparison results over time.

Office

A comparison of infrastructure burden costs for office development is shown in **Figure 7-1**. The competitive developments' facility costs have been estimated by EPS.

The infrastructure burden for the River District is computed for the base fee level, as well as the Incentive fee levels. The Incentive fee levels are based on the existing plan area fees for Richards Boulevard, increased by 10 percent.

As shown in **Figure 7-1**, Downtown development has the lowest fee cost per square foot followed by the Bridge District Tier 1 and the North Natomas area. The existing Richards Boulevard and Railyards area fee burdens represent midrange costs, while the River District Incentive fee burden is surpassed only by the River District base fee level and Bridge District Tier 2 Fees.

It is important to note that while Downtown development has the lowest fee burden, it also has the highest land cost per square foot of any of these regions. In addition, the infrastructure burden for Downtown office development does not include any additional infrastructure or community facilities that might be required as mitigation for those projects. It is likely that additional infrastructure items will be required by future Downtown development as part of its environmental review. The total cost burden would probably be determined at the time of approval of the project.

Detailed infrastructure burden estimates are included in **Appendix D**.

Multifamily Residential

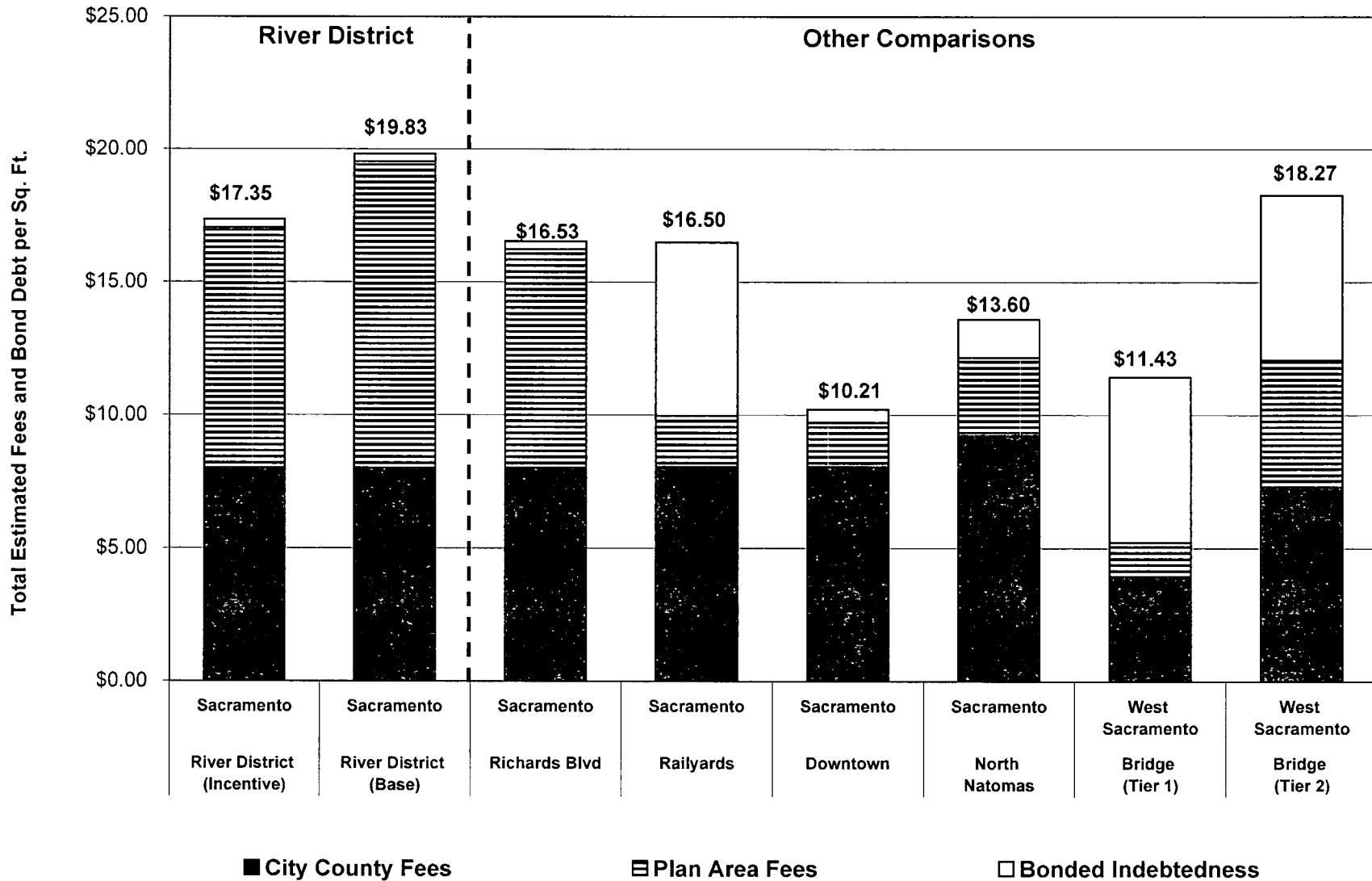
A comparison of the infrastructure burden costs for multifamily development is shown in **Figure 7-2**. The competitive developments' facility costs have been estimated by EPS. The only areas comparable to proposed development in the Project is the existing Richards area, Railyards, Downtown, and the Bridge District in West Sacramento; other areas in the Region are not competitors for high-density multifamily development.

As shown in **Figure 7-2**, Downtown development has the lowest fee cost per unit followed by the Bridge District Tier 1 and the existing Richards area. The median infrastructure burden is represented by River District multifamily development at the Incentive fee level. The River District base fee level, Bridge District Tier 2, and Railyards area represent the upper end of the multifamily development infrastructure cost burden range.

Again, note that despite lower fee burdens, Downtown development also has the highest land cost per square foot of any of these regions. Additional infrastructure and community facilities may be required by future Downtown development as part of its environmental review. The total cost burden would probably be determined at the time of approval of the project.

Figure 7-1
Infrastructure Burden Comparison for
Office Development (per Square Foot)

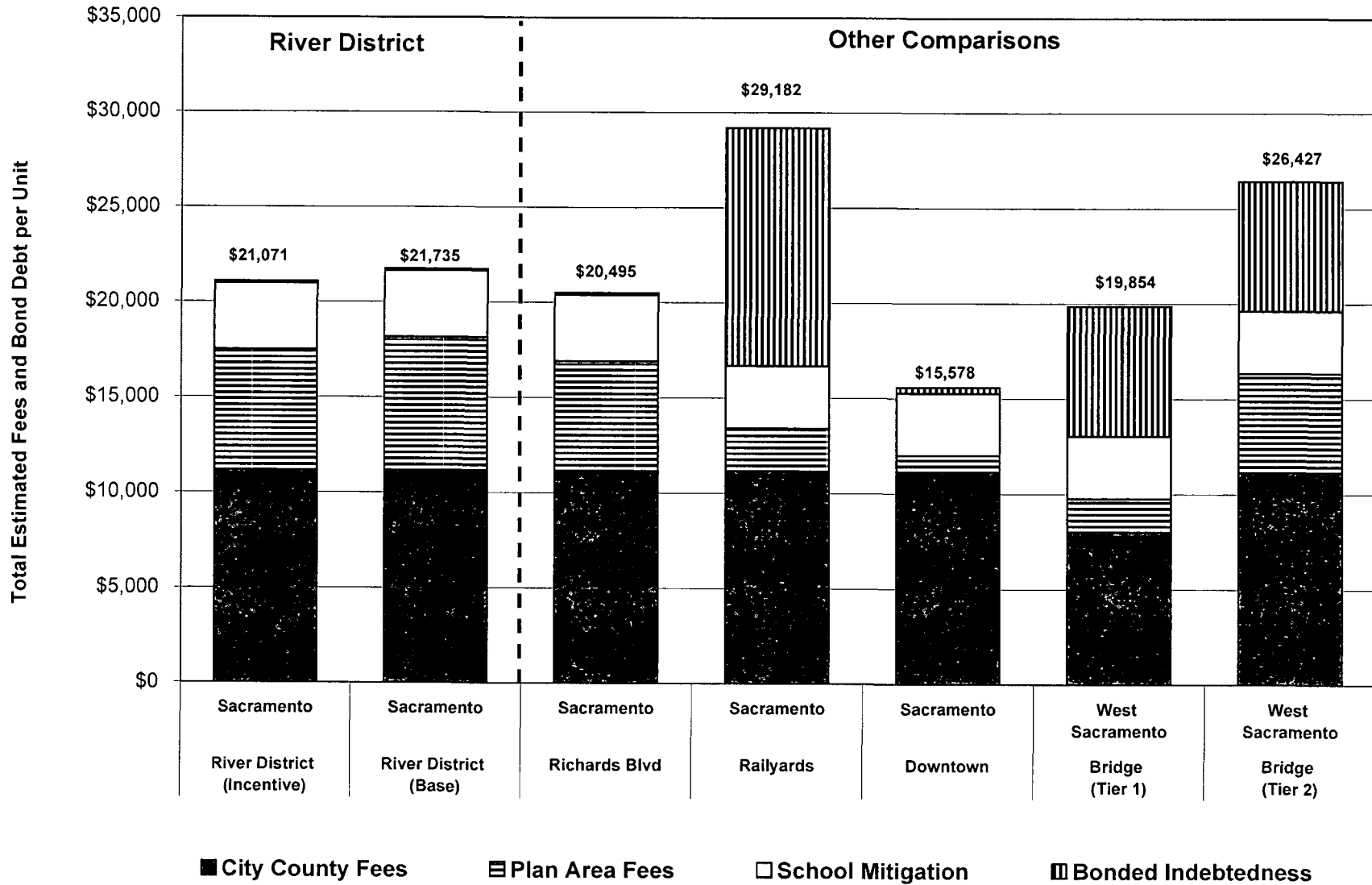
Office
 Development



DRAFT

**Multifamily
Development**

**Figure 7-2
Infrastructure Burden Comparison for
Multifamily Development (per Unit)**



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8. FINANCING SOURCES FOR SERVICES AND ONGOING OPERATION AND MAINTENANCE

This preliminary draft Financing Plan primarily addresses funding for construction of backbone infrastructure and public facilities. The River District will require a source of ongoing services and operations and maintenance funding.

“Services” costs refers to the cost of general government or other services, such as law enforcement protection, which will be provided by public agencies. “Operation and maintenance” costs refer to the costs to operate and maintain backbone infrastructure and other public facilities. After the facilities in the Project are completed, they will be dedicated to or acquired by public agencies. These public agencies will be responsible for operating and maintaining the facilities. The Project is likely to have annual costs higher than normal for parks in particular because of their enhanced amenities and the expected high level of demand for park services generated by the Project’s commercial and high-density residential land uses.

River District development projects may be required to participate in a series of special financing districts to fund public services and the maintenance and operation of the public improvements. Participation in these districts will be determined by the City or the special districts no later than the filing of final maps. **Table 8-1** lists each facility type and the corresponding potential service-provider responsibility. If a funding shortfall is deemed to exist, however, a Mello-Roos CFD, Community Services District, Lighting and Landscaping District, or some other funding mechanism will be established.

Commercial property owners also may decide to approve a special assessment to cover the costs required to operate and maintain facilities of special benefit to the commercial areas of the River District. Alternatively, a BID could be formed by commercial property owners that is separate from or incorporated into the existing River District Property and Business Improvement District (River District PBID), which was formed in 1999 by public and private property owners and renewed in 2004 for a 10-year term. The River District PBID currently funds community service initiatives, economic development activities, and transportation/public projects/infrastructure advocacy and planning projects. As part of the 2014 renewal process, commercial property owners may desire to re-evaluate the services funded by the existing River District PBID.

**Table 8-1
 Sacramento River District Specific Plan
 Infrastructure and Public Facilities Financing Plan
 Summary of Proposed Municipal Service Providers and Financing**

Public Facility/Service	Governance/Service Provider	Operation and Maintenance Financing
Roadways	City of Sacramento Caltrans	City Road Fund Benefit Assessment District/Caltrans
Wastewater	SRCS D and City of Sacramento	User Charges
Water	City of Sacramento	User Charges
Storm Drainage	City of Sacramento	Benefit Assessment District, CFD
Schools	Twin Rivers Unified School District and Sacramento Unified School District	Property Tax
Parks	City of Sacramento	Benefit Assessment District, CFD
Landscape Corridors	City of Sacramento	Benefit Assessment District, CFD
Fire Protection	City of Sacramento Fire Department	City General Fund
Law Enforcement	City of Sacramento Police Department	City General Fund
Library	City of Sacramento	City General Fund
Transit	Sacramento Regional Transit TMA	Transit Operating Revenues Benefit Assessment District, CFD

Source: EPS.

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9. FINANCE PROGRAM ADMINISTRATION

This chapter describes the current infrastructure financing program for the River District. It is anticipated that the infrastructure Financing Plan and related Nexus Study will need to be periodically updated as new information becomes available.

Changes in the Capital Improvement Program and Financing Programs

The City will develop a prioritized Capital Improvement Program (CIP) for the River District. The CIP will be updated and priorities adjusted every few years to respond to the actual and proposed development activity in the River District.

The Financing Plan principles outlined in **Chapter 1** require that the as the Financing Plan is implemented, infrastructure costs and available funding sources will be reevaluated on a regular basis as they are anticipated to change as development occurs. Changes in the actual or assumed facilities cost estimates or funding should be reevaluated in the context of the overall financing strategy to ensure required funding is available when needed.

Possible refinements are listed below:

- New or revised infrastructure projects.
- New cost information based on actual construction costs, updated engineering estimates, or changes in the land use plan.
- New funding source data.
- Inflation adjustments to cost and funding data.
- Land use changes to the Project.

Changes in the financing program could include higher or lower cost estimates, as well as changes in funding sources. Costs and funding sources also will need to be adjusted annually to reflect inflation costs because information contained in the Financing Plan is shown in year 2010 dollars. Changing market conditions also may permit an increased funding burden on private development.

Annual Inflation Adjustment

Annual adjustments to costs and funding sources will be made using either a cost benchmarking methodology (Benchmark Change) or application of an inflation index. If, for the year in question, the difference between the Benchmark Change methodology and the selected index is five or more percentage points, then the City will use the Benchmark Change to adjust costs for uncompleted Improvements. Otherwise, the City will adjust costs for those facilities using the percentage change in the selected index.

Under the Benchmark Change methodology, the city would engage a third party professional engineering consultant to estimate the costs of all remaining Public Improvements. The Benchmark Change would reflect the percentage change in the estimated costs of uncompleted Improvements on a year to year basis.

Cost adjustments based on the application of an inflation index will be based on the percentage change in the Engineering News Record Construction Cost Index (ENR-CCI) on an annual basis. The City may also consider the use of the CalTrans index, or a combination of the ENR-CCI and the CalTrans index to adjust the costs of transportation facilities.

Specific procedures for annual cost inflation adjustments will be specified in the Nexus Study establishing the River District Plan Area Fee. These procedures will likely be similar to those identified in the North Natomas Final Nexus Study and Financing Plan 2008 Update.

Reimbursements and Fee Credits

Under the City's capital improvement policy, the City and individual developers may agree to have developers build or advance-fund certain facilities contained in the CIP. The facilities advance-funded or built may be part of the fee program or funded by non-fee revenues. In the case of such an agreement, developers should receive a reimbursement or fee credit based on the terms of the agreement. Infrastructure projects that are the financial responsibility of the developer (i.e., designated as private capital) are not subject to reimbursement or fee credits.

For instance, if a developer constructs and funds the extension of a roadway contained in the fee program, then the developer would be eligible for a reimbursement or fee credit up to the amount of funding that was to be included in the fee program. In such an instance, the City and developer would come to agreement before the improvement construction to determine the amount, timing, and manner of repayment of the advance funding—fee credit or reimbursement. The City will establish a set of procedures to manage reimbursement/credit agreements. The procedures could include forms of any agreement and accounting procedures to manage the reimbursement/credit program.

APPENDICES:

- Appendix A: Infrastructure Cost Detail
- Appendix B: Existing Fee Revenue Estimates
- Appendix C: Cost Allocation Tables
- Appendix D: Infrastructure Cost Burden Analysis



APPENDIX A: Infrastructure Cost Detail



Table A-1	Summary of Adjusted Infrastructure Improvement Costs	A-1
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Table A-9	River District Roadway Cost Estimate— Sewer Miscellaneous	A-16
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Table A-1
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Summary of Adjusted Infrastructure Improvement Costs

Item	Infrastructure Costs by Category						Total
	ROW Cost	Road Cost	Sewer	Water	Subtotal (Excluding Storm Drain)	Storm Drain	
<u>HARRIS FULLY FUNDED TOTAL</u>							
Roads	\$4,720,909	\$33,601,431	\$2,802,555	\$3,993,327	\$45,118,222	\$7,730,631	\$52,848,854
Richards/ I-5 Interchange	\$0	\$8,200,000	\$0	\$0	\$8,200,000	\$0	\$8,200,000
Remaining Storm Drain	\$0	\$0	\$0	\$0	\$0	\$15,689,515	\$15,689,515
Miscellaneous Sewer	\$0	\$0	\$5,504,555	\$0	\$5,504,555	\$0	\$5,504,555
Miscellaneous Water	\$0	\$0	\$0	\$564,340	\$564,340	\$0	\$564,340
10th Street Undercrossing	\$0	\$30,000,000	\$0	\$0	\$30,000,000	\$0	\$30,000,000
Intersections	\$0	\$14,514,670	\$0	\$0	\$14,514,670	\$0	\$14,514,670
Bikeways	\$0	\$948,860	\$0	\$0	\$948,860	\$0	\$948,860
Fully Funded Total	\$4,720,909	\$87,264,961	\$8,307,110	\$4,557,667	\$104,850,647	\$23,420,146	\$128,270,793
<u>SUMMARY OF EPS ADJUSTMENTS [1]</u>							
Roads	\$1,239,856	\$0	\$0	\$0	\$1,239,856	\$0	\$1,239,856
Richards/ I-5 Interchange	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining Storm Drain	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Miscellaneous Sewer	\$0	\$0	\$9,913,694	\$0	\$9,913,694	\$0	\$9,913,694
Miscellaneous Water	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10th Street Undercrossing	\$0	(\$30,000,000)	\$0	\$0	(\$30,000,000)	\$0	(\$30,000,000)
Intersections	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bikeways	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Adjustments	\$1,239,856	(\$30,000,000)	\$9,913,694	\$0	(\$18,846,450)	\$0	(\$18,846,450)
<u>EPS ADJUSTED FULLY FUNDED TOTAL</u>							
Roads	\$5,960,765	\$33,601,431	\$2,802,555	\$3,993,327	\$46,358,078	\$7,730,631	\$54,088,710
Richards/ I-5 Interchange	\$0	\$8,200,000	\$0	\$0	\$8,200,000	\$0	\$8,200,000
Remaining Storm Drain	\$0	\$0	\$0	\$0	\$0	\$15,689,515	\$15,689,515
Miscellaneous Sewer	\$0	\$0	\$15,418,250	\$0	\$15,418,250	\$0	\$15,418,250
Miscellaneous Water	\$0	\$0	\$0	\$564,340	\$564,340	\$0	\$564,340
10th Street Undercrossing	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Intersections	\$0	\$14,514,670	\$0	\$0	\$14,514,670	\$0	\$14,514,670
Bikeways	\$0	\$948,860	\$0	\$0	\$948,860	\$0	\$948,860
Total EPS Adjusted Fully Funded Total	\$5,960,765	\$57,264,961	\$18,220,805	\$4,557,667	\$86,004,198	\$23,420,146	\$109,424,344

adjusts

[1] See Table A-1 for detail.

A-1

**Table A-2
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Adjusted Infrastructure Improvement Costs**

Item	Infrastructure Costs Adjustments by Category						Total
	ROW Cost	Road Cost	Sewer	Water	Subtotal (Excluding Storm Drain)	Storm Drain	
<u>ADJUSTED ROAD COSTS [1]</u>							
Total Funded Roads	\$4,720,909	\$33,601,431	\$2,802,555	\$3,993,327	\$45,118,222	\$7,730,631	\$52,848,854
Plus Additional ROW Acquisition							
North 5th Street (Richards Blvd South to Bannon Street) [2]	\$258,144	-	-	-	\$258,144	-	\$258,144
Judah Street (Richards Blvd South to Bannon Street)	\$283,288	-	-	-	\$283,288	-	\$283,288
Street N (Richards to North B)	\$698,424	-	-	-	\$698,424	-	\$698,424
Subtotal Additional ROW Acquisition	\$1,239,856	-	-	-	\$1,239,856	-	\$1,239,856
Adjusted Road Total	\$5,960,765	\$33,601,431	\$2,802,555	\$3,993,327	\$46,358,078	\$7,730,631	\$54,088,710
<u>ADJUSTED REMAINING STORM DRAINAGE COSTS</u>							
Total Funded Remaining Storm Drainage	-	-	-	-	-	\$15,689,515	\$15,689,515
Storm Drainage Costs Adjustment	-	-	-	-	-	-	-
Adjusted Remaining Storm Drainage Total	-	-	-	-	-	\$15,689,515	\$15,689,515
<u>ADJUSTED SEWER COSTS [3]</u>							
Total Miscellaneous Funded Sewer Costs	-	-	\$5,504,555	-	\$5,504,555	\$95	\$5,504,555
Adjustments							
Excluded Sewer Improvements (Privately Funded)							
8" Line South of Street W	-	-	(\$86,800)	-	(\$86,800)	-	(\$86,800)
15" Line North 4th St., Bannon to Richards	-	-	(\$204,600)	-	(\$204,600)	-	(\$204,600)
8" Line North 4th Street, North of Street 8	-	-	(\$136,710)	-	(\$136,710)	-	(\$136,710)
Subtotal Excluded Sewer Improvements	-	-	(\$428,110)	-	(\$428,110)	-	(\$428,110)
Remaining Sewer Improvements (CSS Fee Funded)							
Sanitary Sewer Trunk Line (Shared with Railyards)	-	-	\$5,076,445	-	\$5,076,445	-	\$5,076,445
Less 55% Markup on Sanitary Sewer Trunk Line	-	-	(\$1,801,319)	-	(\$1,801,319)	-	(\$1,801,319)
Plus Offsite Sewer Improvements	-	-	\$12,143,124	-	\$12,143,124	-	\$12,143,124
Subtotal Sewer Adjustments	-	-	\$9,913,694	-	\$9,913,694	-	\$9,913,694
Adjusted Sewer Total	-	-	\$15,418,250	-	\$15,418,250	\$95	\$15,418,345

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**Table A-2
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Adjusted Infrastructure Improvement Costs**

Item	Infrastructure Costs Adjustments by Category						Total
	ROW Cost	Road Cost	Sewer	Water	Subtotal (Excluding Storm Drain)	Storm Drain	
<u>ADJUSTED WATER COSTS</u>							
Total Funded Water Costs	-	-	-	\$564,340	\$564,340	-	\$564,340
Water Costs Adjustment	-	-	-	-	-	-	-
Adjusted Water Total	-	-	-	\$564,340	\$564,340	-	\$564,340
<u>ADJUSTED 10th STREET UNDERCROSSING COSTS</u>							
Total Funded Undercrossing Costs	-	\$30,000,000	-	-	\$30,000,000	-	\$30,000,000
Adjustments							
Less Undercrossing Costs	-	(\$30,000,000)	-	-	(\$30,000,000)	-	(\$30,000,000)
Adjusted Undercrossing Total	-	-	-	-	-	-	-
<u>ADJUSTED INTERSECTION COSTS</u>							
Total Funded Intersection Costs	-	\$14,514,670	-	-	\$14,514,670	-	\$14,514,670
Intersection Costs Adjustment	-	-	-	-	-	-	-
Adjusted Intersection Total	-	\$14,514,670	-	-	\$14,514,670	-	\$14,514,670
<u>ADJUSTED BIKEWAYS COSTS</u>							
Total Funded Bikeways Costs	-	\$948,860	-	-	\$948,860	-	\$948,860
Bikeways Costs Adjustment	-	-	-	-	-	-	-
Adjusted Bikeways Total	-	\$948,860	-	-	\$948,860	-	\$948,860
TOTAL ADJUSTMENTS	\$1,239,856	(\$30,000,000)	\$9,913,694	-	(\$18,846,450)	-	(\$18,846,450)

"adj_detail"

[1] Additional costs for ROW acquisition provided by the City of Sacramento.

[2] Includes only the additional ROW costs above that already included in the Harris & Associates roadway cost estimates.

[3] Sewer costs are adjusted to exclude certain privately funded sewer improvements, remove the duplicative markup on the sanitary sewer trunk line shared with the Railyards, and add additional offsite sewer improvements not accounted for in the Harris cost estimates.

A-3

Table A-3
 Sacramento River District Financing Plan
 Infrastructure and Public Facilities Financing Plan
 Summary of Parks and Open Space Costs (2010\$)

Item	Acres	Sq. Ft.	Cost							Park Development Fee Funded Costs	Annual Maintenance Costs [5]	
			Land [1]	Land / Sq. Ft.	Acquisition [2]	20% Markup [3]	Subtotal Land Acquisition	Parks Master Planning	Development [4]			Subtotal Park Costs
Parks [6]												
Lot 103	3.36	146,194	\$2,192,916	\$15	\$66,675	\$451,918	\$2,711,509	\$50,000	\$1,174,657	\$3,936,166	\$1,224,657	\$49,107
Lot 103 [7]	2.03	88,439	\$1,326,585	\$15	\$66,675	\$278,652	\$1,671,912	-	\$710,598	\$2,382,510	\$710,598	\$29,707
Lot 104 [7]	0.33	14,199	\$212,985	\$15	\$66,675	\$55,932	\$335,592	-	\$114,087	\$449,679	\$114,087	\$4,770
Lot 200	1.99	86,492	\$605,441	\$7	\$88,900	\$138,868	\$833,209	\$50,000	\$694,950	\$1,578,159	\$744,950	\$29,053
Lot 121 [8]	9.99	435,322	\$3,239,289	\$7	\$422,275	\$732,313	\$4,393,877	\$50,000	\$3,497,770	\$7,941,646	\$3,547,770	\$103,224
Lot 121	1.68	73,252	\$512,761	\$7	\$177,800	\$138,112	\$828,673	\$50,000	\$588,568	\$1,467,241	\$638,568	\$24,606
Lot 501	3.68	160,224	\$2,002,800	\$13	\$88,900	\$418,340	\$2,510,040	\$50,000	\$1,287,383	\$3,847,423	\$1,337,383	\$53,820
Lot 518	3.51	153,101	\$1,071,707	\$7	\$22,225	\$218,786	\$1,312,718	\$50,000	\$1,230,150	\$2,592,869	\$1,280,150	\$51,427
Subtotal Parks	26.57	1,157,223	\$11,164,483	\$10	\$1,000,125	\$2,432,922	\$14,597,529	\$300,000	\$9,298,163	\$24,195,692	\$9,598,163	\$345,714
Undesignated Parks [9]	7.70	335,412	\$3,235,938	\$10	TBD	TBD	\$3,235,938	\$100,000	\$2,695,000	\$6,030,938	\$2,795,000	\$79,533
Community Parks Outside of RDSP [10]	14.30	622,908	\$0	\$0	TBD	TBD	\$0	\$200,000	\$5,005,000	\$5,205,000	\$5,205,000	\$147,704
Total Parks	34.27	2,115,543	\$14,400,421	\$7	\$1,000,125	\$2,432,922	\$17,833,468	\$600,000	\$16,998,163	\$35,431,631	\$17,598,163	\$572,952
Open Space												
Lot 100	0.17	7,573	\$136,319	\$18	\$88,900	\$45,044	\$270,263	\$20,000	\$43,465	\$333,728		\$2,544
Lot 409/410/411	1.82	79,251	\$554,757	\$7	\$44,450	\$119,841	\$719,048	\$20,000	\$454,838	\$1,193,887		\$26,621
Lot 500	0.73	31,881	\$398,513	\$13	\$22,225	\$84,148	\$504,885	\$20,000	\$182,972	\$707,857		\$10,709
Lot 515/516	2.96	128,748	\$1,609,350	\$13	\$44,450	\$330,760	\$1,984,560	\$20,000	\$738,912	\$2,743,472		\$43,247
Subtotal Open Space	5.68	247,453	\$2,698,939	\$11	\$200,025	\$579,793	\$3,478,757	\$80,000	\$1,420,187	\$4,978,943		\$83,121
Total Parks and Open Space	54.25	2,362,996	\$17,099,360	\$7	\$1,200,150	\$3,012,714	\$21,312,224	\$680,000	\$18,418,350	\$40,410,574		\$656,073

parks_cost

Source: City of Sacramento; EPS.

- [1] Does not include the following: title policies, escrow costs, survey, plats and legal, environmental site assessments, litigation, damages to real property and economic losses, and other unknowns. It also assumes that no structures will need to be razed and there are no demolition costs.
- [2] Includes preliminary reports of title, fee appraisals, appraisal review, appraisal contingency, and City real estate services staff costs.
- [3] Mark-ups are included for offsite improvements only.
- [4] Park development costs are assumed to be \$350,000 per acre for an average neighborhood park. Additional amenities or urban plaza type development will have higher costs. Open Space costs are assumed to be \$250,000 per acre.
- [5] Annual maintenance costs vary by the size of the park. This analysis uses the following assumptions:
 0-4 acres = \$14,632/acre; 4-7 acres = \$11,764/acre; 7-10 acres = \$10,329/acre; 10+ acres = \$8,894/acre
- [6] Lot identification based on Specific Plan Figure 5.1: River District Specific Plan Block and Street Diagram current as of November 2010.
- [7] Park master planning cost is included within previous Lot 103 costs.
- [8] Lot 121 may include a 400' x 60' detention basis; this cost was not accounted for in the cost estimate.
- [9] Undesignated RDSP park acres represent neighborhood acres that will be required within the RDSP as part of a condition of approval for specific development projects that have not met their park development requirements.
- [10] Reflects gap between required and planned park acres.

A-4

Table A-4
City of Sacramento
River District Roadway Cost

Table Number	Street Name	Location	Note	Section	Width (ft)	Length (ft)	ROW Cost	Road Cost	Sewer	Water	Total	Storm Drain	GRAND TOTAL
Funded													
Table R-5	Riverfront Dr.	Street O to N. 10th St	1/2 road, utilities	52-2L-PP	82	800	\$ -	\$ 553,918	\$ -	\$ 123,318	\$ 677,236	\$ -	\$ 677,236
Table R-6	Riverfront Dr.	N. 10th St. to Dos Rios St.	1/2 road, utilities	52-2L-PP	82	830	\$ -	\$ 578,203	\$ -	\$ 161,402	\$ 739,604	\$ -	\$ 739,604
Table R-7	Riverfront Dr.	Dos Rios St. to Street V	1/2 road, utilities	52-2L-PP	82	640	\$ -	\$ 445,851	\$ -	\$ 124,527	\$ 570,378	\$ -	\$ 570,378
Table R-8	Riverfront Dr.	Street V to Street X	1/2 road, utilities	52-2L-PP	82	895	\$ -	\$ 622,791	\$ -	\$ 167,447	\$ 790,238	\$ -	\$ 790,238
Table R-14	Vine St.	N. 10th Street to Dos Rios St.	utilities	80-3L-PP	48	825	\$ -	\$ -	\$ 86,800	\$ -	\$ 86,800	\$ 418,407	\$ 505,207
Table R-15	Vine St.	Dos Rios St. to Street W		80-3L-PP	48	900	\$ 162,000	\$ 1,704,047	\$ -	\$ -	\$ 1,866,047	\$ 455,235	\$ 2,321,282
Table R-16	Vine St.	Street W to N. 12th St.		80-3L-PP	48	440	\$ 23,752	\$ 555,168	\$ 32,550	\$ -	\$ 611,470	\$ 241,940	\$ 853,409
Table R-39	Richards Blvd.	Bercut Drive to N. 3rd St.		122-7L-B	90	620	\$ -	\$ 1,792,294	\$ -	\$ -	\$ 1,792,294	\$ 318,060	\$ 2,110,354
Table R-40	Richards Blvd.	N. 3rd St. to N. 4th St.		122-7L-B	90	775	\$ -	\$ 2,253,856	\$ -	\$ -	\$ 2,253,856	\$ 445,284	\$ 2,699,140
Table R-48	Richards Blvd.	Dos Rios St to Street W		107-4L-BB-P-LRT	73	750	\$ 422,192	\$ 1,947,576	\$ 186,000	\$ 141,050	\$ 2,696,818	\$ 390,600	\$ 3,087,418
Table R-49	Richards Blvd.	Street W to N. 12th St		107-4L-BB-P-LRT	73	450	\$ 175,512	\$ 1,110,940	\$ 43,400	\$ 86,444	\$ 1,416,296	\$ -	\$ 1,416,296
Table R-50	Richards Blvd.	N. 12th St to N. 16th St		100-5L-BB	68	650	\$ 356,912	\$ 1,007,926	\$ 43,400	\$ 139,438	\$ 1,547,676	\$ -	\$ 1,547,676
Table R-52	Bannon St.	Bercut Drive to N 3rd St.		90-3L-BP-Park	58	820	\$ -	\$ 1,105,603	\$ -	\$ -	\$ 1,105,603	\$ -	\$ 1,105,603
Table R-53	Bannon St.	N. 3rd St. to N. 4th St.		90-3L-BP-Park	58	765	\$ -	\$ 1,133,967	\$ -	\$ 43,726	\$ 1,177,692	\$ 444,463	\$ 1,622,155
Table R-54	Bannon St.	N. 4th St. to N. 5th St	utilities	90-3L-BB-PP	58	585	\$ -	\$ -	\$ 122,109	\$ 122,109	\$ 244,218	\$ 312,480	\$ 434,589
Table R-55	Bannon St.	N. 5th St. to Judah St	utilities	90-3L-BB-PP	58	390	\$ -	\$ -	\$ 93,000	\$ 72,742	\$ 165,742	\$ 234,360	\$ 400,102
Table R-56	Bannon St.	Judah St to N. 6th St	utilities	90-3L-BB-PP	58	390	\$ -	\$ -	\$ 93,000	\$ 72,137	\$ 165,137	\$ 217,620	\$ 382,757
Table R-57	Bannon St.	N. 6th St. to N. 7th St	utilities	90-3L-BB-PP	58	390	\$ -	\$ -	\$ 93,000	\$ 68,510	\$ 161,510	\$ 212,040	\$ 373,550
Table R-58	Bannon St.	N. 7 St to Street N	utilities	90-3L-BB-PP	58	585	\$ -	\$ -	\$ 122,063	\$ 130,975	\$ 253,038	\$ 348,750	\$ 601,788
Table R-59	Bannon St.	Street N to N. 10th St	utilities	90-3L-BB-PP	58	585	\$ -	\$ -	\$ 122,063	\$ 112,840	\$ 234,903	\$ 306,900	\$ 541,803
Table R-60	Bannon St.	N. 10th St. to N. 11th St.	utilities	90-3L-BB-PP	58	410	\$ -	\$ 563,852	\$ 197,625	\$ -	\$ 761,477	\$ -	\$ 761,477
Table R-61	Bannon St.	N. 11th St. to Dos Rios St.	utilities	90-3L-BB-PP	58	410	\$ -	\$ 563,852	\$ 197,625	\$ -	\$ 761,477	\$ -	\$ 761,477
Table R-62	Bannon St.	Dos Rios St to Street W		90-3L-BB-PP	58	300	\$ 256,102	\$ 445,358	\$ 88,350	\$ 65,891	\$ 855,701	\$ 146,475	\$ 1,002,176
Table R-63	Bannon St.	Street W to N. 12th St		90-3L-BB-PP	58	250	\$ 130,500	\$ 341,240	\$ 54,250	\$ 54,002	\$ 579,992	\$ -	\$ 579,992
Table R-74	Water Street	N. 4th St. To N. 5th St.	utilities	85-4L-BB-PP	57	275	\$ -	\$ -	\$ -	\$ 66,495	\$ 66,495	\$ -	\$ 66,495
Table R-75	N. B St.	N. 5th St. to N. 7th St.	utilities	85-4L-BB-PP	57	1,110	\$ -	\$ -	\$ -	\$ 220,643	\$ 220,643	\$ -	\$ 220,643
Table R-76	N. B St.	N. 7th St. to N. 10th St.	utilities	85-4L-BB-PP	57	1,200	\$ -	\$ -	\$ -	\$ 237,770	\$ 237,770	\$ -	\$ 237,770
Table R-77	N. B St.	N. 10th St. to N. 12th St.	utilities	80-4L-BB	54	855	\$ -	\$ -	\$ -	\$ 167,850	\$ 167,850	\$ -	\$ 167,850
Table R-78	N. B St.	N. 12th St. to N. 14th St.	utilities	80-4L-BB	54	870	\$ -	\$ -	\$ -	\$ 178,328	\$ 178,328	\$ -	\$ 178,328
Table R-79	N. B St.	N. 14th St. to N. 16th St.	utilities	80-4L-BB	54	795	\$ -	\$ -	\$ -	\$ 174,096	\$ 174,096	\$ -	\$ 174,096
Table R-83	N. 3rd Street	Bannon St to Richards Blvd		68-2L-PP	36	460	\$ 655,075	\$ 404,973	\$ 86,800	\$ 99,340	\$ 1,246,188	\$ -	\$ 1,246,188
Table R-89	N. 4th St.	N. B St. to N. C St		85-4L-BB-PP	57	380	\$ -	\$ 545,077	\$ 75,950	\$ 20,150	\$ 641,177	\$ -	\$ 641,177
Table R-90	N. 4th St.	N. C St. to Bannon St.		85-4L-BB-PP	57	475	\$ 53,083	\$ 705,775	\$ 75,950	\$ 67,503	\$ 902,311	\$ 93,000	\$ 995,311
Table R-91	N. 4th St.	Richards Blvd to Signature Street		125-3L-BB-LRT	47	400	\$ -	\$ 482,326	\$ -	\$ -	\$ 482,326	\$ 218,736	\$ 701,062
Table R-92	N. 4th St.	Signature St to Street 9		125-3L-BB-LRT	47	265	\$ -	\$ 312,545	\$ -	\$ -	\$ 312,545	\$ 111,600	\$ 424,145
Table R-93	N. 4th St.	Street 9 to Street 8		125-3L-BB-LRT	47	265	\$ -	\$ 313,873	\$ 60,450	\$ -	\$ 374,323	\$ 57,474	\$ 431,797
Table R-97	N. 5th St.	River Districts Boundary to N. B St		5TH-RY	52	200	\$ 40,908	\$ 228,698	\$ -	\$ -	\$ 269,606	\$ -	\$ 269,606
Table R-98	N. 5th St.	N. B St to N. C St.		68-2L-PP	36	395	\$ 300,306	\$ 391,509	\$ 86,800	\$ 74,958	\$ 853,573	\$ 206,460	\$ 1,060,033
Table R-99	N. 5th St.	N. C St to Bannon St.		68-2L-PP	36	450	\$ 854,903	\$ 443,318	\$ 86,800	\$ 68,712	\$ 1,453,733	\$ 251,100	\$ 1,704,833
Table R-100	N. 5th St.	Bannon St to Richards Blvd.		68-2L-PP	36	500	\$ 25,680	\$ 400,629	\$ -	\$ -	\$ 426,309	\$ 13,950	\$ 440,259
Table R-108	N. 6th Street	N. B St to N. C St.		68-2L-PP	36	350	\$ -	\$ 346,436	\$ 75,950	\$ 69,518	\$ 491,903	\$ 178,560	\$ 670,463
Table R-109	N. 6th Street	N. C St to Bannon St.		68-2L-PP	36	450	\$ -	\$ 450,124	\$ 97,650	\$ 90,272	\$ 638,046	\$ 251,100	\$ 889,146
Table R-110	N. 6th Street	Bannon St to Richards Blvd.		68-2L-PP	36	500	\$ -	\$ 421,142	\$ -	\$ 111,631	\$ 532,773	\$ -	\$ 532,773
Table R-111	N. 7th Street	N. B St to N. C St.		100-BT	100	350	\$ 69,617	\$ 690,295	\$ 98,735	\$ -	\$ 858,647	\$ 233,579	\$ 1,092,226
Table R-112	N. 7th Street	N. C St to Bannon St.		100-BT	100	450	\$ 80,026	\$ 897,448	\$ 126,945	\$ -	\$ 1,104,419	\$ 352,303	\$ 1,456,722
Table R-113	N. 7th Street	Bannon St to Richards Blvd.		100-BT	100	500	\$ 134,778	\$ 965,319	\$ -	\$ -	\$ 1,100,098	\$ 399,212	\$ 1,499,309
Table R-117	N. 10th St.	Project Boundary to N. B. Street		80-3L-PP	48	330	\$ 142,560	\$ 386,642	\$ -	\$ 64,279	\$ 593,481	\$ -	\$ 593,481
Table R-118	N. 10th St.	N. B St. to N. C St.		80-3L-PP	48	400	\$ -	\$ 760,110	\$ 75,950	\$ -	\$ 836,060	\$ 139,500	\$ 975,560
Table R-119	N. 10th St.	N. C St. to N. Bannon St.		80-3L-PP	48	450	\$ -	\$ 848,166	\$ -	\$ -	\$ 848,166	\$ 209,250	\$ 1,057,416
Table R-120	N. 10th St.	Bannon St. to Richards Blvd.		80-3L-PP	48	640	\$ -	\$ 1,206,574	\$ -	\$ -	\$ 1,206,574	\$ 298,995	\$ 1,505,569
Table R-128	Street S	Street I to Vine St.		50-B	50	780	\$ 238,278	\$ 1,357,386	\$ 130,200	\$ 123,923	\$ 1,849,786	\$ -	\$ 1,849,786
Table R-129	Street S	Vine St. to Riverfront Dr.		68-2L-PP	36	670	\$ -	\$ 586,283	\$ 130,200	\$ 123,923	\$ 840,406	\$ -	\$ 840,406

Roadway Costs

NOTE: See Tables A-1 and A-2 for adjustments to these costs.

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Table A-4
City of Sacramento
River District Roadway Cost

Table Number	Street Name	Location	Note	Section	Width (ft)	Length (ft)	ROW Cost	Road Cost	Sewer	Water	Total	Storm Drain	GRAND TOTAL	
Table R-138	Street W	Vine St. to Street 2		100-2L-BB-PP	68	370	\$ -	\$ 616,058	\$ 75,950	\$ 72,339	\$ 764,347	\$ -	\$ 764,347	
Table R-141	N. 12th Street	N. B St. to Sproule Ave.		80-4L-LRT-R141	80	1,450	\$ -	\$ 641,095	\$ -	\$ -	\$ 641,095	\$ -	\$ 641,095	
Table R-142	N. 12th Street	Sproule Ave. to Richards Blvd.		80-4L	48	565	\$ 259,650	\$ 380,746	\$ -	\$ -	\$ 640,396	\$ -	\$ 640,396	
Table R-142b	N. 12th Street	Richards Ave. to Vine Ave.		80-4L	48	420	\$ 193,050	\$ 443,717	\$ -	\$ -	\$ 636,767	\$ -	\$ 636,767	
Table R-145	N. 16th Street	N. B St to Sproule		80-4L-PP-R145	80	1,160	\$ -	\$ 633,532	\$ -	\$ 168,434	\$ 801,966	\$ -	\$ 801,966	
Table R-146	N. 16th Street	Sproule Ave. to Richards Blvd.		80-4L-PP	58	385	\$ 67,500	\$ 257,668	\$ -	\$ 106,614	\$ 431,782	\$ -	\$ 431,782	
Table R-147	N. 16th Street	Richards Blvd. to Vine Ave.		80-4L-PP	58	130	\$ 55,350	\$ 152,896	\$ -	\$ -	\$ 208,246	\$ -	\$ 208,246	
Table R-149	Vine St.	N.12th St. to N. 16th St.		80-4L	48	515	\$ 23,175	\$ 604,625	\$ 65,100	\$ -	\$ 692,900	\$ 223,200	\$ 916,100	
Subtotal Funded Roads							\$ 34,215	\$ 4,720,909	\$ 33,601,431	\$ 2,802,555	\$ 3,993,327	\$ 45,118,222	\$ 7,730,631	\$ 52,848,854
Table R-INTERCHANGE	Richards Blvd. I-5 Interchange							\$ 8,200,000			\$ 8,200,000		\$ 8,200,000	
Table R-SDMISC	Storm Drain Miscellaneous										\$ -	\$ 7,503,454	\$ 7,503,454	
Table R-SMISC	Sewer Miscellaneous						\$ -		\$ 5,504,555		\$ 5,504,555		\$ 5,504,555	
Table R-WMISC	Water Miscellaneous						\$ -			\$ 564,340	\$ 564,340		\$ 564,340	
Table R-UNDER CROSSING	Undercrossing	10th St., south of N. B St.						\$ 30,000,000			\$ 30,000,000		\$ 30,000,000	
Not funded (except Storm Drain)														
Table R-1	Street C	Street 9 to Street 8		52-2L-PP	82	725	\$ -	\$ 1,053,816	\$ -	\$ 139,841	\$ 1,193,657	\$ 209,250	\$ 1,402,907	
Table R-2	Street 3	Street 8 to N 4th St.		52-2L-PP	82	780	\$ -	\$ 1,087,092	\$ -	\$ 153,342	\$ 1,240,433	\$ -	\$ 1,240,433	
Table R-3	Street 3	N 4th St. to Street G		52-2L-PP	82	350	\$ -	\$ 488,158	\$ -	\$ 70,525	\$ 558,683	\$ -	\$ 558,683	
Table R-4	Street 3	Street G to N. 5th St.		52-2L-PP	82	445	\$ -	\$ 621,335	\$ -	\$ 92,892	\$ 714,227	\$ -	\$ 714,227	
Table R-5	Riverfront Dr.	Street O to N. 10th St.	1/2 road	52-2L-PP	82	800	\$ -	\$ 553,918	\$ -	\$ -	\$ 553,918	\$ -	\$ 553,918	
Table R-6	Riverfront Dr.	N. 10th St. to Dos Rios St.	1/2 road	52-2L-PP	82	830	\$ -	\$ 578,203	\$ -	\$ -	\$ 578,203	\$ -	\$ 578,203	
Table R-7	Riverfront Dr.	Dos Rios St. to Street V	1/2 road	52-2L-PP	82	640	\$ -	\$ 445,851	\$ -	\$ -	\$ 445,851	\$ -	\$ 445,851	
Table R-8	Riverfront Dr.	Street V to Street X	1/2 road	52-2L-PP	82	895	\$ -	\$ 622,791	\$ -	\$ -	\$ 622,791	\$ -	\$ 622,791	
Table R-9	Street 2	Street V to Street W		68-2L-PP	36	355	\$ -	\$ 313,270	\$ 77,035	\$ 70,122	\$ 460,427	\$ -	\$ 460,427	
Table R-10	Street 2	Street W to Street X		68-2L-PP	36	355	\$ -	\$ 312,466	\$ 77,035	\$ 66,294	\$ 455,794	\$ -	\$ 455,794	
Table R-11	New Street B	Street G to N. 5th St.		68-2L-PP	36	440	\$ -	\$ 367,904	\$ -	\$ 85,374	\$ 453,278	\$ -	\$ 453,278	
Table R-12	Vine St.	N. 7th St. to Street O		68-2L-PP	36	550	\$ -	\$ 525,355	\$ -	\$ -	\$ 525,355	\$ 418,500	\$ 943,855	
Table R-13	Vine St.	Street O to N.10th St.		68-2L-PP	36	600	\$ -	\$ 504,582	\$ 130,200	\$ -	\$ 634,782	\$ -	\$ 634,782	
Table R-14	Vine St.	N. 10th Street to Dos Rios St.	road	80-3L-PP	48	825	\$ -	\$ 1,038,953	\$ -	\$ -	\$ 1,038,953	\$ -	\$ 1,038,953	
Table R-17	Street 8	N. 3rd St. to Street E		68-2L-PP	36	360	\$ -	\$ 301,859	\$ -	\$ 73,883	\$ 375,743	\$ -	\$ 375,743	
Table R-18	Street 8	Street E to N 4th St.		68-2L-PP	36	350	\$ -	\$ 308,032	\$ 67,270	\$ 73,883	\$ 449,185	\$ -	\$ 449,185	
Table R-19	Street 8	N 4th St. to Street G		68-2L-PP	36	325	\$ -	\$ 287,691	\$ 65,100	\$ 73,883	\$ 426,675	\$ -	\$ 426,675	
Table R-20	New Street D	Street G to N. 5th Street		68-2L-PP	36	430	\$ -	\$ 408,749	\$ 88,970	\$ -	\$ 497,719	\$ 228,780	\$ 726,499	
Table R-21	Street 7a	N. 10th St to Street S		40-2L	28	360	\$ -	\$ 446,767	\$ -	\$ -	\$ 446,767	\$ -	\$ 446,767	
Table R-22	Street 7b	Street S to Dos Rios St.		40-2L	28	415	\$ -	\$ 515,023	\$ -	\$ -	\$ 515,023	\$ -	\$ 515,023	
Table R-23	Alley	north of Street 9, Street C to N. 3rd St.		ALLEY	25	310	\$ -	\$ 339,417	\$ -	\$ -	\$ 339,417	\$ -	\$ 339,417	
Table R-24	Alley	north of Street 9, N. 3rd St. to Street E		ALLEY	25	310	\$ -	\$ 339,417	\$ -	\$ -	\$ 339,417	\$ -	\$ 339,417	
Table R-25	Street 9	Street C to N. 3rd St.		80-2L	32	290	\$ -	\$ 438,471	\$ 67,270	\$ 64,480	\$ 570,221	\$ -	\$ 570,221	
Table R-26	Street 9	N. 3rd St. to Street E		80-2L	32	365	\$ -	\$ 546,081	\$ 73,780	\$ 64,480	\$ 684,341	\$ -	\$ 684,341	
Table R-27	Street 9	Street E to N. 4th St.		80-2L	32	335	\$ -	\$ 474,549	\$ -	\$ -	\$ 474,549	\$ -	\$ 474,549	
Table R-28	Alley	north of Signature St., Street C to N. 3rd. St.		ALLEY	25	335	\$ -	\$ 366,790	\$ -	\$ -	\$ 366,790	\$ -	\$ 366,790	
Table R-29	Alley	north of Signature St., N. 3rd St. to Street E		ALLEY	25	345	\$ -	\$ 377,738	\$ -	\$ -	\$ 377,738	\$ -	\$ 377,738	
Table R-30	Signature St.	Bercut Dr. to Street C		68-2L-PP	36	420	\$ -	\$ 414,249	\$ 81,375	\$ 77,242	\$ 572,866	\$ 223,200	\$ 796,066	
Table R-31	Signature St.	Street C to N. 3rd St.		68-2L-PP	36	375	\$ -	\$ 373,769	\$ 81,375	\$ 77,242	\$ 532,386	\$ 200,880	\$ 733,266	
Table R-32	Signature St.	N. 3rd St. to Street E		68-2L-PP	36	395	\$ -	\$ 370,245	\$ -	\$ 77,242	\$ 447,486	\$ 189,720	\$ 637,206	
Table R-33	Signature St.	Street E to N. 4th St.		68-2L-PP	36	350	\$ -	\$ 348,340	\$ 67,270	\$ 70,525	\$ 486,135	\$ 195,300	\$ 681,435	
Table R-34	Signature St.	N. 4th St. To Street G		68-2L-PP	36	350	\$ -	\$ 337,338	\$ 65,100	\$ 70,525	\$ 472,963	\$ 145,080	\$ 618,043	
Table R-35	Signature St.	Street G to N. 5th St.		68-2L-PP	36	440	\$ -	\$ 436,455	\$ 91,140	\$ 91,884	\$ 619,479	\$ 228,780	\$ 848,259	
Table R-36	Signature Street	Street N to N. 10th St.		A1	53	600	\$ -	\$ 902,548	\$ 130,200	\$ 122,109	\$ 1,154,857	\$ 279,000	\$ 1,433,857	
Table R-38	Street 10	Street S to Dos Rios St.		40-2L	28	410	\$ -	\$ 508,818	\$ -	\$ -	\$ 508,818	\$ -	\$ 508,818	
Table R-41	Richards Blvd.	N. 4th St. To N. 5th St.		118-4L-BB-PP-LRT	85	760	\$ 20,822	\$ 2,087,579	\$ -	\$ -	\$ 2,108,401	\$ 408,131	\$ 2,516,531	

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Roadway Costs

NOTE: See Tables A-1 and A-2 for adjustments to these costs.

Table A-4
City of Sacramento
River District Roadway Cost

Table Number	Street Name	Location	Note	Section	Width (ft)	Length (ft)	ROW Cost	Road Cost	Sewer	Water	Total	Storm Drain	GRAND TOTAL
Table R-42	Richards Blvd.	N. 5th St. to Judah St.		119-5L-P-BB-LRT	91	380	\$ 17,592	\$ 1,058,236	\$ -	\$ -	\$ 1,075,828	\$ -	\$ 1,075,828
Table R-43	Richards Blvd.	Judah St. to N. 6th St.		119-5L-P-BB-LRT	91	375	\$ 16,224	\$ 1,044,677	\$ -	\$ -	\$ 1,060,901	\$ -	\$ 1,060,901
Table R-44	Richards Blvd.	N. 6th St. to N. 7th St.		119-5L-P-BB-LRT	91	370	\$ 15,870	\$ 1,031,118	\$ -	\$ -	\$ 1,046,988	\$ -	\$ 1,046,988
Table R-45	Richards Blvd.	N. 7th St. to Street N		107-4L-BB-P-LRT	73	615	\$ 63,546	\$ 1,475,237	\$ -	\$ -	\$ 1,538,783	\$ -	\$ 1,538,783
Table R-46	Richards Blvd.	Street N to N. 10th St.		107-4L-BB-P-LRT	73	605	\$ 63,494	\$ 1,451,927	\$ -	\$ -	\$ 1,515,421	\$ -	\$ 1,515,421
Table R-47	Richards Blvd.	N. 10th St. to Dos Rios St.		107-4L-BB-P-LRT	73	890	\$ 92,598	\$ 2,234,356	\$ -	\$ -	\$ 2,326,954	\$ 463,140	\$ 2,790,094
Table R-51	Richards Blvd.	N. 16th St to Eastern Boundary		100-2L-BB-PP	68	975	\$ -	\$ 1,603,794	\$ 160,146	\$ 137,268	\$ 1,901,208	\$ -	\$ 1,901,208
Table R-54	Bannon St.	N. 4th St. to N. 5th St	ROW, road	90-3L-BB-PP	58	585	\$ 305,370	\$ 836,570	\$ -	\$ -	\$ 1,141,940	\$ -	\$ 1,141,940
Table R-55	Bannon St.	N. 5th St. to Judah St	ROW, road	90-3L-BB-PP	58	390	\$ 203,580	\$ 580,892	\$ -	\$ -	\$ 784,472	\$ -	\$ 784,472
Table R-56	Bannon St.	Judah St to N. 6th St	ROW, road	90-3L-BB-PP	58	390	\$ 203,580	\$ 577,250	\$ -	\$ -	\$ 780,830	\$ -	\$ 780,830
Table R-57	Bannon St.	N. 6th St. to N. 7th St	ROW, road	90-3L-BB-PP	58	390	\$ 203,580	\$ 575,316	\$ -	\$ -	\$ 778,896	\$ -	\$ 778,896
Table R-58	Bannon St.	N. 7 St to Street N	ROW, road	90-3L-BB-PP	58	585	\$ 305,370	\$ 871,681	\$ -	\$ -	\$ 1,177,051	\$ -	\$ 1,177,051
Table R-59	Bannon St.	Street N to N. 10th St	ROW, road	90-3L-BB-PP	58	585	\$ 305,370	\$ 859,084	\$ -	\$ -	\$ 1,164,454	\$ -	\$ 1,164,454
Table R-64	North C Street	N. 4th St. to N. 5th St.		68-2L-PP	36	415	\$ -	\$ 348,032	\$ -	\$ 85,436	\$ 433,468	\$ -	\$ 433,468
Table R-65	North C Street	N. 5th St. to Judah St		68-2L-PP	36	390	\$ -	\$ 324,127	\$ -	\$ 66,294	\$ 390,421	\$ -	\$ 390,421
Table R-66	North C Street	Judah St to N. 6th St		68-2L-PP	36	390	\$ -	\$ 325,016	\$ -	\$ 70,525	\$ 395,541	\$ -	\$ 395,541
Table R-67	North C Street	N. 6th St. to N. 7th St		68-2L-PP	36	390	\$ -	\$ 327,936	\$ -	\$ 84,429	\$ 412,364	\$ -	\$ 412,364
Table R-68	North C Street	N. 7th St to Street N		68-2L-PP	36	585	\$ -	\$ 492,813	\$ -	\$ 130,975	\$ 623,788	\$ -	\$ 623,788
Table R-69	North C Street	Street N to N. 10th St		68-2L-PP	36	585	\$ -	\$ 504,955	\$ 75,950	\$ 112,840	\$ 693,745	\$ -	\$ 693,745
Table R-70	North C Street	N. 10th St. to N. 11th St.		68-2L-PP	36	395	\$ -	\$ 347,989	\$ 75,950	\$ 85,033	\$ 508,972	\$ -	\$ 508,972
Table R-71	North C Street	N. 11th St. to Dos Rios St.		68-2L-PP	36	425	\$ -	\$ 370,751	\$ 75,950	\$ 79,794	\$ 526,495	\$ -	\$ 526,495
Table R-72	North C Street	N. 12 th St. to Ahern St		80-2L-PP	45	643	\$ -	\$ 637,343	\$ -	\$ -	\$ 637,343	\$ -	\$ 637,343
Table R-73	North C Street	Ahern St. to N. 16th St.		80-2L-PP	54	560	\$ -	\$ 664,722	\$ -	\$ -	\$ 664,722	\$ -	\$ 664,722
Table R-74	Water Street	N. 4th St. To N. 5th St.	road	85-4L-BB-PP	57	275	\$ -	\$ 393,823	\$ -	\$ -	\$ 393,823	\$ -	\$ 393,823
Table R-75	N. B St.	N. 5th St. to N. 7th St.	road	85-4L-BB-PP	57	1,110	\$ -	\$ 1,579,584	\$ -	\$ -	\$ 1,579,584	\$ -	\$ 1,579,584
Table R-76	N. B St.	N. 7th St. to N. 10th St.	road	85-4L-BB-PP	57	1,200	\$ -	\$ 1,707,499	\$ -	\$ -	\$ 1,707,499	\$ -	\$ 1,707,499
Table R-77	N. B St.	N. 10th St. to N. 12th St.	road	80-4L-BB	54	855	\$ -	\$ 1,050,137	\$ -	\$ -	\$ 1,050,137	\$ -	\$ 1,050,137
Table R-78	N. B St.	N. 12th St. to N. 14th St.	road	80-4L-BB	54	870	\$ -	\$ 1,070,142	\$ -	\$ -	\$ 1,070,142	\$ -	\$ 1,070,142
Table R-79	N. B St	N. 14th St. to N. 16th St.	road	80-4L-BB	54	795	\$ -	\$ 980,228	\$ -	\$ -	\$ 980,228	\$ -	\$ 980,228
Table R-80	Bercut Drive	Richards Blvd. To Signature Blvd.		68-2L-PP	36	400	\$ -	\$ 364,563	\$ -	\$ -	\$ 364,563	\$ 220,968	\$ 585,531
Table R-81	Bercut Drive	Signature Blvd. To Street 9		68-2L-PP	36	950	\$ -	\$ 845,106	\$ -	\$ -	\$ 845,106	\$ 426,080	\$ 1,271,186
Table R-82	Street C	Signature Blvd To Street 9		68-2L-PP	36	525	\$ -	\$ 508,920	\$ 112,840	\$ 112,840	\$ 734,600	\$ 209,250	\$ 943,850
Table R-84	N. 3rd Street	Richards Blvd. To Signature St.		68-2L-PP	36	440	\$ -	\$ 398,313	\$ -	\$ -	\$ 398,313	\$ 230,175	\$ 628,488
Table R-85	N. 3rd St.	Signature Blvd. To Street 9		68-2L-PP	36	490	\$ -	\$ 435,446	\$ -	\$ -	\$ 435,446	\$ 217,620	\$ 653,066
Table R-86	N. 3rd St.	Street 9 to Street 8		68-2L-PP	36	480	\$ -	\$ 457,093	\$ 119,350	\$ 84,227	\$ 660,670	\$ 155,000	\$ 815,670
Table R-87	Street E	Signature St. to Street 9		68-2L-PP	36	370	\$ -	\$ 362,474	\$ -	\$ 73,548	\$ 436,021	\$ 251,100	\$ 687,121
Table R-88	Street E	Street 9 to Street 8		68-2L-PP	36	365	\$ -	\$ 357,032	\$ -	\$ 73,548	\$ 430,580	\$ 244,125	\$ 674,705
Table R-94	Street G	Signature Street to New Street D		68-2L-PP	36	320	\$ -	\$ 268,365	\$ -	\$ 65,891	\$ 334,255	\$ -	\$ 334,255
Table R-95	Street G	New Street D to New Street B		68-2L-PP	36	390	\$ -	\$ 386,829	\$ 86,800	\$ 71,610	\$ 545,239	\$ 206,460	\$ 751,699
Table R-96	Street G	New Street B to Street 3		68-2L-PP	36	390	\$ -	\$ 382,883	\$ 86,800	\$ 69,564	\$ 539,247	\$ 189,720	\$ 728,967
Table R-101	N. 5th St.	Richards Blvd. To Signature Ave. (west side)		85-4L-BB-PP	28.5	385	\$ -	\$ 351,286	\$ -	\$ -	\$ 351,286	\$ -	\$ 351,286
Table R-102	N. 5th St.	Signature St. to New Street D (west side)		85-4L-BB-PP	28.5	345	\$ -	\$ 312,686	\$ -	\$ -	\$ 312,686	\$ -	\$ 312,686
Table R-103	N. 5th St.	New Street D to New Street B (west side)		85-4L-BB-PP	28.5	385	\$ -	\$ 348,939	\$ -	\$ -	\$ 348,939	\$ -	\$ 348,939
Table R-104	N. 5th St.	New Street B to Street 3 (west side)		85-4L-BB-PP	28.5	385	\$ -	\$ 348,939	\$ -	\$ -	\$ 348,939	\$ -	\$ 348,939
Table R-105	Judah Street	N. B St to N. C St.		68-2L-PP	36	350	\$ -	\$ 294,339	\$ 75,950	\$ -	\$ 370,289	\$ -	\$ 370,289
Table R-106	Judah Street	N. C St to Bannon St.		68-2L-PP	36	450	\$ -	\$ 394,897	\$ 97,650	\$ 78,384	\$ 570,930	\$ -	\$ 570,930
Table R-107	Judah Street	Bannon St to Richards Blvd.		68-2L-PP	36	500	\$ -	\$ 420,973	\$ -	\$ 110,825	\$ 531,798	\$ -	\$ 531,798
Table R-114	Street N	N. B Street to N. C Street		68-2L-PP	36	405	\$ -	\$ 396,810	\$ 86,800	\$ 67,906	\$ 551,515	\$ 200,880	\$ 752,395
Table R-115	Street N	N. C Street to Bannon St.		68-2L-PP	36	455	\$ -	\$ 450,566	\$ 86,800	\$ 89,869	\$ 627,235	\$ 245,520	\$ 872,755
Table R-116	Street N	Bannon St. to Richards Blvd.		68-2L-PP	36	500	\$ -	\$ 479,563	\$ -	\$ 110,825	\$ 590,388	\$ 279,000	\$ 869,388
Table R-121	N. 10th St.	Richards Blvd. To Signature St.		60-P	46	275	\$ -	\$ 340,896	\$ -	\$ -	\$ 340,896	\$ 178,932	\$ 519,828
Table R-122	N. 10th St.	Signature St. to Vine St.		60-P	46	1,050	\$ -	\$ 1,158,131	\$ -	\$ -	\$ 1,158,131	\$ -	\$ 1,158,131

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Roadway Costs

NOTE: See Tables A-1 and A-2 for adjustments to these costs.

Table A-4
City of Sacramento
River District Roadway Cost

Table Number	Street Name	Location	Note	Section	Width (ft)	Length (ft)	ROW Cost	Road Cost	Sewer	Water	Total	Storm Drain	GRAND TOTAL
Table R-123	N. 10th St.	Vine St. to Riverfront Drive		60-P	46	700	\$ -	\$ 780,296	\$ -	\$ 39,091	\$ 819,387	\$ -	\$ 819,387
Table R-124	Street R	N. B St. to N. C St.		68-2L-PP	36	405	\$ -	\$ 337,455	\$ -	\$ 72,943	\$ 410,398	\$ -	\$ 410,398
Table R-125	Street R	N. C St. to Bannon St		68-2L-PP	36	455	\$ -	\$ 361,907	\$ -	\$ -	\$ 361,907	\$ -	\$ 361,907
Table R-130	Dos Rios St.	N. C St. to Bannon St.		80-3L-PP	48	450	\$ -	\$ 567,423	\$ -	\$ -	\$ 567,423	\$ 279,000	\$ 846,423
Table R-131	Dos Rios St.	Bannon St. to Richards Blvd.		80-3L-PP	48	980	\$ -	\$ 1,198,460	\$ -	\$ -	\$ 1,198,460	\$ 430,172	\$ 1,628,632
Table R-132	Dos Rios St.	Richards Blvd. To Vine St.		80-3L-PP	48	840	\$ -	\$ 1,085,229	\$ 198,400	\$ -	\$ 1,283,629	\$ 446,400	\$ 1,730,029
Table R-133	Dos Rios St.	Vine St. to Riverfront Dr.		68-2L-PP	36	705	\$ -	\$ 616,534	\$ 130,200	\$ 135,408	\$ 882,142	\$ -	\$ 882,142
Table R-134	Street U	Vine St. to Riverfront Dr.		68-2L-PP	36	760	\$ -	\$ 667,716	\$ 151,900	\$ 149,110	\$ 968,726	\$ -	\$ 968,726
Table R-135	Street V	Street 2 to Riverfront Dr.		68-2L-PP	36	460	\$ -	\$ 403,902	\$ 94,395	\$ 86,645	\$ 584,942	\$ -	\$ 584,942
Table R-136	Street W	Bannon St. to Richards Blvd.		100-2L-BB-PP	68	1,150	\$ -	\$ 2,000,985	\$ 285,200	\$ 228,098	\$ 2,514,283	\$ 585,900	\$ 3,100,183
Table R-137	Street W	Richards Blvd to Vine St		100-2L-BB-PP	68	450	\$ -	\$ 755,176	\$ 111,600	\$ 96,922	\$ 963,698	\$ -	\$ 963,698
Table R-139	Street W	Street 2 to Riverfront Drive		100-2L-BB-PP	68	370	\$ -	\$ 599,940	\$ -	\$ 71,533	\$ 671,472	\$ -	\$ 671,472
Table R-140	Street X	Street 2 to Riverfront Dr.		68-2L-PP	36	310	\$ -	\$ 269,609	\$ 43,400	\$ 66,294	\$ 379,303	\$ -	\$ 379,303
Table R-143	N. 12th Street	N. B St. to N.C. St		80-4L	48	640	\$ 451,800	\$ 676,140	\$ -	\$ -	\$ 1,127,940	\$ -	\$ 1,127,940
Table R-144	Ahern St.	N. B St. to N.C. St		40-2L-P	28	570	\$ -	\$ 354,171	\$ -	\$ -	\$ 354,171	\$ -	\$ 354,171
Table R-148	N. 16th Street	Vine Ave. to Riverfront Dr.		80-4L-PP	58	485	\$ -	\$ 617,903	\$ -	\$ -	\$ 617,903	\$ -	\$ 617,903
TOTALS						123,003	\$ 6,989,705	\$ 137,928,181	\$ 11,626,311	\$ 8,981,103	\$ 165,525,300	\$ 23,420,146	\$ 188,945,446

"eps_sum"

55% provided by Ellen Martin, EPS (reduced from 65% mark up provided by Jesse Gothan, DOT that included an additional 10% contingency) and includes:
 15% Contingency, 30% Design/Environmental, 5% Construction Management, 5% Program Management

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**Table A-5
City of Sacramento
River District Intersection Cost Summary**

Intersection	Control Type		Improvement Cost	Mark-up (40% Design, CM, PM, Environ, 15% Cont)	Total Improvement Cost	River District % Share	River District Cost Share	Notes
	Existing	Future						
Signals:								
3. Bercut Drive / Richards Boulevard	Signal	Modified	\$ 450,000	\$ 247,500	\$ 697,500	100%	\$ 697,500	In Baseline - restripe and timing only. In Cumulative - the same as above.
4. 3rd Street / Richards Boulevard	Signal	Signal Timing	\$ 5,600	\$ -	\$ 5,600	100%	\$ 5,600	In Baseline - modify timing.
5. North 4th St / Richards Boulevard	Signal	Modified	\$ 130,300	\$ 71,665	\$ 201,965	100%	\$ 201,965	Modify Signal. Plus modify timing (Cumulative).
7. 7th Street / Richards Boulevard	Signal	Modified	\$ 130,300	\$ 71,665	\$ 201,965	100%	\$ 201,965	Plus modify timing (Cumulative).
9. Dos Rios Street / Richards Boulevard	Signal	Modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	No new lanes.
10. Street W / New Richards Boulevard		New Signal	\$ 240,300	\$ 132,165	\$ 372,465	100%	\$ 372,465	Then restriping and timing in Cumulative.
11. New 12th Street / New Richards Boulevard		New Signal	\$ 400,000	\$ 220,000	\$ 620,000	100%	\$ 620,000	
12. 16th Street / New Richards Boulevard		New Signal	\$ 410,000	\$ 225,500	\$ 635,500	100%	\$ 635,500	Restripe - cumulative.
13. Vine Street / New Richards Boulevard		AWSC	\$ 25,000	\$ 13,750	\$ 38,750	100%	\$ 38,750	
15. Vine Street / Richards Boulevard	SSSC	New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
16. Vine Street / New 12th Street		New Signal	\$ 400,000	\$ 220,000	\$ 620,000	100%	\$ 620,000	
17. 12th Street / 16th Street / Richards Boulevard (future New Vine St / New St)	Signal	Modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	Timing - in Baseline. Restriping - in Cumulative.
18. 12th Street / Sunbeam Avenue / Sproule Avenue	Signal	Modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	
20. Bercut Drive / Bannon Street (Side street stop sign control)	SSSC	New Signal	\$ 180,000	\$ 99,000	\$ 279,000	100%	\$ 279,000	3-Way Signal
21. 3rd Street / Bannon Street		New Signal	\$ 180,000	\$ 99,000	\$ 279,000	100%	\$ 279,000	3-Way Signal
22. 5th Street / Bannon Street		New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
23. North 4th St / Bannon Street		New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
24. 7th Street / Bannon Street		New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
25. 10th Street / Bannon Street		New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
26. Dos Rios Street / Bannon Street		New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
27. 12th Street / Bannon Street		New Signal	\$ 400,000	\$ 220,000	\$ 620,000	100%	\$ 620,000	
30. 7th Street / North B Street	AWSC	New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
32. 12th Street / North B Street	Signal	Modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	One Way Traffic on 12th St. 3 leg Intersection.
33. 14th Street / North B Street	SSSC	New Signal	\$ 230,300	\$ 126,665	\$ 356,965	100%	\$ 356,965	Restripe - in Cumulative.
34. Ahern / North B Street	SSSC	New Signal	\$ 240,300	\$ 132,165	\$ 372,465	100%	\$ 372,465	Restripe and timing - in Cumulative.
35. North 16th St / North B Street	Signal	signal timing	\$ 5,300	\$ -	\$ 5,300	100%	\$ 5,300	
39. 10th Street / C Street		New Signal	\$ 355,300	\$ 195,415	\$ 550,715	100%	\$ 550,715	Add lanes plus timing - in Cumulative.
40. 12th St / C Street	Signal	Modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	
41. 14th Street / C Street	AWSC	New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	Install signal - cumulative.
42. 16th Street / C Street	Signal	Modified	\$ 255,300	\$ 140,415	\$ 395,715	100%	\$ 395,715	Restripe plus timing - cumulative
43. 7th Street / F Street	SSSC	New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
44. 10th Street / F Street	AWSC	New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
45. 14th Street / F Street	Signal	modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	Modify timing - Baseline. Convert parking to a lane, restripe, modify timing - Cumulative.
46. 7th Street / G Street	Signal	Modified	\$ 15,300	\$ -	\$ 15,300	100%	\$ 15,300	Restripe, timing - Cumulative.
48. 5th Street / H Street	SSSC	New Signal	\$ 240,300	\$ 132,165	\$ 372,465	100%	\$ 372,465	Restripe, timing - Cumulative.
49. 6th Street / H Street	Signal	Modified	\$ 15,300	\$ -	\$ 15,300	100%	\$ 15,300	Add signal phase, timing - cumulative.
50. 7th Street H Street	Signal	Modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	
51. 16th Street/H Street	Signal	signal timing	\$ 10,600	\$ -	\$ 10,600	100%	\$ 10,600	Timing - in Baseline. Timing - in Cumulative too.
53. 5th Street / I Street	Signal	Signal Timing	\$ 10,600	\$ -	\$ 10,600	100%	\$ 10,600	Timing - in Baseline. Timing - in Cumulative too.
54. 6th Street / I Street	Signal	modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	Restriping and timing - in Baseline and in Cumulative too.
56. 3rd Street / J Street	Signal	Modified	\$ 10,000	\$ -	\$ 10,000	100%	\$ 10,000	Restripe lanes (Cumulative).

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**Table A-5
City of Sacramento
River District Intersection Cost Summary**

Intersection	Control Type		Improvement Cost	Mark-up <small>(40% Design, CM, PM, Environ, 15% Cont)</small>	Total Improvement Cost	River District % Share	River District Cost Share	Notes
	Existing	Future						
North B Street/Judah Street	Signal	New Signal	\$ 300,000	\$ 165,000	\$ 465,000	50%	\$ 232,500	Part of Railyards Plan. River District contribution
North B Street/6th Street	Signal	New Signal	\$ 300,000	\$ 165,000	\$ 465,000	50%	\$ 232,500	Part of Railyards Plan. River District contribution
North B Street/8th Street	Signal	New Signal	\$ 300,000	\$ 165,000	\$ 465,000	50%	\$ 232,500	Part of Railyards Plan. River District contribution
North B Street / 9th Street	Signal	New Signal	\$ 300,000	\$ 165,000	\$ 465,000	50%	\$ 232,500	Part of Railyards Plan. River District contribution
Total Signals:			\$ 8,790,100	\$ 4,794,570	\$ 13,584,670		\$ 12,654,670	
Roundabouts:								
103. Bercut / St C			\$ 600,000	\$ 330,000	\$ 930,000	100%	\$ 930,000	
14. Vine/10th Street			\$ 600,000	\$ 330,000	\$ 930,000	100%	\$ 930,000	
Total Roundabouts:			\$ 1,200,000	\$ 660,000	\$ 1,860,000		\$ 1,860,000	
Total Intersections:			\$ 9,990,100	\$ 5,454,570	\$ 15,444,670		\$ 14,514,670	

Notes:

1. Roundabout prices do not include any portion of the roads leading into or out of them other than the median separation
2. Signals at freeway onramps, 12th and 16th Street are assumed to cost more due to coordination with other agencies

SSSC = side street stop sign control

AWSC = all-way stop sign control

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Table A-6
Bikeways
City of Sacramento
River District Roadway Cost Summary

Table Number	Description	Location	Qty	Unit	Unit Cost	Construction Cost	Mark Ups (55%)	ROW Cost \$	Total Cost \$
B-1	Connection	Jibboom St/American River Bike Trail	1	EA	\$ 100,000	\$ 100,000	\$ 55,000	\$ -	\$ 155,000
B-2	Connection	N. 4th St./American River	1	EA	\$ 100,000	\$ 100,000	\$ 55,000	\$ -	\$ 155,000
B-3	Connection	Street S/American River	1	EA	\$ 100,000	\$ 100,000	\$ 55,000	\$ -	\$ 155,000
B-4	Connection	Richards Blvd/American River Bike Trail	1	EA	\$ 100,000	\$ 100,000	\$ 55,000	\$ -	\$ 155,000
B-5	Path	connecting Signature St. to Street S	475	LF	\$ 90	\$ 42,750	\$ 23,513	\$ 68,400	\$ 134,663
B-6	Path	south of Richards Blvd.	510	LF	\$ 90	\$ 45,900	\$ 25,245	\$ 73,440	\$ 144,585
B-7	Path	Richards Blvd. to Street S	175	LF	\$ 90	\$ 15,750	\$ 8,663	\$ 25,200	\$ 49,613
TOTALS						\$ 504,400	\$ 277,420	\$ 167,040	\$ 948,860

Notes:

1. Cost per linear foot of bikeways provided by the City based on a recently completed bike project.
2. Cost for each bikeway connection provided by the City based on their estimated costs for a ramp up to the bikepath on the top of the levee.

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NOTE: See Tables A-1 and A-2 for adjustments to these costs.

**Table A-7
City of Sacramento
River District Park Cost Summary**

Lot (1)	APN	Size		Costs						
		Sq. Footage	Acres	Per Sq. Ft.	Land (2)	Acquisition (3)	Planning	Development (4)	Mark-up 20% (5)	Total Cost
Parks										
103	001-0181-016-0000	49658.4		\$15.00	\$744,876	\$22,225				
	001-0181-020-0000	47885		\$15.00	\$718,275	\$22,225				
	001-0181-021-0000	48651		\$15.00	\$729,765	\$22,225				
	Subtotal	146194.4	3.36		\$2,192,916	\$66,675	\$50,000	\$1,174,657	\$234,931	\$3,719,179
103	001-0181-022-0000	34506		\$15.00	\$517,590	\$22,225				
	001-0181-027-0000	2616		\$15.00	\$39,240	\$22,225				
	001-0181-028-0000	51317		\$15.00	\$769,755	\$22,225				
	Subtotal	88439	2.03		\$1,326,585	\$66,675	<i>(incl. above)</i>	\$710,598	\$142,120	\$2,245,978
104	001-0181-030-0000	2090		\$15.00	\$31,350	\$22,225				
	001-0181-031-0000	1194		\$15.00	\$17,910	\$22,225				
	001-0181-036-0000	10915		\$15.00	\$163,725	\$22,225				
	Subtotal	14199	0.33		\$212,985	\$66,675	<i>(incl. above)</i>	\$114,087	\$22,817	\$416,565
200	001-0200-010-0000	48201		\$7.00	\$337,407	\$22,225				
	001-0200-025-0000	15631.5		\$7.00	\$109,421	\$22,225				
	001-0200-034-0000	2177		\$7.00	\$15,239	\$22,225				
	001-0200-037-0000	20482		\$7.00	\$143,374	\$22,225				
	Subtotal	86491.5	1.99		\$605,441	\$88,900	\$50,000	\$694,950	\$138,990	\$1,578,281
121 (6)	001-0040-037-0000	24004		\$15.00	\$360,060	\$22,225				
	001-0040-020-0000	11379		\$7.00	\$79,653	\$22,225				
	001-0040-019-0000	8276		\$7.00	\$57,932	\$22,225				
	001-0040-039-0000	16436		\$7.00	\$115,052	\$22,225				
	001-0040-015-0000	6322		\$7.00	\$44,254	\$22,225				
	001-0040-014-0000	20800		\$7.00	\$145,600	\$22,225				
	001-0040-013-0000	6322		\$7.00	\$44,254	\$22,225				
	001-0040-012-0000	6534		\$7.00	\$45,738	\$22,225				
	001-0052-001-0000	6534		\$7.00	\$45,738	\$22,225				
	001-0052-002-0000	6534		\$7.00	\$45,738	\$22,225				
	001-0052-003-0000	12643		\$7.00	\$88,501	\$22,225				
	001-0052-004-0000	12643		\$7.00	\$88,501	\$22,225				
	001-0052-007-0000	6534		\$7.00	\$45,738	\$22,225				
	001-0052-022-0000	11379		\$7.00	\$79,653	\$22,225				
	001-0052-024-0000	56628		\$7.00	\$396,396	\$22,225				

**Table A-7
City of Sacramento
River District Park Cost Summary**

Lot (1)	APN	Size		Per Sq. Ft.	Costs					Total Cost
		Sq. Footage	Acres		Land (2)	Acquisition (3)	Planning	Development (4)	Mark-up 20% (5)	
	001-0052-025-0000	6322		\$7.00	\$44,254	\$22,225				
	001-0061-025-0000	101930.4		\$7.00	\$713,513	\$22,225				
	001-0061-026-0000	87720		\$7.00	\$614,040	\$22,225				
	001-0210-024-0000	26382		\$7.00	\$184,674	\$22,225				
	Subtotal	435322.4	9.99		\$3,239,289	\$422,275	\$50,000	\$3,497,770	\$699,554	\$7,908,887
121	001-0064-004-0000	31500		\$7.00	\$220,500	\$22,225				
	001-0064-005-0000	5485		\$7.00	\$38,395	\$22,225				
	001-0064-006-0000	5663		\$7.00	\$39,641	\$22,225				
	001-0064-007-0000	7629		\$7.00	\$53,403	\$22,225				
	001-0064-008-0000	9148		\$7.00	\$64,036	\$22,225				
	001-0640-009-0000	7841		\$7.00	\$54,887	\$22,225				
	001-0640-010-0000	5227		\$7.00	\$36,589	\$22,225				
	001-0640-011-0000	758.5		\$7.00	\$5,310	\$22,225				
	Subtotal	73251.5	1.68		\$512,761	\$177,800	\$50,000	\$588,568	\$117,714	\$1,446,842
501	001-0104-014-0000	10769		\$12.50	\$134,613	\$22,225				
	001-0104-016-0000	22851		\$12.50	\$285,638	\$22,225				
	001-0104-017-0000	95832		\$12.50	\$1,197,900	\$22,225				
	001-0104-018-0000	30772		\$12.50	\$384,650	\$22,225				
	Subtotal	160224	3.68		\$2,002,800	\$88,900	\$50,000	\$1,287,383	\$257,477	\$3,686,560
518	001-0160-050-0000	153101		\$7.00	\$1,071,707	\$22,225				
	Subtotal	153101	3.51		\$1,071,707	\$22,225	\$50,000	\$1,230,150	\$246,030	\$2,620,112
TOTAL PARKS			26.57		\$11,164,483	\$1,000,125	\$300,000	\$9,298,163	\$1,859,633	\$23,622,403
Open Space										
100	001-0012-015-0000	716.5		\$18.00	\$12,897.00	\$22,225				
	001-0012-016-0000	2205		\$18.00	\$39,690.00	\$22,225				
	001-0012-022-0000	834.4		\$18.00	\$15,019.20	\$22,225				
	001-0012-025-0000	3817.4		\$18.00	\$68,713.20	\$22,225				
	Subtotal	7573.3	0.17		\$136,319	\$88,900	\$20,000	\$43,465	\$8,693	\$297,377
409/410/411	001-0081-010-0000	64469		\$7.00	\$451,283.00	\$22,225				
	001-0090-005-0000	14782		\$7.00	\$103,474.00	\$22,225				
	Subtotal	79251	1.82		\$554,757	\$44,450	\$20,000	\$454,838	\$90,968	\$1,165,013

**Table A-7
City of Sacramento
River District Park Cost Summary**

Lot (1)	APN	Size		Costs						
		Sq. Footage	Acres	Per Sq. Ft.	Land (2)	Acquisition (3)	Planning	Development (4)	Mark-up 20% (5)	Total Cost
500	001-0070-029-0000	31881		\$12.50	\$398,512.50	\$22,225				
	Subtotal	31881	0.73		\$398,513	\$22,225	\$20,000	\$182,972	\$36,594	\$660,304
515/516	002-0041-075-0000	117612		\$12.50	\$1,470,150.00	\$22,225				
	002-0055-014-0000	11136		\$12.50	\$139,200.00	\$22,225				
	Subtotal	128748	2.96		\$1,609,350	\$44,450	\$20,000	\$738,912	\$147,782	\$2,560,494
TOTAL OPEN SPACE			5.68		\$2,698,939	\$200,025	\$80,000	\$1,420,187	\$284,037	\$4,683,188
TOTAL PARKS AND OPEN SPACE										\$28,305,591

"park_detail"

- Notes:
- 1) Lot designations remain preliminary and subject to change. Parks shown in this table exclude Township 9 parks.
 - 2) Does not include title policies; escrow costs; survey, plats & legals; environmental site assessments; litigation; damages to real property and economic losses and other unknowns. It also makes the following assumptions for purposes of establishing a value per square foot: no condemnation; no relocation; no title issues to cure; no damages to remainder parcel; all property to be acquired in fee; all property is vacant and unimproved; therefore, no improvements, structures, etc. need to be taxed; no demolition costs.
 - 3) Includes preliminary reports of title, fee appraisals, appraisal review, appraisal contingency (to cover costs of property owner's appraisals if condemnation is used, and City Real Estate Services staff costs.
 - 4) Park development costs are assumed to be \$350,000 / acre for an average neighborhood park. Additional amenities or urban plaza type development will have higher costs. Open space costs are assumed to be \$250,000 / acre.
 - 5) Mark-ups are included for off-site improvements. All on-site mark-ups are covered through either the park development costs or master planning costs.
 - 6) Lot 121 may include a 400' x 60' detention basin; this was not accounted for in the cost estimate

Table A-8
City of Sacramento
River District Roadway Cost Estimate

Items: Storm Drain Miscellaneous

Item #	Description	Qty	Units	Unit Cost	Cost
1	DB-1	1	LS	\$ 1,000,000	\$ 1,000,000
2	DB-2 (411a)	1	LS	\$ 750,000	\$ 750,000
3	DB-2 (411b)	1	LS	\$ 750,000	\$ 750,000
4	Pump Station Upgrades	1	LS	\$ 1,000,000	\$ 1,000,000
5	Weir	1	LS	\$ 20,000	\$ 20,000
6	Storm Drain Infrastructure 60" Signature St., e/o 7th St.	400	LF	\$ 450	\$ 180,000
7	Storm Drain Infrastructure 48" Street N, n/o Richards Blvd. To Signature St.	350	LF	\$ 360	\$ 126,000
8	Storm Drain Infrastructure 24" Street N, n/o Richards Blvd.	50	LF	\$ 200	\$ 10,000
9	Storm Drain Infrastructure 48" N. 4th St., Bannon to Richards	392	LF	\$ 360	\$ 141,120
10	Storm Drain Infrastructure 54" N. 4th St., north of Street 8	392	LF	\$ 390	\$ 152,880
11	Abandon Ex. Storm Drain Around corner, Bannon to North 4th Street	400	LF	\$ 18	\$ 7,200
12	Abandon Ex. Storm Drain Across parcel, Street C to N. 3rd St.	500	LF	\$ 18	\$ 9,000
13	Abandon Ex. Storm Drain Across parcel, Street C to N. 3rd St.	500	LF	\$ 18	\$ 9,000
14	Abandon Ex. Storm Drain Bannon St. east to N. 12th St.	625	LF	\$ 18	\$ 11,250
15	Abandon Ex. Storm Drain Bannon St. Dos Rios St. east to N. 12th St.	750	LF	\$ 18	\$ 13,500
Construction Sub-total					\$ 4,179,950
<i>40% Design/Environmental/CM/PM</i>					<i>\$ 1,671,980</i>
<i>15% Contingency</i>					<i>\$ 626,993</i>
Mark Up Sub-total					\$ 2,298,973
Construction Total					\$ 6,478,923
16	Right-of-Way DB-2 (411a)			\$	508,781
15	Right-of-Way DB-2 (411b)			\$	515,750
Miscellaneous Drainage Total					\$ 7,503,454

Table A-9
City of Sacramento
River District Roadway Cost Estimate

Items: Sewer Miscellaneous

 Phase: _____

Item #	Description	Qty	Units	Unit Cost	Cost
1	Sanitary Sewer Infrastructure 8" south of Street W	400	LF	\$ 140	\$ 56,000
2	Sanitary Sewer Infrastructure 15" N. 4th St., Bannon to Richards	600	LF	\$ 220	\$ 132,000
3	Sanitary Sewer Infrastructure 8" N. 4th St., north of Street 8	630	LF	\$ 140	\$ 88,200
4	Sanitary Sewer Trunk Line ¹ shared cost with Railyards				\$ 3,275,126
Construction Sub-total					\$ 3,551,326
<i>40% Design/Environmental/CM/PM</i>					<i>\$ 1,420,530</i>
<i>15% Contingency</i>					<i>\$ 532,699</i>
Mark Up Sub-total					\$ 1,953,229
Construction Total					\$ 5,504,555
Miscellaneous Sewer Total					\$ 5,504,555

¹ Cost is from Table V-4 of the Railyards Specific Plan PFFP by EPS, November, 2007.

Table A-10
City of Sacramento
River District Roadway Cost Estimate

Items: Water Miscellaneous

Item #	Description	Qty	Units	Unit Cost	Cost
1	Water Infrastructure 12" Roundabout at Bercut/Street 9	390	LF	\$ 130	\$ 50,700
2	Water Infrastructure 12" Signature St, 7th St. to Street N	660	LS	\$ 130	\$ 85,800
3	Water Infrastructure 12" Street N, Richards Blvd. To Signature St.	338	LF	\$ 130	\$ 43,940
4	Water Infrastructure 12" Dreher St., e/o N. 16th St.	191	LS	\$ 130	\$ 24,830
5	Water Infrastructure 8" e/o N 16th St, Basler to Richards	355	LS	\$ 120	\$ 42,600
6	Water Infrastructure 12" s/o Street G, Signature St to Richards Blvd.	395	LS	\$ 130	\$ 51,350
7	Water Infrastructure 12" N. 4th St., Bannon to Richards	499	LS	\$ 130	\$ 64,870
<i>Construction Sub-total</i>					\$ 364,090
<i>40% Design/Environmental/CM/PM</i>					\$ 145,636
<i>15% Contingency</i>					\$ 54,614
<i>Mark Up Sub-total</i>					\$ 200,250
<i>Construction Total</i>					\$ 564,340
<i>Miscellaneous Water Infrastructure Total</i>					\$ 564,340

Table A-11
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Estimated Onsite Roadways Downtown Cost Participation

Arterial Roadway Facility	1997 Nexus Study - Downtown Contribution to River District Roadways	Est. % of Roadway Facility in River District	Total Downtown Share (1997\$)	Total Downtown Share (2010\$)
	[1]			[2]
7th Street Extension North B to Richards	\$139,000	100%	\$139,000	\$208,880
Richards-Bannon Couplet				
Richards - I-5 to 7th	\$9,000	100%	\$9,000	\$13,525
Richards - 7th to Gateway	\$16,000	100%	\$16,000	\$24,044
Richards - Gateway to 16th	\$42,000	100%	\$42,000	\$63,115
Subtotal Richards-Bannon Couplet	\$67,000		\$67,000	\$100,683
5th Street - G Street to Richards	\$382,000	33%	\$127,333	\$191,348
6th Street - F St. to Richards	\$241,000	33%	\$80,333	\$120,720
North B/B				
B Street	\$81,000	100%	\$81,000	\$121,722
North B - 5th to Gateway	\$7,000	100%	\$7,000	\$10,519
North B - Gateway to 16th	\$178,000	100%	\$178,000	\$267,487
Subtotal North B/B	\$266,000		\$266,000	\$399,728
Total All Arterial Roadway Facilities	\$1,095,000		\$679,667	\$1,021,360

"dt_roads"

Source: Railyards/Richards/Downtown Nexus Study dated September 17, 1997, and Engineering News Record.

[1] Based on net cost allocated to Downtown development in the 1997 Railyards/Richards/Downtown Nexus Study.

[2] Costs escalated from 1997\$ to 2010\$ using the percent change in the ENR San Francisco Construction Cost Index from December 1997 to October 2010.

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APPENDIX B:

Existing Fee Revenue Estimates



Table B-1	Fees per Unit, Sq. Ft., and Hotel Room	B-1
Table B-2	Fee Revenue at Buildout	B-2
Table B-3	Parks Dedication/In-Lieu Fee Revenue	B-3
Table B-4	Estimated Park Development and Acquisition Funding Summary	B-4

**Table B-1
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Fees per Unit, Sq. Ft., and Hotel Room**

**Fees current as of:
7/1/2010**

Fee Source	District/ Zone	Nonresidential				
		Residential	Commercial/ Retail	Office	Light Industrial	Hotel [1]
		<i>Per Unit</i>	<i>Per Bldg Sq. Ft.</i>			<i>Per Room</i>
City/County Fees						
CSS Fee	City					
First 25 ESD's [2]		\$85	\$0.02	\$0.02	NA	\$34
Remaining Development		\$2,120	\$0.57	\$0.57	NA	\$848
Park Development Impact Fee [3]	City	\$3,058	\$0.36	\$0.50	NA	\$119
Major Street Construction Tax [4]	City	\$631	\$0.45	\$0.55	NA	\$437
Other Agency/Special District Fees						
TRUSD School Mitigation [5]	TRUSD	\$3,498	\$0.42	\$0.42	NA	\$294
Placeholder Fee Assumptions for Costs						
Library	Railyards [6]	\$30	\$0.03	\$0.03	NA	\$19
Police	Railyards [6]	\$304	\$0.28	\$0.28	NA	\$194
Fire	Railyards [6]	\$304	\$0.28	\$0.28	NA	\$194

"fees"

Reader's Note: The fees shown in this table do not include all current and proposed fees affecting development in the River District. Only fees that may be used for project-related infrastructure and public facilities are included.

Source: EPS.

- [1] Estimate of hotel size assumes 700 gross sq. ft. per guest room; gross square footage accounts for total building floor space.
- [2] The first 25 ESD's to develop in the River District will be charged a reduced CSS Fee rate of \$113.27 per ESD. Remaining development charged a rate of \$2,826.56 per ESD. Fees per unit/ building square feet/ hotel room are based on the following ESD assumptions:
 Residential Unit = 0.75 ESDs
 1,000 Building Square Feet Office = 0.2 ESDs
 1,000 Building Square Feet Commercial/ Retail = 0.2 ESDs
 Hotel Room = 0.3 ESDs
- [3] Park Development Impact Fee rates based on non infill development. Certain projects may be eligible for lower rates applicable to infill development.
- [4] Placeholder fee amounts based on building valuation data used in the Railyards Specific Plan.
- [5] For the purpose of this Financing Plan, costs are assumed to equal fee revenue generated through the TRUSD school mitigation fee only. There is a small portion of the project located in the SUSD.
- [6] Fee rate for library, fire, and police are based on the costs allocated to land uses in the Railyards, as shown in the Railyards Specific Plan Public Facilities Financing Plan Final Draft Report dated November 2007. Assumes 1,100 square feet per residential unit and 700 square feet per hotel guest room.

**Table B-2
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Fee Revenue at Buildout (2010\$)**

Buildout

Fee Source	District/ Zone	Total Revenue	Residential	Nonresidential			
				Commercial/ Retail	Office	Light Industrial	Hotel [1]
Assumptions							
Residential Units			7,758	-	-	-	-
Nonresidential Bldg Sq. Ft.			-	470,479	3,106,000	-	-
Hotel Rooms			-	-	-	-	2,038
Park Development Fee Residential Units [2]			5,408	-	-	-	-
Park Development Fee Nonresidential Bldg Sq. Ft. [2]			-	323,479	1,466,372	-	-
Park Development Fee Hotel Rooms [2]			-	-	-	-	2,038
City/County Fees							
			<i>Units</i>	<i>Bldg Sq. Ft.</i>		<i>Rooms</i>	
CSS Fee							
First 25 ESD's [3]	City	\$2,832	\$2,832	NA	NA	NA	NA
Remaining ESD's	City	\$20,125,661	\$16,375,675	\$265,967	\$1,755,859	\$0	\$1,728,159
Subtotal CSS Fee		\$20,128,492	\$16,378,507	\$265,967	\$1,755,859	\$0	\$1,728,159
Park Development Impact Fee [4]	City	\$17,629,824	\$16,537,664	\$116,452	\$733,186	\$0	\$242,522
Major Street Construction Tax	City	\$7,718,045	\$4,896,353	\$209,796	\$1,721,469	\$0	\$890,427
Other Agency/Special District Fees							
TRUSD School Mitigation [5]	TRUSD	\$29,238,777	\$27,137,484	\$197,601	\$1,304,520	\$0	\$599,172
Placeholder Fee Assumptions for Costs							
Library	Railyards [6]	\$374,394	\$236,022	\$13,012	\$85,904	\$0	\$39,456
Police	Railyards [6]	\$3,743,939	\$2,360,221	\$130,122	\$859,037	\$0	\$394,559
Fire	Railyards [6]	\$3,743,939	\$2,360,221	\$130,122	\$859,037	\$0	\$394,559

Reader's Note: The fees shown in this table do not include all current and proposed fees affecting development in the River District. Only fees that may be used for project-related infrastructure and public facilities are included.

"fee_rev"

Source: EPS.

- [1] Estimate of hotel size assumes 700 gross sq. ft. per guest room; gross square footage accounts for total building floor space.
- [2] Excludes Township 9 development because Township 9 park development costs are also excluded.
- [3] Applies the reduced fee rate of \$113.27 per ESD to the first 25 River District ESD's. Assumes the first 25 ESD's will be residential development. Note that some new River District development may be entitled to a credit against the CSS fee based on the sewer flows generated by a preexisting use. These credits will be calculated on a case by case basis.
- [4] Park Development Impact Fee rates based on non infill development. Certain projects may be eligible for lower rates applicable to infill development.
- [5] For the purpose of this Financing Plan, costs are assumed to equal fee revenue generated through the TRUSD school mitigation fee only. The residential land uses assume an 1,100 square foot unit. There is a small portion of the project located in the SUSD, which is nonresidential.
- [6] Fee rate for library, fire, and police are based on the costs allocated to land uses in the Railyards, as shown in the Railyards Specific Plan Public Facilities Financing Plan Final Draft Report dated November 2007. Assumes 1,100 square feet per residential unit and 700 square feet per hotel guest room.

**Table B-3
Sacramento River District Specific Plan
Infrastructure and Public Facilities Financing Plan
Parks Dedication/In-Lieu Fee Revenue**

Item	Park Acreage			Park In-Lieu (Quimby) Fee [1]
	Neighborhood	Community	Total	
<i>Formula</i>	<i>a</i>	<i>b</i>	<i>c = a + b</i>	<i>d = c * \$458k</i>
<i>Assumption</i>				<i>\$458k/acre</i>
Township 9 (Entitled)				
Required Park Acres [2]			21.1	\$9,656,930
Existing Residential to Remain	NA	NA	NA	
Planned Park Acres	3.8	8.8	12.6	\$5,779,960
Gap in Township 9 Park Acres (Required less Planned)			8.5	\$3,876,970
Remaining RDSP Development				
Required Park Acres [2,3]	24.3	24.3	48.6	\$22,258,800
Planned RDSP Park Acres	16.6	10.0	26.6	\$12,182,800
Undesignated RDSP Park Acres [4]	7.7	0.0	7.7	\$3,526,600
Gap in Remaining Development Park Acres (Required less Planned and Undesignated)	0.0	14.3	14.3	\$6,549,400
Total RDSP Development				
Required Park Acres			69.7	\$31,915,730
Planned Park Acres			39.2	\$17,962,760
Undesignated Park Acres			7.7	\$3,526,600
Gap in Park Acres (Required less Planned and Undesignated)			22.8	\$10,426,370

"quimby"

Source: City of Sacramento; EPS.

- [1] Park In-Lieu Fee based on land value of \$457,898 per acre as estimated by the City (includes land value and acquisition costs). This value replaces the current Quimby land value for the Central City Planning Area (\$250,000 per acre).
- [2] Provided by City of Sacramento; represents park acres required to meet 5 acres/1,000 residents.
- [3] One acre is subtracted from total neighborhood park acres anticipated to be developed as part of Specific Plan because of restrictions on recreational use related to flood control.
- [4] Undesignated RDSP park acres represent neighborhood acres that will be required as part of a condition of approval for specific development projects that have not met their park development requirements.

**Table B-4
 Sacramento River District Specific Plan
 Infrastructure and Public Facilities Financing Plan
 Estimated Park Development and Acquisition Funding Summary**

RDSP Parks (Excluding Township 9)	Costs [1]			Revenues			Potential Surplus/ (Shortfall)
	Costs in RDSP	Costs Outside RDSP	Subtotal Cost	Quimby In-Lieu Fee	Park Development Fee	Subtotal Revenues	
Land Acquisition	\$17,800,000	\$0	\$17,800,000	\$22,300,000	\$0	\$22,300,000	\$4,500,000
Park Development Costs							
Neighborhood Parks	\$8,800,000		\$8,800,000				
Community Parks in RDSP	\$3,550,000		\$3,550,000				
Community Parks Outside RDSP		\$5,210,000	\$5,210,000				
Subtotal Park Development Costs (Rounded)	\$12,400,000	\$5,200,000	\$17,600,000	\$0	\$17,600,000	\$17,600,000	\$0
Total	\$30,150,000	\$5,210,000	\$35,400,000	\$22,300,000	\$17,600,000	\$39,900,000	\$4,500,000

"park_sum"

[1] See Table A-3 for additional detail.

B-4

APPENDIX C: Cost Allocation Tables



Table C-1	Cost Allocation: Storm Drainage	C-1
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**Table C-1
Sacramento River District Financing Plan
Infrastructure and Public Facilities Financing Plan
Cost Allocation: Storm Drainage [1]**

Storm Drainage

Land Use Category	Units/ Sq. Ft./ Rooms	Total Bldg Sq. Ft. [2]	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	8,533,800	63.0%	\$14,751,622	<u>Per Unit</u> \$1,901
Nonresidential	<u>Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	470,479	3.5%	\$813,275	\$1.73
Office	3,106,000	3,106,000	22.9%	\$5,369,066	\$1.73
Subtotal Nonresidential	3,576,479	3,576,479	26.4%	\$6,182,341	
Hotel	<u>Rooms</u> 2,038	1,426,600	10.5%	\$2,466,037	<u>Per Room</u> \$1,210
Total All Land Uses		13,536,879	100.0%	\$23,400,000	

"drainage"

Source: 12/16/10 Harris & Associates Cost Estimates; City of Sacramento; EPS.

- [1] Costs preliminarily allocated based on a building square feet basis. Future versions of this analysis may consider alternative cost allocation methodologies (e.g. per developable acre).
- [2] Estimated building square feet based on the following assumptions:
 Multifamily Residential = 1,100 building sq. ft. per unit
 Hotel = 700 building sq. ft. per room

C-1

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Table C-2
 Sacramento River District Financing Plan
 Infrastructure and Public Facilities Financing Plan
 Cost Allocation: Water

Water

Land Use Category	Units/ Sq. Ft./ Rooms	EDU Factor [1]	Total EDU's	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 0.75	5,818.5	81.4%	\$456,021	<u>Per Unit</u> \$59
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	0.20	94.1	1.3%	\$7,375	\$0.016
Office	3,106,000	0.20	621.2	8.7%	\$48,686	\$0.016
Subtotal Nonresidential	3,576,479		715.3	10.0%	\$56,061	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> 0.30	611.4	8.6%	\$47,918	<u>Per Room</u> \$24
Total All Land Uses			7,145.2	100.0%	\$560,000	

"water"

Source: 12/16/10 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] DUEs based on the sewer flow calculation analysis provided by Nolte as of 8/22/06 for the Railyards Specific Plan.

C-2

Transportation

Table C-3
Sacramento River District Financing Plan
Infrastructure and Public Facilities Financing Plan
Cost Allocation: Transportation

Land Use Category	Units/ Sq. Ft./ Rooms	EDU Factor [1]	Total EDU's	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 0.58	4,499.6	42.4%	\$29,271,446	<u>Per Unit</u> \$3,773
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	1.50	705.7	6.7%	\$4,590,901	\$9.76
Office	3,106,000	1.47	4,565.8	43.0%	\$29,701,966	\$9.56
Subtotal Nonresidential	3,576,479		5,271.5	49.7%	\$34,292,867	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> 0.41	835.6	7.9%	\$5,435,687	<u>Per Room</u> \$2,667
Total All Land Uses			10,606.8	100.0%	\$69,000,000	

"transport"

Source: 12/16/10 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] From Willdan's 4/6/2010 Draft Sacramento Transportation Development Impact Fee (TDIF) for the River District/Railyards/Downtown Subarea.

C-3

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Transportation and Utility
Contingency

Table C-4
Sacramento River District Financing Plan
Infrastructure and Public Facilities Financing Plan
Cost Allocation: Transportation and Utility Contingency

Land Use Category	Units/ Sq. Ft./ Rooms	EDU Factor [1]	Total EDU's	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 0.58	4,499.6	42.4%	\$6,363,358	<u>Per Unit</u> \$820
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	1.50	705.7	6.7%	\$998,022	\$2.12
Office	3,106,000	1.47	4,565.8	43.0%	\$6,456,949	\$2.08
Subtotal Nonresidential	3,576,479		5,271.5	49.7%	\$7,454,971	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> 0.41	835.6	7.9%	\$1,181,671	<u>Per Room</u> \$580
Total All Land Uses			10,606.8	100.0%	\$15,000,000	

"utility"

Source: 12/16/10 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] From Willdan's 4/6/2010 Draft Sacramento Transportation Development Impact Fee (TDIF) for the River District/Railyards/Downtown Subarea.

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**Table C-5
Sacramento River District Financing Plan
Infrastructure and Public Facilities Financing Plan
Cost Allocation: Parks and Open Space**

Parks and Open Space

Land Use Category	Units/ Sq. Ft./ Rooms	Persons per Household [1]	Resident Population	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 2.25	17,456	100.0%	\$5,000,000	<u>Per Unit</u> \$644
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg Sq. Ft.</u>
Commercial/Retail	470,479	NA	NA	NA	NA	NA
Office	3,106,000	NA	NA	NA	NA	NA
Subtotal Nonresidential	3,576,479	NA	NA	NA	NA	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> NA	NA	NA	NA	<u>Per Room</u> NA
Total All Land Uses			17,456	100.0%	\$5,000,000	

"parks"

Source: 12/16/10 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] Placeholder persons per household assumption.

C-5

Table C-6
Sacramento River District Financing Plan
Infrastructure and Public Facilities Financing Plan
Cost Allocation: LRT Stations

LRT Stations

Land Use Category	Units/ Sq. Ft./ Rooms	Persons per Household/ Emp. per Sq. Ft. [1]	Resident/ Employee Population	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 2.25	17,456	69.8%	\$2,372,424	<u>Per Unit</u> \$306
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg Sq. Ft.</u>
Commercial/Retail	470,479	2.00	941	3.8%	\$127,888	\$0.27
Office	3,106,000	2.00	6,212	24.8%	\$844,290	\$0.27
Subtotal Nonresidential	3,576,479		7,153	28.6%	\$972,178	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> 0.20	408	1.6%	\$55,398	<u>Per Room</u> \$27
Total All Land Uses			25,016	100.0%	\$3,400,000	

Source: 12/16/10 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] Placeholder persons per household and employees per sq. ft. assumptions.

"lrt"

C-6

**Table C-7
Sacramento River District Financing Plan
Infrastructure and Public Facilities Financing Plan
Cost Allocation: Library**

Library

Land Use Category	Units/ Sq. Ft./ Rooms	Persons per Household [1]	Resident Population	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 2.25	17,456	100.0%	\$400,000	<u>Per Unit</u> \$52
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg Sq. Ft.</u>
Commercial/Retail	470,479	NA	NA	NA	NA	NA
Office	3,106,000	NA	NA	NA	NA	NA
Subtotal Nonresidential	3,576,479	NA	NA	NA	NA	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> NA	NA	NA	NA	<u>Per Room</u> NA
Total All Land Uses			17,456	100.0%	\$400,000	

Source: 12/16/10 Harris & Associates Cost Estimates; City of Sacramento; EPS.

"library"

[1] Placeholder persons per household assumption.

C-7

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Table C-8
 Sacramento River District Financing Plan
 Infrastructure and Public Facilities Financing Plan
 Cost Allocation: Police

Police

Land Use Category	Units/ Sq. Ft./ Rooms	Persons per Household/ Emp. per Sq. Ft. [1]	Resident/ Employee Population	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 2.25	17,456	69.8%	\$2,581,756	<u>Per Unit</u> \$333
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg Sq. Ft.</u>
Commercial/Retail	470,479	2.00	941	3.8%	\$139,172	\$0.30
Office	3,106,000	2.00	6,212	24.8%	\$918,786	\$0.30
Subtotal Nonresidential	3,576,479		7,153	28.6%	\$1,057,958	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> 0.20	408	1.6%	\$60,286	<u>Per Room</u> \$30
Total All Land Uses			25,016	100.0%	\$3,700,000	

"police"

Source: 12/16/10 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] Placeholder persons per household and employees per sq. ft. assumptions.

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**Table C-9
Sacramento River District Financing Plan
Infrastructure and Public Facilities Financing Plan
Cost Allocation: Fire**

Fire

Land Use Category	Units/ Sq. Ft./ Rooms	Total Bldg Sq. Ft. [1]	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	8,533,800	63.0%	\$2,332,521	<u>Per Unit</u> \$301
Nonresidential	<u>Sq. Ft.</u>				<u>Per Bldg Sq. Ft.</u>
Commercial/Retail	470,479	470,479	3.5%	\$128,595	\$0.27
Office	3,106,000	3,106,000	22.9%	\$848,955	\$0.27
Subtotal Nonresidential	3,576,479	3,576,479	26.4%	\$977,550	
Hotel	<u>Rooms</u> 2,038	1,426,600	10.5%	\$389,929	<u>Per Room</u> \$191
Total All Land Uses		13,536,879	100.0%	\$3,700,000	

"fire"

Source: 12/16/10 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] Estimated building square feet based on the following assumptions:
 Multifamily Residential = 1,100 building sq. ft. per unit
 Hotel = 700 building sq. ft. per room

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**Table C-10
Sacramento River District Financing Plan
Infrastructure and Public Facilities Financing Plan
Cost Allocation: Plan Area Fee Formation and Updates**

**Plan Area Fee
Formation and Updates**

Land Use Category	Units/ Sq. Ft./ Rooms	Total Bldg Sq. Ft. [1]	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	8,533,800	63.0%	\$630,411	<u>Per Unit</u> \$81
Nonresidential	<u>Sq. Ft.</u>				<u>Per Bldg Sq. Ft.</u>
Commercial/Retail	470,479	470,479	3.5%	\$34,755	\$0.074
Office	3,106,000	3,106,000	22.9%	\$229,447	\$0.074
Subtotal Nonresidential	3,576,479	3,576,479	26.4%	\$264,203	
Hotel	<u>Rooms</u> 2,038	1,426,600	10.5%	\$105,386	<u>Per Room</u> \$52
Total All Land Uses		13,536,879	100.0%	\$1,000,000	

"sfd"

Source: 12/16/10 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] Estimated building square feet based on the following assumptions:
Multifamily Residential = 1,100 building sq. ft. per unit
Hotel = 700 building sq. ft. per room

C-10

APPENDIX D:

Infrastructure Cost Burden Analysis



Table D-1	Office—Summary of Infrastructure Cost per Sq. Ft.	D-1
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Table D-3	Office—Plan Area Fees per Sq. Ft.	D-3
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Table D-9	Multifamily—Special Taxes and Assessments per Unit	D-9

Office

**Table D-1
OFFICE BUILDING
Summary of Infrastructure Cost per Sq. Ft.
Based on a 190,000-Sq.-Ft., 3-Story Building on a 2.5-Acre Site
Building Value: \$13,974,500**

Summary of Infrastructure Costs per Sq. Ft.	Sacramento County						Yolo County	
	River District		City of Sacramento				City of West Sacramento	
	Incentive	Base Fee	Richards Boulevard	Railyards Area Specific Plan	Downtown	North Natomas Quad 1, Basin 6	Bridge District Tier 1	Bridge District Tier 2
<i>Current as of</i>	<i>Jun-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>
Total City/County Development Impact Fees - Table D-2								
Per Square Foot of Building	\$8.02	\$8.02	\$8.02	\$8.07	\$8.07	\$9.22	\$3.87	\$7.28
Per Gross Square Foot of Land	\$14.07	\$14.07	\$14.07	\$14.07	\$14.07	\$16.08	\$6.75	\$12.70
Per Acre	\$613,082	\$613,082	\$613,082	\$613,082	\$613,082	\$700,437	\$294,028	\$553,189
Plan Area Fees - Table D-3								
Per Square Foot of Building	\$9.02	\$11.50	\$8.20	\$1.91	\$1.65	\$2.94	\$1.36	\$4.79
Per Gross Square Foot of Land	\$15.74	\$20.06	\$14.31	\$3.34	\$2.88	\$5.14	\$2.37	\$8.35
Per Acre	\$685,520	\$874,000	\$623,200	\$145,308	\$125,400	\$223,712	\$103,166	\$363,846
Estimated Bond Debt of Special Taxes and Assessments - Table D-4								
Per Square Foot of Building	\$0.31	\$0.31	\$0.31	\$6.52	\$0.49	\$1.44	\$6.20	\$6.20
Per Gross Square Foot of Land	\$0.55	\$0.55	\$0.55	\$11.37	\$0.86	\$2.52	\$10.83	\$10.83
Per Acre	\$23,780	\$23,780	\$23,780	\$495,323	\$37,249	\$109,630	\$471,544	\$471,544
Total Infrastructure Cost								
Per Square Foot of Building	\$17.35	\$19.83	\$16.53	\$16.50	\$10.21	\$13.60	\$11.43	\$18.27
Per Acre	\$1,322,382	\$1,510,862	\$1,260,062	\$1,253,713	\$775,731	\$1,033,779	\$868,738	\$1,388,579
Per Gross Square Foot of Land	\$30.36	\$34.68	\$28.93	\$28.78	\$17.81	\$23.73	\$19.94	\$31.88
Floor Area Ratio	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20

Source: Various cities and plan area fee programs; and EPS.

"summary_s"

D-1

Table D-2
OFFICE BUILDING
City/County Fees per Square Foot
Based on a 190,000-Sq.-Ft., 3-Story Building on a 2.5-Acre Site
Building Value: \$13,974,500

Office

City/County Development Impact Fees per Sq. Ft. These are fees charged by the City or County and do not include fees for a special plan area.	Sacramento County						Yolo County	
	City of Sacramento						City of West Sacramento	
	River District		Richards	Railyards Area		North Natomas	Bridge District	Bridge District
	Incentive	Base Fee	Boulevard	Specific Plan	Downtown	Quad 1, Basin 6	Tier 1	Tier 2
Current as of	Jun-10	Jul-10	Jul-10	Jul-10	Jul-10	Jul-10	Jul-10	Jul-10
CITY/COUNTY FEES PER SQ. FT.								
Processing Fees [1]								
Building Permit	\$0.41	\$0.41	\$0.41	\$0.41	\$0.41	\$0.41	\$0.28	\$0.28
Plan Check	\$0.33	\$0.33	\$0.33	\$0.33	\$0.33	\$0.33	\$0.35	\$0.35
Energy	-	-	-	-	-	-	\$0.00	\$0.00
Technology Surcharge	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.05	\$0.05
Seismic/Strong Motion	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02
Fire Review Fee	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.03	\$0.03
Other Processing Fees	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.00	\$0.00
Total Processing Fees	\$0.93	\$0.93	\$0.93	\$0.93	\$0.93	\$0.93	\$0.72	\$0.72
Development Impact Fees								
Sewer [2]	\$0.57	\$0.57	\$0.57	\$0.57	\$0.57	\$0.21	\$0.00	\$0.00
SRCS D Sewer [3]	\$0.56	\$0.56	\$0.56	\$0.56	\$0.56	\$1.49	\$0.56	\$0.56
Water [4]	\$0.13	\$0.13	\$0.13	\$0.13	\$0.13	\$0.13	Note [6]	Note [6]
Traffic	\$0.59	\$0.59	\$0.59	\$0.59	\$0.59	\$0.59	Note [6]	Note [6]
Sacramento Transportation Authority (STA)	\$1.24	\$1.24	\$1.24	\$1.24	\$1.24	\$1.24	-	-
Sacramento TDIF (proposed)	-	-	-	-	-	-	-	-
Drainage	-	-	-	-	-	-	-	-
School	\$0.42	\$0.42	\$0.42	\$0.47	\$0.47	\$0.47	\$0.47	\$0.47
Parks/Open Space [5]	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	Note [6]	Note [6]
Fire/Police	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	Note [6]	Note [6]
Habitat / Greenbelt Preservation	-	-	-	-	-	\$0.58	-	-
Affordable Housing	\$2.11	\$2.11	\$2.11	\$2.11	\$2.11	\$2.11	-	-
SAFCA DIF [5]	\$0.91	\$0.91	\$0.91	\$0.91	\$0.91	\$0.91	-	-
In-Lieu Flood Protection	-	-	-	-	-	-	\$0.33	\$0.33
Other General Fees	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	Note [6]	Note [6]
Regional One-Time Special Tax	-	-	-	-	-	-	\$1.11	\$4.52
Countywide Fee	-	-	-	-	-	-	\$0.68	\$0.68
Total Development Impact Fees	\$7.09	\$7.09	\$7.09	\$7.14	\$7.14	\$8.29	\$3.15	\$6.56
TOTAL CITY/COUNTY FEES PER SQ. FT.	\$8.02	\$8.02	\$8.02	\$8.07	\$8.07	\$9.22	\$3.87	\$7.28
Fees per Gross Square Foot of Land	\$14.07	\$14.07	\$14.07	\$14.07	\$14.07	\$16.08	\$6.75	\$12.70
Fees per Acre	\$613,082	\$613,082	\$613,082	\$613,082	\$613,082	\$700,437	\$294,028	\$553,189
Floor Area Ratio	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20

"city county_s"

Source: Various cities and plan area fee programs; and EPS.

- [1] Processing fees exclude mechanical, electrical, plumbing, and other similar review fees. The valuation shown in this analysis is based on construction type and assumed \$73.55 per sq. ft. incl. A/C and Sprinklers for a total of \$14.0 million.
- [2] Sacramento (excl. North Natomas) - This analysis includes the combined sewer (CSS) fee and excludes a potential EDU reduction to the CSS Fee for existing structures. West Sacramento City Sewer fee included in Regional One-Time Special Tax (See footnote [7])
- [3] Assumes 0.2 EDU's per 1,000 square feet.
- [4] Assumes two 2-inch water meters.
- [5] This analysis assumes the standard nonresidential park development fee of \$0.50 per square foot for comparative purposes. Select projects may qualify for a lower rate.
- [6] The SAFCA Development Impact Fee applies to the ground floor only. This analysis assumes a footprint of approximately 63,333 square feet.
- [7] The Regional One-Time Special Tax replaces the Bridge District's citywide fee obligation.

**Table D-3
OFFICE BUILDING
Plan Area Fees per Sq. Ft.
Based on a 190,000-Sq.-Ft., 3-Story Building on a 2.5-Acre Site
Building Value: \$13,974,500**

Office

Plan Area Fees: These fees are charged only within a certain area of a County or City to fund facilities to serve a specific development project.	Sacramento County						Yolo County	
	River District		City of Sacramento				City of West Sacramento	
	Incentive	Base Fee	Richards Boulevard	Railyards Area Specific Plan	Downtown	North Natomas Quad 1, Basin 6	Bridge District Tier 1	Bridge District Tier 2
Current as of	<i>Jun-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>
PLAN AREA FEES PER SQ. FT.								
Preliminary Estimated River District Fee	-	\$11.50	-	-	-	-	-	-
Existing Richards Public Facilities Fee	\$0.22	-	\$0.20	-	-	-	-	-
Existing Transportation Impact Fee	\$8.80	-	\$8.00	-	\$1.65	-	-	-
Preliminary Estimated Railyards Plan Area Fee [1]	-	-	-	\$1.91	-	-	-	-
North Natomas Fees [2]						\$2.94		
Triangle Specific Plan Fee	-	-	-	-	-	-	\$0.49	\$0.49
Triangle Specific Plan Administrative Fee	-	-	-	-	-	-	\$0.00	\$0.00
Bridge One-Time Special Tax [3]	-	-	-	-	-	-	\$0.86	\$4.29
TOTAL PLAN AREA FEES PER SQ. FT.	\$9.02	\$11.50	\$8.20	\$1.91	\$1.65	\$2.94	\$1.36	\$4.79
Fees per Gross Square Foot of Land	\$15.74	\$20.06	\$14.31	\$3.34	\$2.88	\$5.14	\$2.37	\$8.35
Fees per Acre	\$685,520	\$874,000	\$623,200	\$145,308	\$125,400	\$223,712	\$103,166	\$363,846
Floor Area Ratio	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20

"plan area_s"

Source: Various cities and plan area fee programs; and EPS.

[1] Preliminary Railyards Plan Area Fee is assumed to fund freeways, transit facilities, community center, parks and open space, library, and police and fire station facilities. This analysis assumes that the infrastructure burden will be funded partially by plan area fees and partially by bond debt. The Financing Plan anticipates flexibility in the types of facilities funded by the CFD and Plan Area Fee. Placeholder fee amount calculated in Table VI-1 and Table VI-2 of "Railyards Specific Plan Public Facilities Financing Plan" prepared by EPS (11/2007).

[2] Assumes EC-80 land designation.

[3] From Draft Report "City of West Sacramento Bridge District CFD Hearing Report" prepared by EPS (2/3/10).

D-3

Table D-4
OFFICE BUILDING
Special Taxes and Assessments per Built Sq. Ft.
Based on a 190,000-Sq.-Ft., 3-Story Building on a 2.5-Acre Site
Building Value: \$13,974,500

Office

Special Taxes and Assessments for Infrastructure	Sacramento County						Yolo County	
	River District		City of Sacramento				City of West Sacramento	
	Incentive	Base Fee	Richards Boulevard	Railyards Area Specific Plan [1]	Downtown	North Natomas Quad 1, Basin 6	Bridge District Tier 1	Bridge District Tier 2
<i>Current as of</i>	<i>Jun-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>
Special Taxes and Assessments per Sq. Ft.								
Infrastructure CFD	-	-	-	\$0.50	-	\$0.07	\$0.50	\$0.50
Infrastructure Assessment District	-	-	-	-	-	\$0.04	-	-
SAFCA A.D. Local Project	\$0.03	\$0.03	\$0.03	\$0.03	\$0.04	\$0.02	-	-
Total Annual Special Taxes and Assessments	\$0.03	\$0.03	\$0.03	\$0.53	\$0.04	\$0.13	\$0.50	\$0.50
Annual Special Taxes and Assessments								
Per Gross Square Foot of Land	\$0.05	\$0.05	\$0.05	\$0.92	\$0.08	\$0.22	\$0.87	\$0.87
Per Acre	\$2,175	\$2,175	\$2,175	\$40,175	\$3,406	\$9,783	\$38,000	\$38,000
Floor Area Ratio	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20
Estimated Bond Debt of Special Taxes and Assessments per Sq. Ft.								
Infrastructure CFD	-	-	-	\$6.20	-	\$0.78	\$6.20	\$6.20
Infrastructure Assessment District	-	-	-	-	-	\$0.44	-	-
SAFCA A.D. Local Project	\$0.31	\$0.31	\$0.31	\$0.31	\$0.49	\$0.23	-	-
Total Estimated Bond Debt	\$0.31	\$0.31	\$0.31	\$6.52	\$0.49	\$1.44	\$6.20	\$6.20
Fees per Gross Square Foot of Land	\$0.55	\$0.55	\$0.55	\$11.37	\$0.86	\$2.52	\$10.83	\$10.83
Per Acre	\$23,780	\$23,780	\$23,780	\$495,323	\$37,249	\$109,630	\$471,544	\$471,544

"bond debt_s"

Source: Various cities and plan area fee programs; and EPS.

[1] This analysis assumes debt will be issued to partially fund Railyards infrastructure costs of storm drainage, on-site sanitary sewer, water, on-site roadway, and dry utilities. The Financing Plan anticipates flexibility in the types of facilities funded by the infrastructure CFD and Plan Area Fee.

D-4

DRAFT

Multifamily

**Table D-5
MULTIFAMILY DEVELOPMENT
Summary of Infrastructure Costs per Unit
Assumes 200-Unit Complex, 5 Acres; and 1,100 Sq. Ft. per Unit**

D-5

Summary of Infrastructure Costs per Unit	Sacramento County					Yolo County	
	City of Sacramento					City of West Sacramento	
	River District		Richards Boulevard	Railyards Area Specific Plan	Downtown	Bridge District Tier 1	Bridge District Tier 2
	Incentive	Base Fee					
<i>Current as of</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>
Total Citywide/Countywide Development Impact Fees (from Table D-6)	\$11,133	\$11,133	\$11,133	\$11,133	\$11,133	\$7,958	\$11,104
Plan Area Fees (from Table D-7)	\$6,336	\$7,000	\$5,760	\$2,270	\$869	\$1,804	\$5,231
Total School Mitigation (from Table D-8)	\$3,498	\$3,498	\$3,498	\$3,267	\$3,267	\$3,267	\$3,267
Estimated Bond Debt of Special Taxes and Assessments (from Table D-9)	\$104	\$104	\$104	\$12,513	\$310	\$6,825	\$6,825
Total Infrastructure Cost per Unit	\$21,071	\$21,735	\$20,495	\$29,182	\$15,578	\$19,854	\$26,427
Total Fees (City, County, Schools and Plan Area)	\$20,967	\$21,631	\$20,391	\$16,669	\$15,268	\$13,029	\$19,602
Total Annual Taxes	\$0	\$0	\$0	\$1,000	\$0	\$550	\$550

"MF summary"

Source: Various cities and plan area fee programs; and EPS.

**Table D-6
MULTIFAMILY DEVELOPMENT
City/County Development Impact Fees per Unit
Assumes 200-Unit Complex, 5 Acres; and 1,100 Sq. Ft. per Unit**

Multifamily

City/County Development Impact Fees per Unit <small>Unit: These are fees charged by the City or County and do not include fees for a special plan area.</small>	Sacramento County					Yolo County	
	City of Sacramento					City of West Sacramento	
	River District		Richards Boulevard	Railyards Area Specific Plan	Downtown	Bridge District Tier 1	Bridge District Tier 2
	Incentive	Base Fee					
<i>Current as of</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>
CITY/COUNTY FEES PER UNIT							
Processing Fees per Unit [1]							
Building Permit	\$496	\$496	\$496	\$496	\$496	\$348	\$348
Plan Check	\$406	\$406	\$406	\$406	\$406	\$426	\$426
Energy Fee	-	-	-	-	-	\$80	\$80
Technology Surcharge	\$36	\$36	\$36	\$36	\$36	\$62	\$62
Seismic/Strong Motion	\$9	\$9	\$9	\$9	\$9	\$9	\$9
Fire Review Fee	\$42	\$42	\$42	\$42	\$42	\$616	\$616
Other Processing Fees	\$100	\$100	\$100	\$100	\$100	-	-
Total Processing Fees per Unit	\$1,089	\$1,089	\$1,089	\$1,089	\$1,089	\$1,541	\$1,541
Development Impact Fees per Unit							
Sewer [2]	\$2,120	\$2,120	\$2,120	\$2,120	\$2,120	-	-
SRCS D Sewer	\$2,100	\$2,100	\$2,100	\$2,100	\$2,100	\$2,100	\$2,100
Water [3]	\$702	\$702	\$702	\$702	\$702	Note [6]	Note [6]
Traffic	\$731	\$731	\$731	\$731	\$731	Note [6]	Note [6]
Sacramento Transportation Authority (STA)	\$714	\$714	\$714	\$714	\$714	-	-
Sacramento TDF (proposed)	-	-	-	-	-	-	-
Drainage	-	-	-	-	-	-	-
Parks/Open Space [4][5]	\$3,058	\$3,058	\$3,058	\$3,058	\$3,058	Note [6]	Note [6]
Fire/Police	-	-	-	-	-	Note [6]	Note [6]
Habitat/Greenbelt Preservation	-	-	-	-	-	-	-
SAFCA DIF [6]	\$594	\$594	\$594	\$594	\$594	-	-
In-Lieu Flood Protection	-	-	-	-	-	\$120	\$120
Other General Fees/One-Time Taxes	\$25	\$25	\$25	\$25	\$25	Note [6]	Note [6]
Regional One-Time Special Tax [7]	-	-	-	-	-	\$1,457	\$4,603
Countywide Fees	-	-	-	-	-	\$2,740	\$2,740
Total Development Impact Fees per Unit	\$10,044	\$10,044	\$10,044	\$10,044	\$10,044	\$6,417	\$9,563
TOTAL CITY/COUNTY FEES PER UNIT	\$11,133	\$11,133	\$11,133	\$11,133	\$11,133	\$7,958	\$11,104

mf city county

Source: Various cities and plan area fee programs; and EPS.

- [1] Processing fees exclude mechanical, electrical, plumbing, and other similar review fees. The valuation shown in this analysis is based on construction type and assumed \$80.61 per sq. ft. incl. A/C and Sprinklers for a total of \$91,410 per unit
- [2] Sacramento - This analysis includes the combined sewer (CSS) fee and excludes a potential EDU reduction to the CSS Fee for existing structures. West Sacramento City Sewer fee included in Regional One-Time Special Tax (See footnote [7])
- [3] City of Sacramento assumes one 4-inch water meter for domestic use and one for irrigation use plus an 8-inch tap for fire.
- [4] Larger development projects are subject to the Residential Target Infill Rate of \$3,058. Railyards has a separate development agreement; this analysis assumes the standard multifamily rate of \$3,058 for comparative purposes. Select projects may qualify for a lower rate
- [5] This analysis does not include the costs associated with Quimby in-lieu fee payments. Quimby in-lieu fees are excluded for all jurisdictions because park land dedication requirements are typically accounted for in the initial land transaction
- [6] Assumes a four-story building.
- [7] The Regional One-Time Special Tax replaces the Bridge District's citywide fee obligation

D-6

Multifamily

**Table D-7
MULTIFAMILY DEVELOPMENT
Plan Area Fees per Unit
Assumes 200-Unit Complex, 5 Acres; and 1,100 Sq. Ft. per Unit**

Plan Area Fees: These fees are charged only within a certain area of a County or City to fund facilities to serve a specific development project.	Sacramento County					Yolo County	
	City of Sacramento					City of West Sacramento	
	River District		Richards Boulevard	Railyards Area Specific Plan	Downtown	Bridge District Tier 1	Bridge District Tier 2
	Incentive	Base Fee					
<i>Current as of</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>
PLAN AREA FEES PER UNIT							
Preliminary Estimated River District Fee	-	\$7,000	-	-	-	-	-
Existing Richards Public Facilities Fee	\$1,708	-	\$1,553	-	-	-	-
Existing Transportation Impact Fee	\$4,628	-	\$4,207	-	\$869	-	-
Preliminary Estimated Railyards Plan Area Fee [1]	-	-	-	\$2,270	-	-	-
Triangle Specific Plan Fee	-	-	-	-	-	\$936	\$936
Triangle Specific Plan Administrative Fee	-	-	-	-	-	\$9	\$9
Bridge One-Time Special Tax [2]	-	-	-	-	-	\$859	\$4,286
TOTAL PLAN AREA FEES PER UNIT	\$6,336	\$7,000	\$5,760	\$2,270	\$869	\$1,804	\$5,231

"mf plan area"

Source: Various cities and plan area fee programs; and EPS.

[1] Preliminary Railyards Plan Area Fee is assumed to fund freeways, transit facilities, community center, parks and open space, library, and police and fire station facilities. This analysis assumes that the infrastructure burden will be funded partially by plan area fees and partially by bond debt. The Financing Plan anticipates flexibility in the types of facilities funded by the CFD and Plan Area Fee. Placeholder fee amount calculated in Table VI-1 and Table VI-2 of "Railyards: Specific Plan Public Facilities Financing Plan" prepared by EPS (11/2007).

[2] From Draft Report "City of West Sacramento Bridge District CFD Hearing Report" prepared by EPS (2/3/10).

D-7

DRAFT

Multifamily

Table D-8
MULTIFAMILY DEVELOPMENT
Estimated School Mitigation per Unit
Assumes 200-Unit Complex, 5 Acres; and 1,100 Sq. Ft. per Unit

Estimated School Mitigation per Unit	Sacramento County					Yolo County	
	City of Sacramento					City of West Sacramento	
	River District		Richards Boulevard	Railyards Area Specific Plan	Downtown	Bridge District Tier 1	Bridge District Tier 2
	Incentive	Base Fee					
<i>Current as of</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>
<i>School District</i>	<i>Twin Rivers Unified</i>	<i>Twin Rivers Unified</i>	<i>Twin Rivers Unified</i>	<i>Sacramento City USD</i>	<i>Sacramento City USD</i>	<i>Washington USD</i>	<i>Washington USD</i>
A. Annual School Mello-Roos CFD Taxes	-	-	-	-	-	-	-
B. Present Value of School Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0
C. School Fee per Sq. Ft.:							
Stirling Fee	\$3.18	\$3.18	\$3.18	\$2.97	\$2.97	\$2.97	\$2.97
Level 2 (or 3) SB50 Fee	-	-	-	-	-	-	-
Mitigation Agreement	-	-	-	-	-	-	-
D. Total School Fee:							
Stirling Fee	\$3,498	\$3,498	\$3,498	\$3,267	\$3,267	\$3,267	\$3,267
Level 2 (or 3) SB50 Fee	-	-	-	-	-	-	-
Mitigation Agreement	-	-	-	-	-	-	-
Total School Mitigation (B + D)	\$3,498	\$3,498	\$3,498	\$3,267	\$3,267	\$3,267	\$3,267

"mf school"

Source: Various cities and plan area fee programs; and EPS.

D
8

DRAFT

Multifamily

**Table D-9
MULTIFAMILY DEVELOPMENT
Special Taxes and Assessments per Unit
Assumes 200-Unit Complex, 5 Acres; and 1,100 Sq. Ft. per Unit**

Special Taxes and Assessments per Unit for Infrastructure [1]	Sacramento County					Yolo County	
	City of Sacramento					City of West Sacramento	
	River District		Richards Boulevard	Railyards Area Specific Plan [2]	Downtown	Bridge District Tier 1	Bridge District Tier 2
	Incentive	Base Fee					
<i>Current as of</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>	<i>Jul-10</i>
Annual Special Taxes and Assessments per Unit							
Infrastructure CFD	-	-	-	\$1,000	-	\$550	\$550
Infrastructure Assessment District	-	-	-	-	-	-	-
SAFCA A.D. Local Project	\$10	\$10	\$10	\$10	\$28	-	-
Total Annual Taxes and Assessments	\$0	\$0	\$0	\$1,000	\$0	\$550	\$550
Estimated Bond Debt of Special Taxes and Assessments							
Infrastructure CFD	-	-	-	\$12,409	-	\$6,825	\$6,825
Infrastructure Assessment District	-	-	-	-	-	-	-
SAFCA A.D. Local Project	\$104	\$104	\$104	\$104	\$310	-	-
Total Estimated Bond Debt	\$104	\$104	\$104	\$12,513	\$310	\$6,825	\$6,825

"mf taxes"

Source: Various cities and plan area fee programs; and EPS.

[1] Taxes and assessments for schools can be found in Table D-8.
 [2] This analysis assumes debt will be issued to partially fund Railyards infrastructure costs of storm drainage, on-site sanitary sewer, water, on-site roadway, and dry utilities. The Financing Plan anticipates flexibility in the types of facilities funded by the infrastructure CFD and Plan Area Fee

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