

Redevelopment of the Railyards area, a 244-acre site in downtown Sacramento, offers a unique opportunity to reinforce and implement the City of Sacramento's (City) 2035 General Plan vision to be "the most livable city in America." The Railyards area has the potential to expand the role of the Central City as Sacramento's regional destination for employment; commerce; government; sports and entertainment; housing; and education, culture, and tourism and to create a transit-oriented mixed-use district as an integral extension of the Central Business District. The General Plan emphasizes the following six themes, which create the basic framework for updating the Railyards Specific Plan to match the City's current goals and policies:

- ◆ Making great places;
- ◆ Growing smarter;
- ◆ Maintaining a vibrant economy;
- ◆ Creating a healthy city;
- ◆ Living lightly-reducing our "carbon footprint"; and
- ◆ Developing a sustainable future.

By focusing on regional employment opportunities, cultural destinations, and high-quality residential neighborhoods, the Railyards Specific Plan advances the policies of the General Plan, which calls for improved land use efficiency and reduced GHG emissions through a healthy jobs-housing balance; multi-modal connectivity; urban centers with jobs, housing, shopping,

services, and transit; and advanced green building practices. This Sacramento Railyards Specific Plan supersedes the existing Railyards Specific Plan, last updated in 2007. The project site has the same Plan Area, with slight adjustments to the boundaries of the 2007 Plan.

The Railyards Specific Plan is the overarching policy document that guides development within the Railyards Plan Area, but it works together with three other documents that provide specific guidance on matters relating to urban design, development regulations, and permitting: the Railyards Design Guidelines, the Railyards Special Planning District Ordinance (SPD), and the Central Shops Historic District Ordinance. The Railyards Design Guidelines document, which provides design guidance in written and graphic form for private and public projects undertaken in the Railyards, aims to promote the improved aesthetic and functional quality of the Railyards community.

The purpose of the SPD is to implement the planning principles, goals, and policies of the Specific Plan by establishing necessary procedures and standards through zoning. The Historic District Ordinance will identify contributing resources and character-defining features and utilize development standards, pursuant to Chapter 17.604 (Historic Preservation) of the Sacramento Planned Development Code. In the interest of making

these documents as concise as possible, there is very little overlap among them. As such, parties who are interested in developing properties within the Railyards Plan Area must consult each of these four documents prior to construction.

The Railyards Specific Plan defines clear parameters for the future development of the Railyards area. Implementation of this Plan will create a unique mixed-use development consisting of regional destinations, commercial uses, office development, hotels, sports, entertainment and retail uses, with high-density residential neighborhoods that provide opportunities to live and work in the Central City and are supported by urban parks and plazas.

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

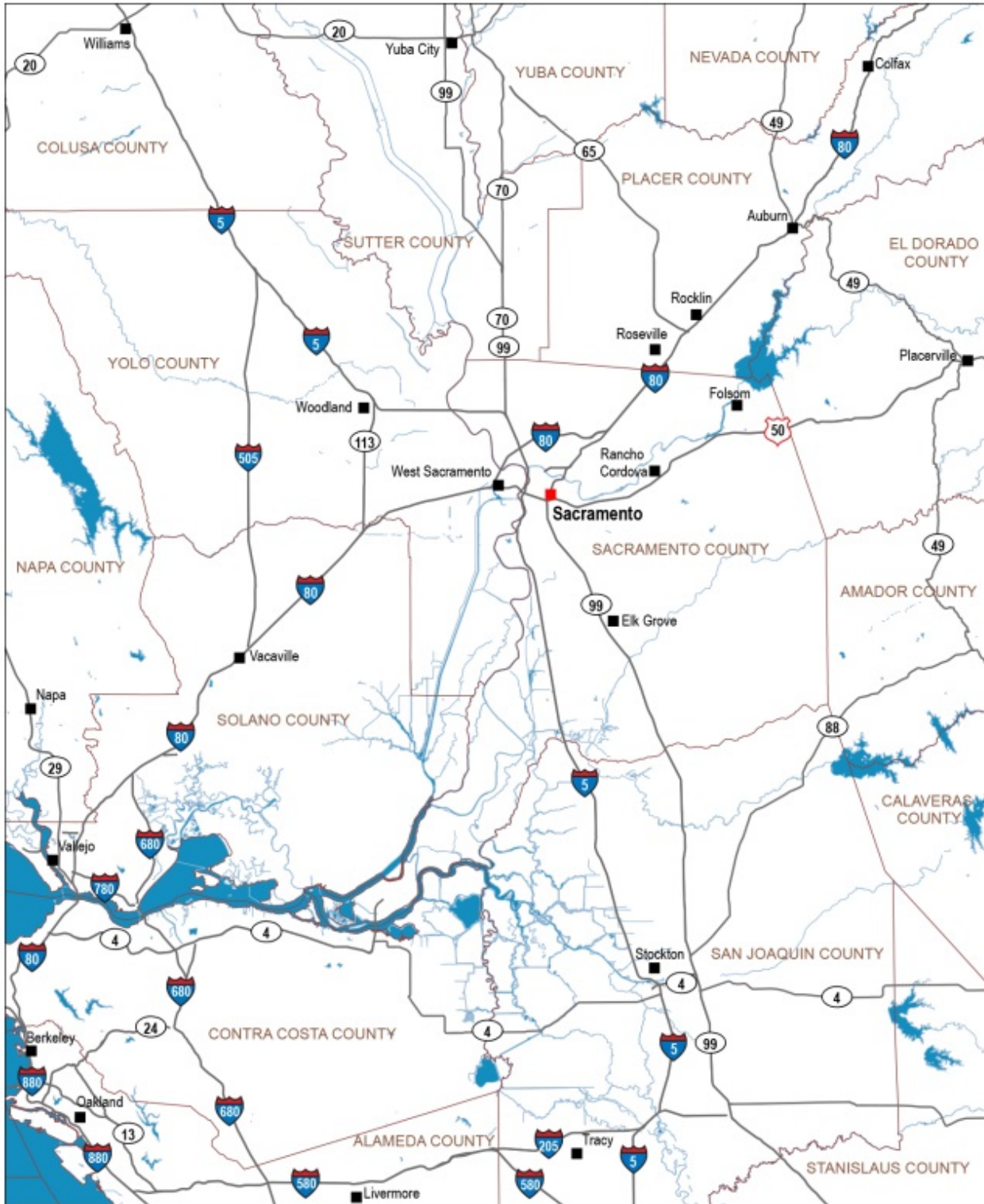
A. Plan Area

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

1. Regional Location

As shown in Figure 1-1, the City is located in the north-central part of California, approximately equidistant from the coastline and the Nevada state line. In addition to being the state capital, it is also the largest city in Sacramento County as well as the county seat. The city covers approximately 100 square miles and, as of 2015, is home to over 480,000 people.¹

¹ DOF. E-1 Cities, Counties, and the State Population Estimates with Annual Percent Change— January 1, 2014 and 2015



Source: AECOM

Figure I-1. Regional Location

2. Plan Area

The 244-acre Plan Area is located immediately north of the Central Business District, east of the Sacramento River, south of North B Street and west of the federal courthouse and the Alkali Flat neighborhood. Figure 1-2 shows the various neighborhood districts surrounding the Plan Area. Figure 1-3 shows the Plan Area and the distribution of ownership on the Railyards site. The site sits between the confluence of the Sacramento and American Rivers, where the initial

settlement of the City of Sacramento was founded in 1849 along the banks of the Sacramento River. The Railyards is in close proximity to Old Sacramento, Downtown, Chinatown, the federal courthouse and local government offices, the Richards Boulevard industrial district, and the historic Alkali Flat neighborhood. A key element of this Plan is to knit the surrounding areas to the new districts and neighborhoods in the Railyards and allow for the downtown circulation grid to extend northward connecting to Richards Boulevard and the River District.

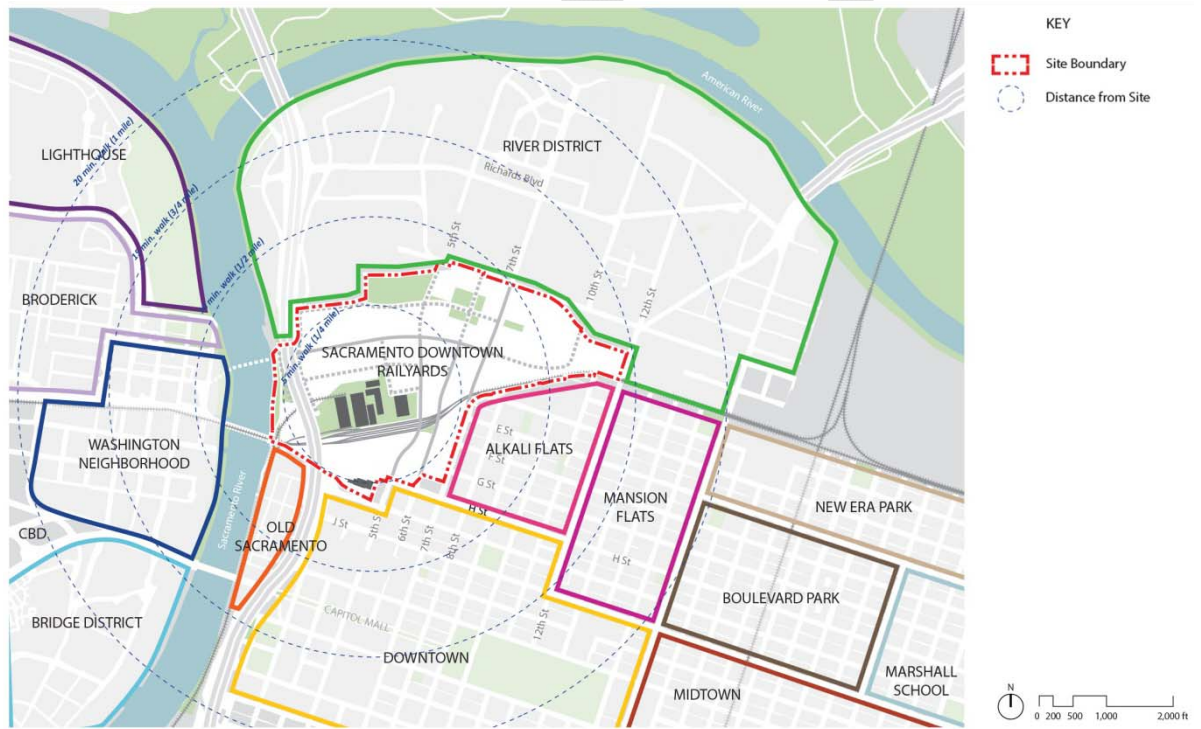


Figure 1-2. City of Sacramento Neighborhood Districts Map

Source: AECOM



Source: AECOM

Figure 1-3. Plan Area and Ownership

B. Planning Process

Previous studies for the Railyards Area and its immediate surroundings include the Sacramento Central City Community Plan, which was adopted on May 15, 1980 and last updated March 2015; the Central City Urban Design Guidelines, adopted in 2009; the Facility Element of the Railyards Specific Plan and the Richards Boulevard Area Plan, which were adopted by the City Council on December 1994; the River District Specific Plan, adopted in February 2011 and superseding the Richards Boulevard Area Plan; and the Railyards Special Planning District provisions in the Zoning Code, adopted in 1999 and last updated in 2013. A much more extensive public process was conducted since the completion of the 1999 Specific Plan, which led to the revised Specific Plan, Design Guidelines, SPD, and Central

Shops Historic District documents, adopted in 2007.

1. Community Outreach and Land Use Plan Evolution

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

desire for a walkable and bikable community with close access to transit.

During the course of the next three years, several other community outreach efforts were made to further guide the development of the Railyards. A community workshop was held by the City and the then developer in May of 2006 to get additional feedback. Participants expressed interest in providing pedestrian and street connectivity; providing community facilities, such as schools, day-care facilities, better recreational spaces, and a mix of housing types and affordability; preserving the Central Shops; sustainability; establishing destination places, such as museums and a performing arts theater; celebrating railroad and cultural history; and ensuring high quality design. These community outreach efforts resulted in significant refinements to the plan from 2002 to 2007. The community's desirable attributes are still retained as part of the 2016 updates made to the 2007 Plan.

2. Specific Plan Objectives

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

- ◆ Integrate the Railyards area into the fabric of the existing Central City, subject to the physical constraints created by the operating rail and transportation lines and topography. The Railyards has historically been isolated from the City.

Now the opportunity exists to increase the integration of the area from all points, not just downtown, into a more seamless patch of the City fabric.

- ◆ Create a dynamic 24-hour mixed-use, urban environment that provides a range of complementary uses, including cultural, office, hospitality, sports and entertainment, retail, health care, educational, and open space; and a mixture of housing products, including affordable housing.
- ◆ Connect the Railyards with Sacramento's downtown office, retail, tourism, residential, and government centers, as well as Old Sacramento, the River District area, and the adjacent Alkali Flat neighborhood, using pedestrian and bicycle connections, roadways, and public transportation routes.
- ◆ Connect the Railyards to the Sacramento River waterfront, and allow for hotel, public open space, residential waterfront and recreational uses, consistent with the vision of the 2003 Riverfront Master Plan that will result in a vibrant waterfront, valuable to the region and the City.
- ◆ Transform the Railyards from an underutilized and environmentally contaminated industrial site into a transit-oriented, attractive, and nationally renowned mixed-use urban environment.
- ◆ Capitalize on the historic Central Shops buildings as a heritage tourism draw and as inspiration for a mix of uses that will help to create a culturally-vibrant, urban community.
- ◆ Create a development that is a regional draw for the City of Sacramento due to its geographic location downtown near the

Sacramento River waterfront and its unique mix of transportation, residential, health care campus, cultural, office, hospitality, sports and entertainment, retail, and open space uses and historic sites.

- ◆ Provide a mixture of uses that complement and support the City's planned Sacramento Intermodal Transit Facility (SITF), connecting the Central City to the region, the state, and beyond.
- ◆ Create a sustainable community that utilizes green building technology, water conservation measures, and renewable energy sources.

C. *Specific Plan Components*

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

1. **Required Contents**

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

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

2. **Consistency with the General Plan**

The policies and objectives of the Plan are consistent with the broad goals of the City of Sacramento 2035 General Plan. In general, the policies of the General Plan call for high-density, mixed-use development on the Railyards site. The Railyards is envisioned as an extension of the Central City, with a high intensity of both employment- and housing-related uses and a strong transit orientation. The following General Plan goals and policies related to land use and urban design are supported by this Specific Plan.

Land Use and Urban Design Element

GOAL LU 1.1: Growth and Change. Support sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure.

Supporting Policy:

LU 1.1.1: Regional Leadership

GOAL LU 1.2: Sustainable Sacramento Strategy. Support statewide and regional efforts to reduce greenhouse gas emissions, fund transportation improvements, and meet housing needs.

GOAL LU 2.1: City of Neighborhoods.

Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community's needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.

Supporting Policy:

LU 2.1.3: Complete and Well-Structured Neighborhoods

GOAL LU 2.2: City of Rivers. Preserve and enhance Sacramento's riverfronts as signature features and destinations within the city and maximize riverfront access from adjoining neighborhoods to facilitate public enjoyment of this unique open space resource.

Supporting Policies:

LU 2.2.1: World-Class Rivers.

LU 2.2.3: Improving River Development and Access.

GOAL LU 2.3: City of Trees and Open

Spaces. Maintain multi-functional "green infrastructure" consisting of natural areas, open space, urban forest, and parkland, which serves as a defining physical feature of Sacramento, provides visitors and residents with access to open space and recreation, and is designed for environmental sustainability.

Supporting Policy:

LU 2.3.1: Open Space System

GOAL LU 2.4: City of Distinctive and

Memorable Places. Promote community design that produces a distinctive, high-quality built environment whose forms and character reflect Sacramento's unique historic, environmental, and architectural context, and create memorable places that enrich community life.

Supporting Policies:

LU 2.4.1: Unique Sense of Place

LU 2.4.2: Responsiveness to Context

LU 2.4.3: Enhanced City Gateways

LU 2.4.4: Iconic Buildings

GOAL LU 2.5: City Connected and

Accessible. Promote the development of an urban pattern of well-connected, integrated, and accessible neighborhoods corridors, and centers.

Supporting Policy:

LU 2.5.1: Connected Neighborhoods, Corridors, and Centers

GOAL LU 2.6: City Sustained and Renewed.

Promote sustainable development and land use practices in both new development, reuse, and reinvestment that provide for the transformation of Sacramento into a sustainable urban city while preserving

choices (e.g., where to live, work, and recreate) for future generations.

Supporting Policies:

LU 2.6.1: Sustainable Development Patterns

LU 2.6.2: Transit-Oriented Development

GOAL LU 2.7: City Form and Structure.

Require excellence in the design of the city's form and structure through development standards and clear design direction.

Supporting Policies:

LU 2.7.2: Design Review

LU 2.7.3: Transitions in Scale

LU 2.7.5: Development along Freeways

LU 2.7.6: Walkable Blocks

LU 2.7.7: Buildings that Engage the Street

LU 2.7.8: Screening of Off-street Parking

GOAL LU 5.1: Centers. Promote the development throughout the city of distinct, well-designed mixed-use centers that are efficiently served by transit, provide higher-density, urban housing opportunities and serve as centers of civic, cultural, and economic life for Sacramento's neighborhoods and the region.

Supporting Policies:

LU 5.1.1: Diverse Centers

LU 5.1.2: Centers Served by Transit

LU 5.1.3: Cultural and Entertainment Centers

LU 5.1.4: Vertical and Horizontal Mixed-Use

GOAL LU 5.6: Central Business District.

Promote the Central Business District (CBD) as the regional center of the greater Sacramento area for living, commerce, culture, and government.

Supporting Policies:

LU 5.6.1: Downtown Center Development

LU 5.6.6: Central City Development Projects

GOAL LU 8.1: Public/Quasi-Public. Provide for governmental, utility, institutional, educational, cultural, religious, and social facilities and services that are located and designed to complement Sacramento's neighborhoods, centers, and corridors and to minimize incompatibility with neighborhoods and other sensitive uses.

Supporting Policy:

LU 8.1.1: Public Places

LU 8.1.13: Medical Centers

Mobility Element

GOAL M 2.1: Integrated Pedestrian System.

Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.

Supporting Policies:

M 2.1.2: Sidewalk Design

M 2.1.3: Streetscape Design

M 2.1.4: Cohesive and Continuous Network

M 2.1.5: Housing and Destination Connections

GOAL M 4.2: Complete Streets. The City shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users – pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight and motor vehicle drivers.

Supporting Policy

M 4.2.2: Pedestrian and Bicycle-Friendly Streets

GOAL M 5.1: Integrated Bicycle System. Create and maintain a safe, comprehensive, and integrated bicycle system and set of support facilities throughout the city that encourage bicycling that is accessible to all. Provide bicycle facilities, programs and services and implement other transportation and land use policies as necessary to achieve the City’s bicycle mode share goal as documented in the Bicycle Master Plan.

In addition to providing a plan that will further the preceding goals, policies, and actions, this Specific Plan is consistent with other provisions of the General Plan, including the Mobility Element regarding pedestrian and bicycle circulation and parking, as well as goals and policies in the General Plan’s Housing Element, the Historic and Cultural Resources Element, Economic Development Element, Utilities Element, Education, Recreation, and Culture Element, Environmental Resources Element, Public Health and Safety Element, Open Space, and Environmental Constraints Element of the General Plan.

D. Plan Contents

The Specific Plan includes the following chapters:

- ◆ **Chapter One** is this introduction, which includes an overview of the Plan Area, a description of the process for development of the Specific Plan, its consistency with the General Plan, and the components of the Plan.
- ◆ **Chapter Two** provides an overview of the history of the site and its relationship to existing development in the City of Sacramento.
- ◆ **Chapter Three** provides an overview of the major concepts of the Specific Plan, including an overview of each of the neighborhoods and districts that will comprise the Railyards as it is redeveloped and describes the new zoning designations for the Plan Area.
- ◆ **Chapter Four** contains a set of overriding principles for future development of the Plan Area, followed by the goals and policies that will guide that development.
- ◆ **Chapter Five** describes the proposed program of parks and open space that will be available to Railyards residents and the general public.
- ◆ **Chapter Six** contains a summary of the proposed circulation pattern, including specifications for designs of new major streets in the Plan Area; improvements to the existing Sacramento Valley Station, which serves Amtrak, Capitol Corridor, San Joaquin Corridor, light rail passengers; and pedestrian and bicycle improvements.

- ◆ **Chapter Seven** describes the proposed infrastructure and public services needed to serve development of the Plan Area.
- ◆ **Chapter Eight** describes the Railyards' historic and cultural resources and the designation of a historic district to preserve those resources.
- ◆ **Chapter Nine** contains an overview of the environmental remediation efforts, status of site readiness for planned redevelopment, and approach to monitor and implement environmental remediation in accordance with state and local laws, ordinances, regulations, and standards.
- ◆ **Chapter Ten** contains specific implementation strategies.

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SETTING AND CONTEXT

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

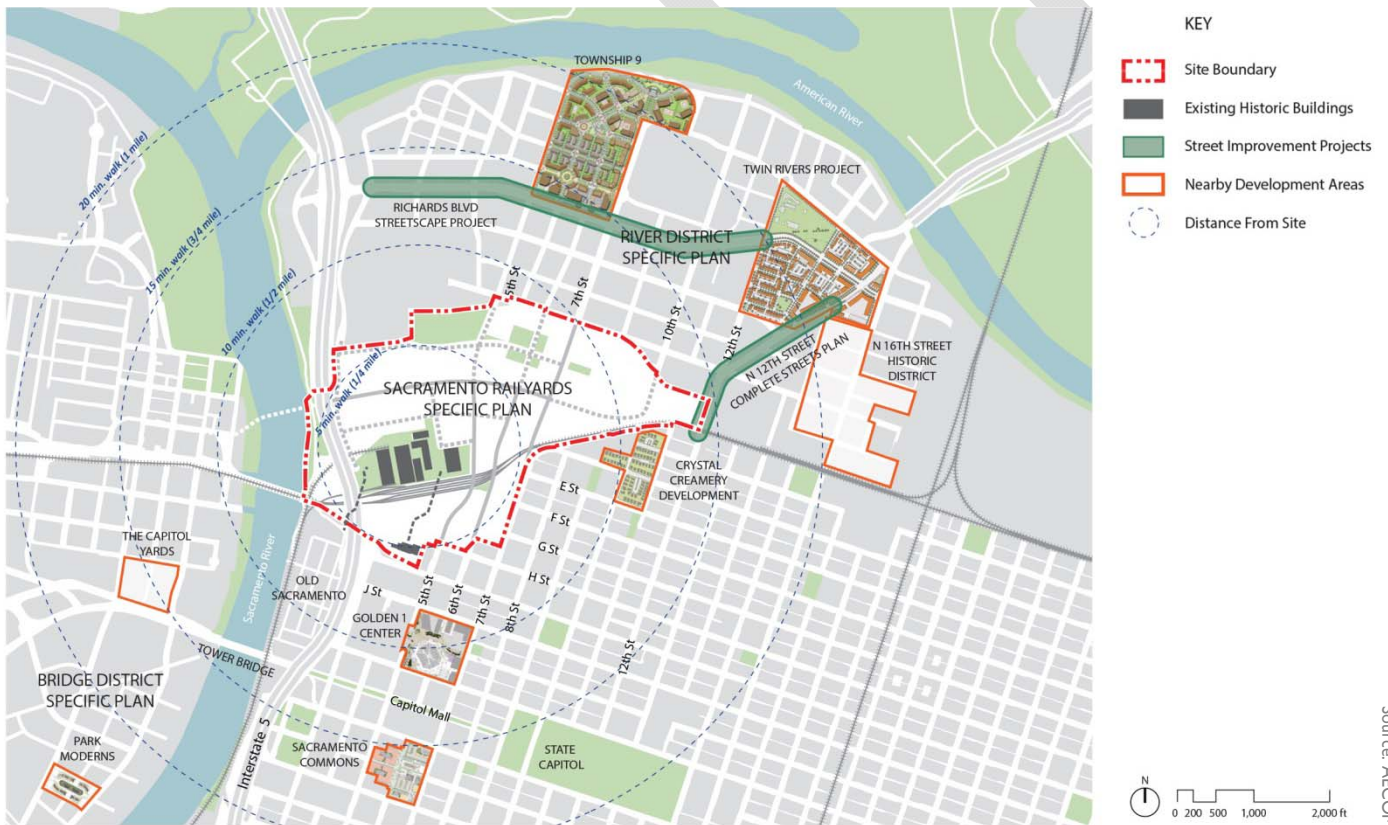


Figure 2-1. City Context – Project Vicinity within One Mile Radius

A. *Prehistory and History*

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

The history of the Railyards is inexorably tied to the history of Sacramento, the State of California, and the West. The discovery of gold at Sutter's Mill in the Sierra and the subsequent Gold Rush— together with the completion of the transcontinental railroad in the 1860s, with its western terminus in Sacramento— signaled the opening of the West. The railroad helped to establish California's key global position in agriculture and economic development, and its completion made Sacramento a major transfer point between rail and waterborne transportation. The "Railyards" area, which had been swampy and included a slough with rail tracks built on trestles, began to be filled, levees developed and the railroad shops built. The railroad became the principal conveyance for settlers moving to California and for the bountiful goods of the Central Valley to reach new markets throughout the world. The completion of the transcontinental railroad, constructed largely by Chinese immigrants, helped shape Sacramento's cultural identity. After completion of the project, a thriving Chinatown began to develop along I Street, between 2nd and 6th Streets, at what is now the southern edge of the Railyards plan area. As a result of mounting racism, the Chinese were forced out of this neighborhood in the early 1900s. In 1925-6, the "new" Southern Pacific Railroad Sacramento Depot and the adjacent REA Building were built just north of I Street in this area. At its peak in the 1920s and 1930s, the Railyards facility was the region's major employer, with a pay-roll

exceeding 3,000 people. Figure 2-2 depicts the historic and existing conditions of the Railyards facility.

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

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

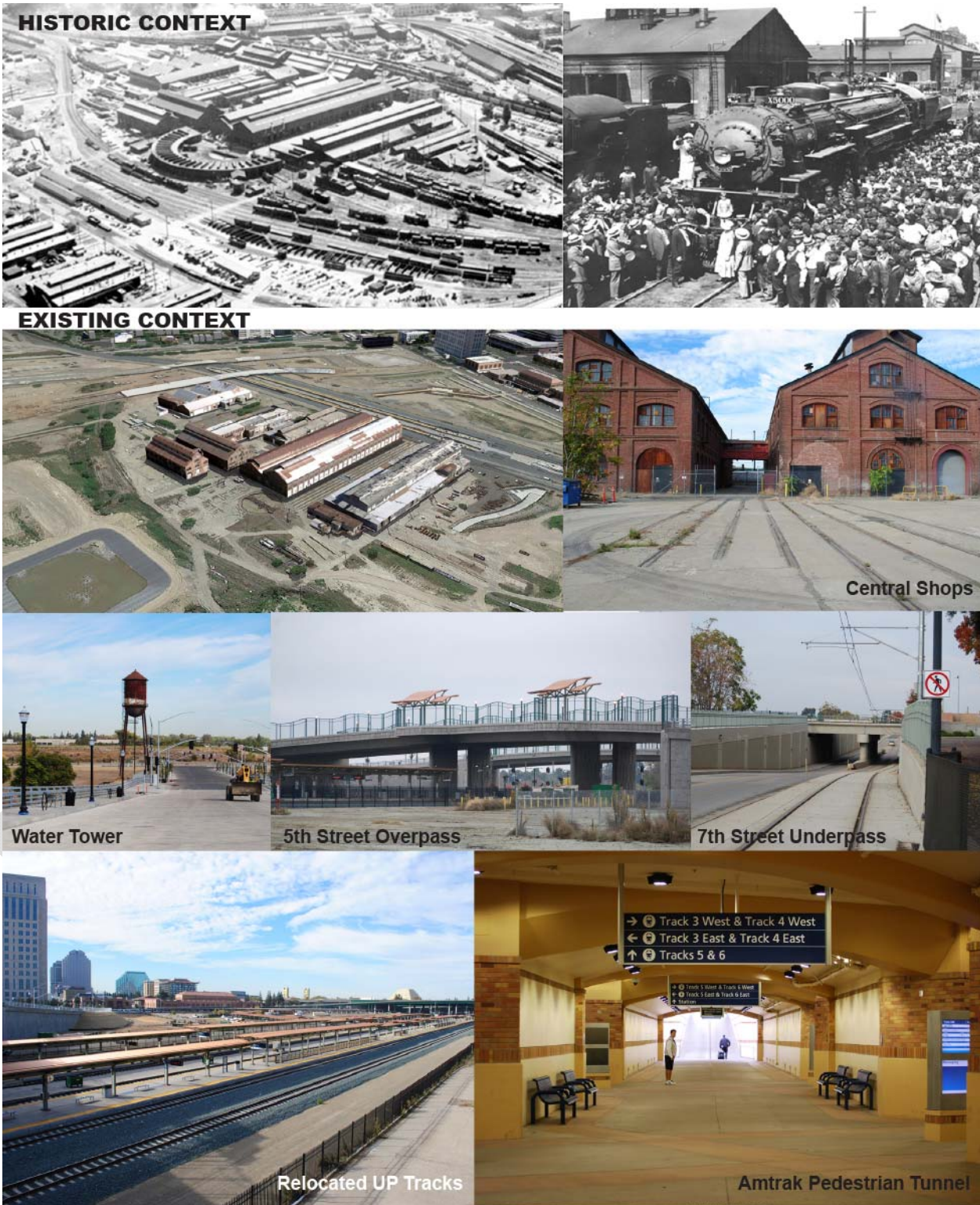


Figure 2-2. Railyards Plan Area – historic and existing context

B. Site Characteristics

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

Since the majority of the site has long been used for railroad and industrial uses, it is mostly devoid of vegetation with the exception of riparian vegetation along the Sacramento River.

A century of industrial activity within the Railyards site has resulted in extensive soil and groundwater contamination. Significant efforts have been undertaken over the past decades to document the nature and extent of contamination, and to remediate the contaminants to a level that will allow for redevelopment of the site for a variety of land uses, subject to certain development standards. In 2010, the Central Shops buildings (with the exception of the Boiler and Erecting Shops) were largely abated of lead, asbestos, and PCBs. Further discussion of the contaminants on the site and relevant environmental regulations and remediation efforts is provided in Chapter 10.

C. Rail Operations

The railroad maintenance and repair activities and other administrative operational functions of the Railyards were relocated in the early 1990s to Roseville, California. Railroad tracks, which carry east-west freight and passenger trains, remain on-site.

The double-track main line was relocated in 2011-12 and enters the Railyards from the west on the lower deck of the I Street Bridge across the Sacramento River. The tracks cross the Railyards site near the southern edge of the Central Shops buildings. The tracks then proceed further eastward on a grade-separated alignment through the Central City, where they split at Elvas Avenue, east of downtown. From there, one leg continues north through Roseville to Truckee and points further east to Chicago, while the other leg proceeds southward to Stockton and the Central Valley.

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

Amtrak currently operates 38 passenger trains through the Sacramento station on weekdays and 30 trains on weekends, and holidays (including Capitol Corridor trains, California Zephyr trains, and Coast Starlight trains; as of March 2015). The San Joaquin route runs four trains between Sacramento and Bakersfield, and Amtrak is contracted to operate the Capitol Corridor between Auburn and San Jose via stops in Sacramento and Oakland. Amtrak also operates the California Zephyr, which runs between Oakland and Chicago via Sacramento, and the Coast Starlight, a route between Los Angeles and Seattle via Sacramento, with stops twice daily for each train.

D. Transportation Context

The Central City is the hub of the regional transportation system. It is framed by the Sacramento River to the west, the American River to the north and the Business 80 freeway on the south and east. The regional roadway network radiates outward from downtown Sacramento in six directions, providing access not only throughout Sacramento County, but also to Solano, Yolo, Sutter, El Dorado and Placer Counties. The regional freeway network is comprised of four major routes: Interstate 5, State Route 99, U.S. Highway 50, and Interstate 80, as well as Business Route 80, which interconnects these four freeways.

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

south along the Meadowview line with its newest extension south to Cosumnes River College. Portion of the first phase of the Downtown Natomas Airport (DNA) line also crosses downtown into the Railyards, along 7th Street, and then into the River District, providing a direct connection between the downtown and the Township 9 neighborhood in the River District. The next phase of this line will extend to Natomas across the American River before providing service to the Sacramento International Airport. The DNA line connects with the existing light rail system, which includes a light rail station at the Sacramento Valley Station and will connect with the proposed station north of the intersection at 7th Street and Railyards Boulevard. In addition to the commuter rail and light rail systems, the Railyards site is well served by local, regional and intercity bus including plans for a streetcar line connecting downtown Sacramento and West Sacramento, and future plans for California High Speed Rail, both of which propose a Sacramento Valley Station connection. Figure 2-3 shows planned transit infrastructure for the Railyards and its relationship to the existing transit network in the Central City.

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

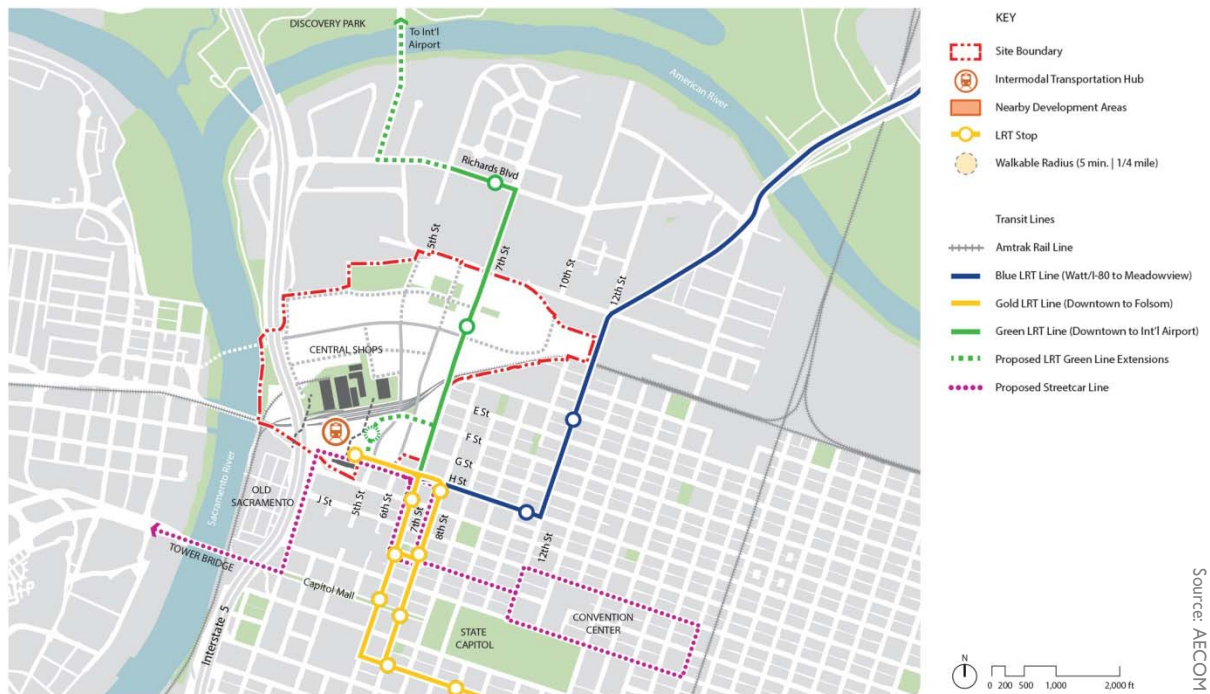


Figure 2-3. Relationship of Railyards to Area Transit

E. Central City Context

As shown in Figure 2-4, the Railyards area is strategically located along the edge of the Central Business District, which is the historic commercial and government center of the growing Sacramento region, as well as the location of the State Capitol. A number of factors have attracted commerce and workers from outside of the region to relocate to Sacramento. Sacramento's combination of metropolitan amenities, low seismic risk and housing opportunities make the area attractive, both to potential residents and businesses alike. Retirees migrating to the Sacramento area have also been an important factor in population growth. Increasingly, Sacramento has focused on developing a metropolitan future and planned development and amenities in the Central City are expected to

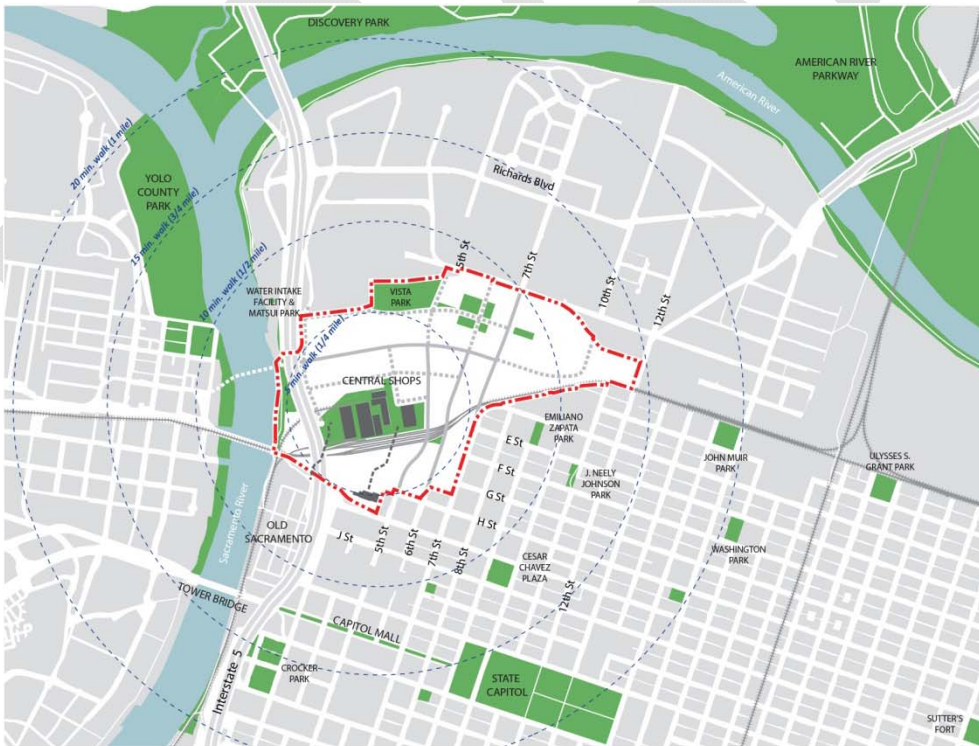
foster the city's evolution towards being one of the West Coast's major urban centers.

Currently, the 2,000-acre historic core of the Central City includes approximately 530 blocks of commercial and residential development, ranging from single-family homes to high-rise commercial projects with floor-area ratios (FARs) in excess of 10.0 and heights of more than 300 feet. Capitol Park surrounding the State Capitol building provides a 10-block open space area of 36 acres at the heart of the Central City. An additional 46.6 acres of neighborhood parks are distributed throughout the Central City and includes the 3-acre Cesar Chavez Plaza Park which hosts a variety of events such as the popular "Concerts in the Park" summer series and a farmers market. Figure 2-5 shows the Railyards site within the context of the Central City's existing parks and open space system.



Source: AECOM

Figure 2-4. Site Location ((Source: Google Earth, 2015)



Source: AECOM

Figure 2-5. Relationship of Railyards to Area Parks

Furthermore, the construction of Golden 1 Arena and Downtown Commons, approximately one-block south of the Railyards Plan Area, has brought more energy in terms of real estate value and cultural amenity in the vicinity.

1. Government Activity

Since 1853, when the City of Sacramento offered California free land for its State Capitol, State government has been a key downtown activity. Until the 1920s, most government functions took place within the historic Capitol building in Capitol Park. With increasing growth in the early 20th century, government operations expanded rapidly into adjacent office buildings surrounding the park, and a new State office district was later created immediately south of the Capitol. According to a State Facility Long-Range Planning Study (2015), the California Department of General Services controls 16 million square feet of state-owned and privately owned, but leased, general-purpose office space in the Sacramento region (Sacramento County and West Sacramento). This includes 34 state-owned office buildings totaling over 8 million net square feet.¹ In addition to State facilities, downtown Sacramento also accommodates federal, county, regional, and city governments/agencies. A federal courthouse is located immediately east of the Sacramento Valley Station, a federal office building and post office complex is located immediately east of the County Government Center on I Street, and City Hall is located one additional block to the east across from Cesar Chavez Park.

¹ <http://www.documents.dgs.ca.gov/dgs/pio/building/executivesummary.pdf>

The Plan Area will also accommodate a proposed Courthouse for the California Judicial Council on a site bounded by H Street on the south, 5th Street on the west, G Street on the north, and 6th Street on the east (also designated as Lot 41). The proposed courthouse is anticipated to be 16-stories, with 405,000 square feet of space that would provide 44 courtrooms in a centralized downtown location.

2. Office Uses

Downtown Sacramento includes over nineteen million square feet of commercial office space, almost half of which is high-quality corporate professional (Class A) space.² While the historic office core of the downtown was originally concentrated along J Street between 7th and 12th Streets, it has, over the past 30 years, spread out to include Capitol Mall and areas east of 12th Street along the J Street corridor. As a key land use policy, the City has actively encouraged increased commercial office density within close proximity to LRT stations outside the downtown core.

3. Commercial and Retail Activities and Hotels

With the extensive suburban growth in the Sacramento region, downtown Sacramento has been forced to compete to be the core retail center for the region. Once a struggling retail mall, the majority of the Downtown Plaza site has been redeveloped for Golden 1 Center (“Arena”) and Downtown Commons, future home of the Sacramento Kings and 1.5 million square feet of retail, hotel, office, and residential space. To the west of the Arena are one remaining major retailer, Macy’s, and

² Costar.com, accessed July 10, 2015

a few smaller shops. To the east of the Arena, along J Street and the K Street Mall, there are additional street-oriented shops and restaurants and several mixed-use projects in development. The Arena and retail shops provide support to the surrounding office district. By adding more retail and increasing amenities, the Railyards will strengthen the existing retail offerings of downtown Sacramento.

Old Sacramento, just southwest of the Railyards site, along the Sacramento River, was redeveloped in the late 1960s and early 1970s as a specialty tourism and retail center, a portion of which is a State Historic Park. Although the area now known as “Old Sacramento” was originally the bustling core of the downtown, the construction of the Interstate 5 freeway isolated it from the Central Business District, and it became more of a destination-oriented visitor attraction. Today, the 27-acre area Old Sacramento district includes specialty shops and restaurants, several adaptive reuse rehabilitations to upper floors into housing units, as well as the State Historic Railroad Museum, Sacramento History Museum, and other smaller museums.

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

4. Residential

One of the unique attributes of downtown Sacramento is its attractive residential neighborhoods, which give character and livability to the Central City. The majority of these neighborhoods are populated with historic single-family homes and the neighborhoods are generally defined by neighborhood parks that are found throughout the Central City.

In 2002, the City adopted a comprehensive Infill Housing Strategy for the Central City that provides recommendations for zoning modifications and other actions related to the production of new housing. The Strategy contains infill objectives and challenges, and identifies possible strategies to encourage targeted infill development, especially on existing vacant or underutilized sites.

In June 2015, Mayor Kevin Johnson unveiled his plan to build 10,000 new housing units over the next ten years. As a part of the current downtown/midtown revitalization effort, the goal is to provide an opportunity for a variety of income-level households to live within the downtown grid.

Within the Central City, a growing number of projects have been constructed or entitled that, when completed, will add thousands of new housing units and residents to the Central City.

As this vision is realized, the Central City will become a more vibrant residential area, with successful and attractive high-density neighborhoods generating diversity and activity in the downtown Sacramento area. For further discussion of this subject, please refer to Section C in Chapter 3 of this Specific Plan.

5. Medical Facilities

A major medical facility expansion is has been completed: the Midtown Sacramento Sutter Medical Center Campus expansion. The project included renovation to Sutter's existing six-story hospital and new construction of the eight-story Anderson Lucchetti Women's and Children's Center, the Sutter Foundation medical office building, and a parking structure.

Additionally, Kaiser Permanente also plans to turn the 195,000 square foot Sacramento Corporate Center in downtown into medical offices and an outpatient clinic. Sutter's Medical Center expansion and Kaiser's medical offices will provide families in downtown, midtown, and surrounding areas with access to a wealth of medical technology, providers and services.

6. Open Space and Trail Network

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

F. Planning Context

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

1. Local Planning Efforts

- ◆ **SACOG Blueprint.** This is a long-range regional planning effort being conducted by the Sacramento Area Council of Governments. The plan focuses on accommodating an increase of nearly 1 million residents in the Sacramento region by 2030. Strategies in the plan include adopting a smart growth approach to development, curbing urban sprawl, increasing the role of transit and generating reinvestment in central cities.
- ◆ **2035 General Plan Update.** The City of Sacramento recently completed its General Plan update to horizon year 2035 (adopted March, 2015). This planning effort focuses on accommodating 200,000 new residents and 140,000 new jobs in the City of Sacramento by 2035. The principles written into the General Plan call for Sacramento to become more livable. Goals of the General Plan Update include making downtown more vibrant,

expanding transportation choice, creating safer neighborhoods and achieving greater levels of sustainability.

- ◆ **River District Specific Plan.** Adopted in February 2011, this plan establishes planning and design standards for redevelopment of 773 acres of land north of downtown. Once an industrial warehousing and distribution area located at the confluence of the American and Sacramento Rivers, the River District Plan envisions a new vibrant, mixed-use community connected to neighboring communities and the downtown area by a network of local streets, light rail transit, and bicycle and pedestrian pathways.
- ◆ **Sustainability Master Plan.** This plan focuses on setting goals and objectives for achieving greater levels of sustainability in the City of Sacramento. The plan provides a policy framework to ensure that sustainability issues will be considered in the City’s future policy decisions and development re-view. The plan also provides realistic targets for air quality, climate protection, material resources, public health, and habitat conservation, among others.
- ◆ **Pedestrian Master Plan.** This plan concentrates solely on making Sacramento a more walkable city. To achieve this goal, the plan provides strategies for improving the current pedestrian infrastructure and considers new criteria for reviewing the pedestrian connections provided by new development.
- ◆ **Sacramento River Master Plan.** Prepared in 2003, this plan was a joint effort by the City of Sacramento and the City of West

Sacramento. The plan focuses on connecting each City with its respective riverfront areas, as well as connecting the two cities to each other. The plan envisions the riverfront as an active space consisting of a combination of mixed-use development and public open space.

- ◆ **Sacramento Central City Urban Design Guidelines.** This recently completed planning effort in 2009 provides a framework for the future physical development of the Central City. A physical plan for the Central City will be included in this document and accompanied by a set of guidelines that will help ensure that future development proposals and public improvements in the Central City are appropriate for the Central City.
- ◆ **Sacramento Planning and Development Code.** In April 2013, the City Council approved the City’s new Planning and Development Code which took effect on September 30, 2013. The reorganized zoning code increases consistency in citywide site and design review, facilitates better development of small urban infill lots, and updates development standards to match urban and traditional development standards identified in the City’s General Plan.

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

A. *Railyards Area*

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

B. *District Concepts*

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

- ◆ **Depot District.** The connection point of the Railyards site to the Downtown and home of the new Sacramento Intermodal

Transportation Facility (SITF) and its accompanying transit-supportive uses and adjacent mix of uses.

- ◆ **Central Shops District.** A mixture of shops, museums, music clubs, galleries, theaters, restaurants and a farmers' market within and surrounding the historic Central Shops buildings.
- ◆ **West End.** This district links the entire Railyards project to the Sacramento River with pedestrian-oriented streetscapes and a range of entertainment, cultural, medical campus, office, residential, and retail activities that add to the regional draw of the Railyards area.
- ◆ **East End.** This will be a new residential mixed use neighborhood that captures the spirit of the city's traditional open space-oriented neighborhoods with a linear urban park and an open-air sports stadium, seating up to 25,000, for soccer and other sports, entertainment, and civic events.
- ◆ **Riverfront District.** This area is the location where the Railyards site connects to the waterfront, with restaurants, a hotel, housing, parks and open space, all featuring spectacular views.



Figure 3-1. Districts Plan

Source: AECOM

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

1. Depot District

The Depot District encompasses the general area between the relocated railroad tracks and the Railyards project border with Old Sacramento and Downtown along F, G, H, and I Streets. It extends from the Sacramento River on the west to 12th Street on the east. This district includes the planned SITF and a mix of retail and office uses between 5th Street and 7th Street.

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

neighborhood, the Railyards, and the River District.

East of 5th Street the Depot District will include residential, office, and retail mixed-use developments. Uses at the street level, including the 5th and 6th Streets rise over the railroad tracks, will engage pedestrians and provide a sense of interest up the moderate slope and over the tracks. Upper floor uses will be accessible from the SITF.

Rising over the Union Pacific Railroad (UPRR) tracks, 5th and 6th Streets serve as the main vehicular, bicycle, and pedestrian links between the Depot District and Downtown and between the District and other planned Railyards districts. The recently completed realignment of the tracks is discussed in Chapter 6 and is shown in Figure 6-44. Much more than just connecting the Depot District to the north by bridging the approximately 200-foot-wide rail corridor, 5th and 6th Streets draw Downtown energy to the north and effectively remove the visual and physical barriers between Downtown Sacramento and its northern neighborhoods by integrating Railyards with Downtown Sacramento.

2. Central Shops District

The Central Shops District represents the historic core of the Railyards site. This District consists of the historic buildings and roundtable north of the Depot District, bound by the western most existing facility and the Riverfront District, and on the east and north by the West End District. This location within the Railyards site provides close connectivity to Old Sacramento, the Riverfront District, and the proposed medical campus in the West End District.

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

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

Along with its focus on the preservation and celebration of the Central Shops, this District also plays a key role in the integration of the Central City via the Railyards and to both Old Sacramento and the Sacramento River. As a pedestrian center, the Central Shops District will provide pedestrian connectivity between the Railyards, Old Sacramento, and the Sacramento River through pedestrian paths traversing below the freeway overpass and pedestrian tunnels under the rail tracks.

The Central Shops also contains a Historic District Transition Zone, which will impose

specific standards for development next to the Central Shops. The intention of the Transition Zone is to ensure that new development respects the existing historic structures. More information about the Transition Zone can be found in Chapter 9 of this document and in the Sacramento Railyards Design Guidelines.

3. West End

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

The eastern portion of the West End consists of 5th, 6th, and 7th Streets and associated office, residential, retail, and open space uses. 5th Street acts as the thread that stitches together the districts. To create a pedestrian-oriented experience, there will be a series of interconnected plazas. The plazas and sidewalks will be dotted with plants and artwork and will provide non-vehicular access between the Central Shops district to the south and Vista Park to the north, via 5th Street and Stanford Walk, an open space easement through the proposed medical campus.

5th and 6th Streets bring the urban fabric of the city into the West End by rising over the railroad tracks. The streets are to be lined with building frontages that occupy the majority of the street edge and provide an engaging presence at the street level.

The central portion of the West End is accessible by Railyards Boulevard and Camille Lane. Railyards Boulevard runs east-west through West End, connecting the

district with the East End and connecting out to North B Street. Camille Lane also cuts across the district, providing access to the length of the district and to other districts, from 6th Street to the Central Shops and on to the Riverfront District. A variety of pedestrian paths connect the Central Shops with Camille Lane and the West End District.

The central part of the West End is intended to provide employment/office areas of different scales, along with provisions for residential, retail, and hospitality venues that will add to the regional draw of the Railyards. It is integrated by a network of pedestrian paths, alleys and plazas, with restaurants, bars, and nightclubs opening onto Railyards Boulevard and Camille Lane. The northern edge of the district is anticipated to include the medical campus, with a hospital and associated medical office buildings, with access from Railyards Boulevard and South Park Street.

4. East End

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

This district is intended to establish an urban in-town neighborhood that carries the spirit of the City's traditional open-space anchored neighborhoods by extending the pedestrian-scaled Downtown grid. The district will substantially replicate the traditional street grid of Downtown. These dimensions provide an urban context with diverse housing frontages and pedestrian-scaled proportions. The westerly portion of the East End will be a primarily residential neighborhood providing

new housing opportunities in a unique neighborhood context. Parks located throughout the residential neighborhoods will provide an open space experience for residents. The primary activity node of the East End will be a MLS soccer stadium, located east of 7th Street.

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

A transit stop with bus and light rail services will be located in the vicinity of the intersection north of Railyards Boulevard and 7th Street, enabling residents in the neighborhood and visitors and patrons of the sports stadium to be within a five-minute walking radius of transit. This district will be a transit-oriented, walkable neighborhood, with corner shops and open spaces for all to enjoy.

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

5. Riverfront District

The Riverfront District borders are created by the rail tracks to the south, Interstate 5 to the

east, and the Sacramento River to the west. There, the Railyards area connects to the Sacramento River, providing the City with an opportunity to reclaim a part of its geographical history with a reinvigorated waterfront containing restaurants featuring spectacular views, a hotel, housing, parks and open space. Other elements from the Riverfront Master Plan may be included, such as connections to the Sacramento River and American River bike trails.

In order to help achieve the objectives of activating the Riverfront District, implementing the City's Riverfront Master Plan and connecting the Railyards area to the riverfront, the elevated portion of Jibboom Street is slated to be removed to allow for a better interface with the Sacramento River, although a portion may remain to serve as an elevated pedestrian viewing platform.

C. *Housing Concept*

The Specific Plan foresees the construction of approximately 6,000-10,000 new dwelling units of varying types within the Plan Area. A variety of housing types are envisioned, ranging from apartments and condominiums to loft-style and live/work units.

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

- ◆ The plethora of retail and commercial amenities that will be constructed within the diverse urban villages of the Railyards area will offer residents numerous choices and conveniences within walking distance, including a diversity of

restaurants, shopping, theater and entertainment and other civic amenities.

- ◆ The Railyards site offers easy access to Downtown employment opportunities and cultural events, as well as the key open space amenities of the Riverfront and Downtown's parks and civic open spaces.
- ◆ The location enjoys close proximity and easy access to regional transit and roads, including the new SITF and light rail stations.
- ◆ The site is located within two blocks of a National Historic Landmark, the Old Sacramento Historic District and State Historic Park. This area is a well-known and nationally-recognized visitor destination, which serves as an ongoing venue for events such as, the popular Gold Rush Days and Sacramento Jazz Jubilee.
- ◆ Golden 1 Center and Downtown Commons is a short walk from the Railyards.

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

- ◆ Potential residents who opt to seek attached housing, instead of a single-family detached unit will be selective in their search. The product design must be well-suited to the Sacramento market.
- ◆ Based on the amount of new amenities that will be introduced into the area per

development under this Specific Plan, there is the potential for many types of neighborhood-oriented urban residential development that do not presently exist in the Downtown.

- ◆ As in many areas, Sacramento residents are price-sensitive. Thus, attention must be paid to keep the entire product package, including homeowner association (HOA) dues and upgrades, within buyers’ spending potential.

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

D. Land Use and Development Program

Development in the Railyards is further defined and guided by zoning regulations associated with seven zoning districts that implement the Railyards land use concepts. .. Development standards for each zoning district can be found in the Railyards Special Planning District Ordinance (SPD). Design guidelines further prescribe the desired character and form of development. These guidelines can be found in the Railyards Design Guidelines document.

1. Zoning Districts

As shown in Figure 3-2, the Specific Plan Area is comprised of seven zoning districts:

- ◆ High-Rise Residential (R-5)
- ◆ Limited Commercial (C-1)

- ◆ General Commercial Zone (C-2)
- ◆ Central Business District (C-3)
- ◆ Hospital (H)
- ◆ Transportation Corridor (TC)
- ◆ Heavy Industrial (M-2)

These zoning districts reflect the concepts for the distinct districts: the Central Shops, West End, East End, Depot, and Riverfront districts, shown in Figure 3-1.

General descriptions of the type and character of uses allowed in each of these zoning districts is summarized in Table 3-1. Refer to the Railyards SPD for prevailing details on permitted and conditionally permitted uses, development standards, and other requirements for each of the zoning districts.



Figure 3-2. Zoning Districts Overlaid on Specific Plan Districts

Source: AECOM

Table 3-1 Zoning Districts Descriptions*

Use	Intent and Purpose	Allowed Use
High-rise Residential (R-5)	Permits dwellings, institutions, and limited commercial goods and services, serving the surrounding neighborhood.	<ul style="list-style-type: none"> • A mix of high density residential development types. • Neighborhood-serving office, commercial retail or service, and institutional uses, limited to the ground floor. • Parks and open space to serve neighborhood residential uses
Limited Commercial (C-1)	Allows small restaurant, retail, and commercial service establishments that are compatible with surrounding residential developments.	<ul style="list-style-type: none"> • Park and open space facilities for informal gathering and recreation and institutional, educational, and cultural uses (e.g., museum, cultural center, or library). • Small scale retail uses, such as vendor carts, community markets, and kiosks.
General Commercial (C-2)	Provides for the sale of goods; performances of services; office uses; dwellings; small wholesale stores or distributors; and limited processing and packaging.	<ul style="list-style-type: none"> • Retail, service, office, repair facilities, and small wholesale stores or distributors • Public services facilities, such as fire and police.
Central Business District (C-3)	<p>Within the Central Shops and West End Districts. Provide a wide range of residential and commercial uses, including retail, employment, major medical facility, entertainment, and other uses, to facilitate the development of a 24-hour district focused around the historic Central Shops and public open spaces, plazas, and pedestrian ways that help create a vibrant urban environment.</p>	<ul style="list-style-type: none"> • Mixed-use residential and commercial, retail, restaurants, and entertainment uses, including, but not limited to, theaters, health clubs, and night-clubs, together with office, hotel, and other uses. • Second floor mixed-use flex space is allowed on parcels shown in Figure 3-3 that could shift to employment-generating space, in addition to other uses. • Historic and Cultural uses. • Public facilities, such as educational uses, museums, theaters, and other similar public and private cultural and civic uses.
	<p>Within the Depot District. Provide office, residential, hospitality, and supporting retail uses in portions of the Railyards area immediately adjacent to the Central Business District and that complement the proposed Sacramento Intermodal Transit Facility.</p>	<ul style="list-style-type: none"> • Office, residential, and commercial uses, such as hotels, supporting retail, and other uses. Emphasis is primarily office and secondarily residential. • Educational uses, museums, theaters, and other similar public uses.

Table 3-1 Zoning Districts Descriptions*

Use	Intent and Purpose	Allowed Use
Central Business District (C-3) (continued)	Within the East End and Riverfront Districts. Provide an urban residential neighborhood with accompanying neighborhood-serving retail and restaurant uses.	<ul style="list-style-type: none"> High density residential and commercial uses, such as neighborhood-serving retail, office, restaurants, cafes, hotels, and cultural and other uses. Incidental cultural, civic, and educational uses, such as museums, theater, outdoor or indoor sports stadiums, and other similar public uses.
Hospital (H)	The H zoning district	<ul style="list-style-type: none"> Major medical facility. Medical offices. Supporting medical campus uses, including laboratories, pharmacies, clinics, retail, service, and restaurant uses. Residential care facilities, non-residential care facilities, multi-unit dwellings, hotels
Transportation Corridor (TC) Heavy Industrial (M-2)	The TC and M-2 zoning districts allows for transportation-related and transit-supportive uses associated with the Sacramento Intermodal Transit Facility (SITF), as well as other forms of dense urban development that are commonly found in central city settings.	<ul style="list-style-type: none"> Land uses that are supportive of the SITF facility operations and are intended to serve intercity passengers, including residential; commercial, such as retail, office, hotel; and other uses. Other forms of dense development that will encourage transit ridership and are appropriate for a dense urban environment.
Notes:		
* See the Railyards Special Planning District for prevailing Allowed Use and Development Standards for Zoning Districts.		

2. Development Program

Table 3-2 that follows summarizes the assumed amount of each type of development at project build out, within each zoning district, and for the Railyards overall, to plan for estimated carrying capacity related to infrastructure, traffic, and services and to address potential project-related impacts. Actual development, including the distribution of uses, may vary from the assumptions in Table 3-2. Modifications to the mix and intensity of uses, consistent with the intent of this Specific Plan, may be permitted in the Plan Area but may trigger the need for additional environmental analysis if impacts are determined to be greater for certain aspects of the project than were evaluated in the Railyards Specific Plan Environmental Impact Report (EIR).

Table 3-2 Assumed Development for Plan Area Zoning Districts*

Zoning District	Residential (Units)	Retail (SF)	Office (SF)	Flexible Mixed-Use (SF)	Medical Campus (SF)	Hotel (Keys)	Historic and Cultural (SF)	Open Space (acres)
C-1-SPD								9.3
C-2-SPD								0.5
C-3-SPD	4,160-6,933	405,741	2,757,027- 3,857,027	771,405		0-1,100	485,390	16.5
H-SPD					1,228,000		-	
R-5-SPD	1,840-3,067				-		-	3.7
Total	6,000-10,00	405,741	2,757,027- 3,857,027	771,405	1,228,000	1,100	485,390	30

* Table excludes the TC and M-2 designation, which will be separately planned by the City.
Key: DU = dwelling units; SF = square feet