



CENTRAL CITY COMMUNITY PLAN





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Community Location

The Central City Community Plan area is bounded by the Sacramento River on the west, the American River on the north, Business 80 and Alhambra Boulevard on the east, and Broadway on the south. The properties fronting on the eastern side of Alhambra Boulevard and the southern side of Broadway are included within the Central City Community Plan Area. Figure CC-1 shows the Central City Plan Area boundary and neighborhoods. Other community plan areas surrounding the central city include: South Natomas on the north, North Sacramento and Arden Arcade on the northeast corner, East Sacramento on the eastern boundary, Fruitridge Broadway on the southeastern corner, and Land Park on the south. The city of West Sacramento is to the west of the Central City, located on the west side of the Sacramento River.

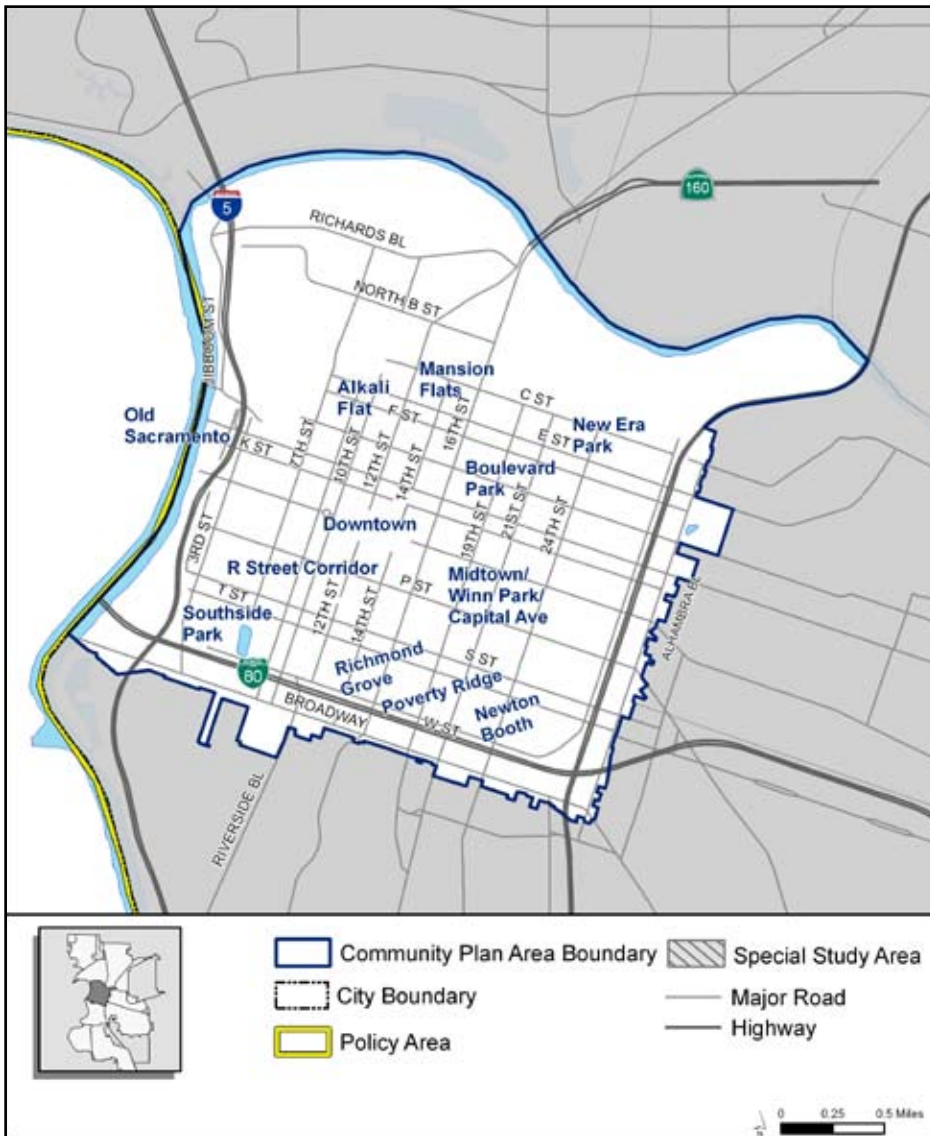


Figure CC-1
Central City Boundary and
Neighborhoods



Community Vision

Community vision will be developed through a public process when the Central City Community Plan is updated.

A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community that can be accomplished by 2030, and beyond. Where the 2030 General Plan's goals, policies, and implementation programs define the roadmap of strategies to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It can address community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.

Community Profile

Development and Planning History

Sacramento was founded in 1849 along the Sacramento River waterfront and extended east along J Street towards Sutter's Fort. Early settlement in Sacramento was punctuated by devastating floods and fires, necessitating early development of flood control measures and fire and police services. The Central City was historically referred to as the "Old City" and comprised over 700 city blocks. Specifically, the "Old City" boundaries included all properties between the Sacramento River on the west, the Southern Pacific Main Line Railroad levee on the north, Alhambra Boulevard on the east, and Broadway on the south.

By the 1950s, the Old City had deteriorated into blighted conditions. The City designated a sixty-block area, known as the "West End," for redevelopment into office buildings, Capitol Mall, and the K Street pedestrian mall. In 1962, the City adopted plans for the location of I-80 and I-5. In the early 1960s, numerous planning studies were published that emphasized arts, industry, and history. The Central City Plan was adopted in 1961, and the first community plan for "Old City" was adopted in 1963 and then updated in 1966 to account for development progress.

The 1980 Central City Community Plan marked a major departure from past zoning patterns and established new land use and zoning regulations. Major changes recommended amending zoning to reflect existing land use. Between 1980 and 2004, there were twenty-four amendments to the Plan. In 1993, the Central City Community Plan boundaries were amended to encompass the Southern Pacific Railyards and the Richards Boulevard area. In 1995, the Community Plan boundaries were again amended to include Sutter's Landing Park.

As of 2005, there were twenty-seven historic districts established in Central City including: Q Street, 12th Street Commercial, 20th and N Street, Alkali Flat (North, South, West, and Central), Boulevard Park, Bungalow Row, C Street Commercial and Industrial, Capital Mansions, Capitol and Capitol Avenue, Cathedral Square, Fremont Park, Marshall Park, Memorial Auditorium, Merchant Street, Cesar Chavez Plaza Park/CBD, Poverty Ridge, R Street, South Side, Washington, Washington School, and Winn Park.

Distinguishing Features

Predominant Land Uses

The Central City Community Plan area is the core of the city of Sacramento, California's State capital. This bustling urban downtown holds State government buildings, corporate offices and businesses, high-rise condominiums, historic neighborhoods, parks and recreational areas, nightlife, restaurants and shops, schools, and industrial and manufacturing complexes all within a tree-lined street grid. The Central City contains numerous infill parcels in large districts such as the River District and the Railyards. The Central City comprises thirteen neighborhoods including Dos Rios Triangle, Alkali Flat, Mansion Flats, New Era Park, Old Sacramento, Downtown, Boulevard Park, Marshall School, Midtown/Winn Park/Capitol Avenue, Southside Park, Richmond Grove, Poverty Ridge, and Newton Booth. Designated neighborhood corridors include sections of I Street, K Street, P Street, R Street, and Capitol Avenue in Midtown, and sections of 10th Street, 16th Street, and S Street in the Southside Park area. Consistent with its urban form, the Central City has the highest percentage of multi-family attached dwelling units and office employment of any of the community plan areas. Parks and recreation areas are distributed throughout the Central City grid and include over twenty small plazas, city parks, and waterfront areas like Tiscornia Park (9.83 acres) at the confluence of the American River and Sacramento River and Sutter's Landing Park (172.60 acres).

Employment in the Central City is primarily office, which includes state and federal employees employed in office settings. Retail and industrial jobs are less significant employers. Commercial and retail uses are distributed throughout the city grid with a concentration of local, small-scale, pedestrian-oriented retail and commercial on J Street.

Major Transportation Routes

Regional access to and from the Central City is provided by I-5, I-80, Highway 160, and Highway 99. The Central City street network is laid out in a grid pattern with numbered streets running north/south and lettered streets running east/west. Major streets that connect the Central City with outlying areas include 15th Street and 19th Street running south; 16th Street and 21st Street running north (to C Street); J Street running east; I Street running west; and Capitol Avenue running east/west. In addition to these major streets, the I Street Bridge and Tower Bridge connect Sacramento with the city of West Sacramento. The Central City is also the convergence of the Blue and Gold Light Rail Transit lines that connect Downtown with northeastern, eastern, and southern Sacramento.



Community Issues

Community issues will be developed when a future community planning process is undertaken.

Land Use and Urban Form Designations

The Land Use and Urban Design Element in Part 2 of the General Plan includes a diagram and set of designations that combine direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for Central City are illustrated in Figure CC-2. The Opportunity Areas section of this community plan includes a more detailed discussion of land use and urban form for the River District area. For a detailed explanation of land use and urban form designations refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

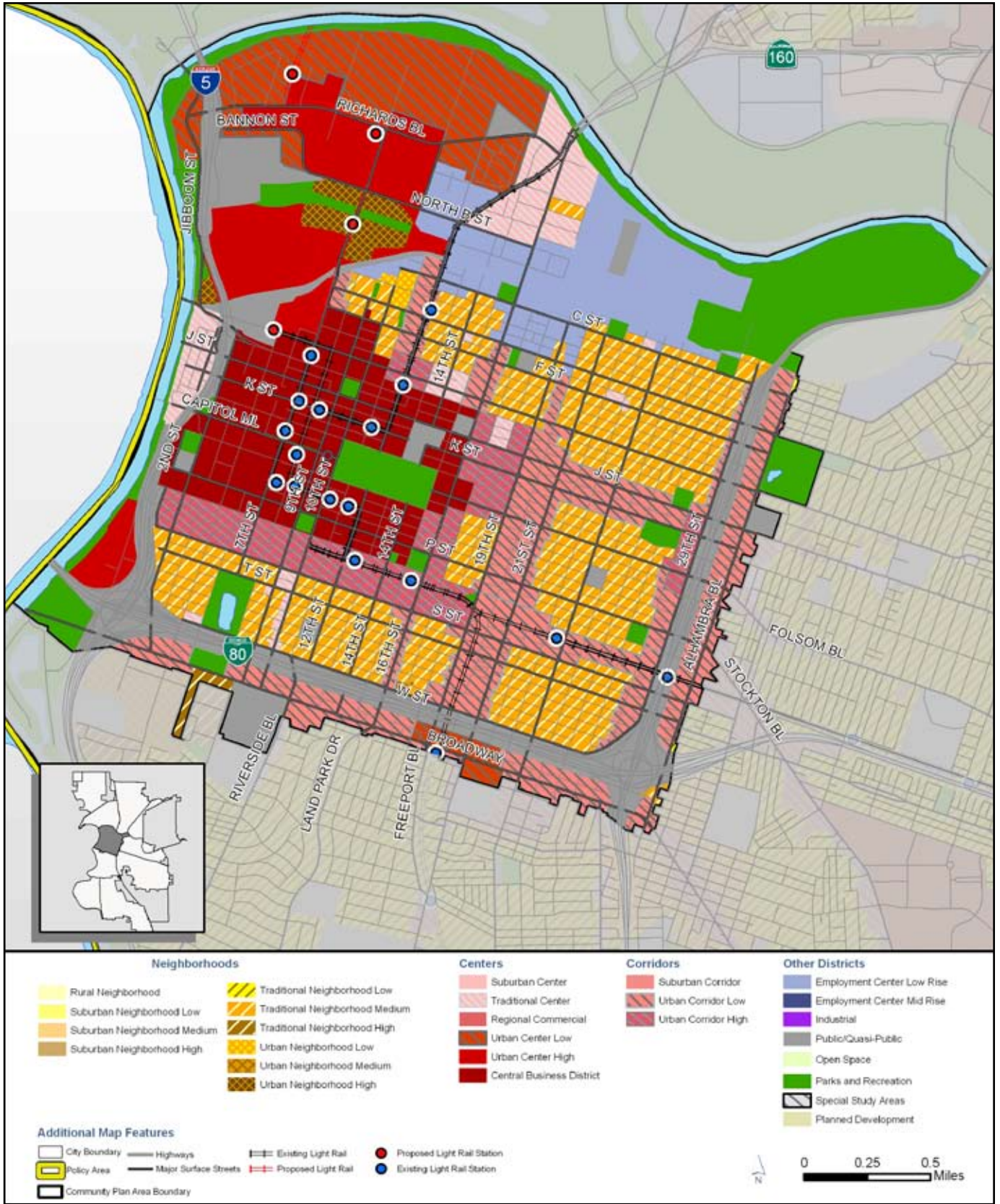


Figure CC-2

2030 General Plan Land Use & Urban Form Designations
for the Central City Community Plan Area

Community Policies

This section includes policies that are unique to the Central City Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in the community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from the existing Central City Community Plan (1980). Other policies in the existing Central City Community Plan that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.

Land Use and Urban Design

- CC.LU 1.1** **Industrial Areas.** The City shall upgrade the industrial-designated areas of the Central City and minimize incompatibilities with adjacent land uses. *(RDR/MPSP)*
- CC.LU 1.2** **Visual Qualities.** The City shall improve the visual qualities of improvements, especially signing, building and yard maintenance, commercial developments and overhead utilities. *(RDR)*
- CC.LU 1.3** **Interrelated Land Uses.** The City shall provide for organized development of the Central City whereby the many interrelated land use components of the area support and reinforce each other and the vitality of the community. *(RDR/MPSP)*
- CC.LU 1.4** **New Light Industrial.** The City shall identify new types of light industrial uses that may be desirable and appropriate in industrial areas. *(MPSP/PSR)*
- CC.LU 1.5** **Office Development.** The City shall provide the opportunity for office development in appropriate areas of the Central City, placing emphasis for development in and around the Central Business District. *(MPSP)*
- CC.LU 1.6** **Office Development.** The City shall encourage public and private office development, where compatible with the adjacent land uses and circulation system, in the Central Business District, Southern Pacific Railyards, and Richards Boulevard area. *(MPSP/JP)*
- CC.LU 1.7** **Central Business District.** The City shall improve the physical and social conditions, urban aesthetics, and general safety of the Central Business District. *(MPSP)*

Historic and Cultural Resources

- CC.HCR 1.1** **Preservation.** The City shall support programs for the preservation of historically and architecturally significant structures which are important to the unique character of the Central City. *(MPSP)*
- CC.HCR 1.2** **Old Sacramento.** The City shall continue the development of historic “Old Sacramento” as a major tourist, entertainment, and cultural area in the region. *(MPSP)*

Economic Development

There are no policies specific to Central City that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

Housing

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

Mobility

- CC.M 1.1** **Major Street System.** The City shall establish a major street system which will route vehicular traffic to the activity areas of the Central City without directing such traffic through residential neighborhoods. *(MPSP)*
- CC.M 1.2** **Adequate Parking.** The City shall provide adequate off-street parking to meet the needs of shoppers, visitors, and residents. *(MPSP/SO)*
- CC.M 1.3** **Residential Street Parking.** The City shall reduce the adverse impact of commuter parking on residential streets. *(MPSP)*
- CC.M 1.4** **Peak-Period Parking.** The City shall continue peak-period curb parking restrictions on various streets in the downtown area to increase carrying capacity, reduce traffic delays, and aid in circulation. *(RDR)*



- CC.M 1.5** **Richards Boulevard and Business 80 Connection.** The City shall designate the connection of Richards Boulevard and Business 80 as a potential transportation corridor that may be considered in the future for various modes of travel. *(MPSP)*
- CC.M 1.6** **Commuter Bikeways.** The City shall prioritize the addition of commuter routes to existing bikeways. The plan recommends that the City identify a north/south route and an east/west bike route that would be improved for commuter use. Improvements would involve modification of the streets to accommodate bicycle commuters rather than exclusively for auto use. *(MPSP)*
- CC.M 1.7** **Increased Frequency for Transit.** The City shall encourage increased frequency and scheduling reliability of local transit routes within the Central City area, including signal pre-emption in all major transit corridors. *(SO/IGC)*

Utilities

There are no policies specific to Central City that supplement the citywide General Plan policies. Please see the Utilities Element in Part 2 of the General Plan.

Education, Recreation, and Culture

- CC.ERC 1.1** **Parks.** The City shall develop three new neighborhood parks to provide park space within convenient access; a fourth neighborhood park may be needed in the vicinity of Newton Booth School in the event the school site is lost for open space use. These parks should be small (approximately 1 acre), have neighborhood-oriented activities, and their development should not involve removal of existing sound housing stock. *(MPSP/SO)*
- CC.ERC 1.2** **Central City Vocational Facilities.** The City shall maintain quality educational/vocational facilities and services for Central City residents. *(MPSP)*
- CC.ERC 1.3** **Sutter's Landing Park.** The City shall develop the Sutter's Landing Park area as a regional park in accordance with an adopted Park Master Plan for the area. *(MPSP)*
- CC.ERC 1.4** **Sutter's Landing Park Connections.** The City shall develop riparian trail connections between the Sutter's Landing Park area, Tiscornia Park, and Glen Hall Park. *(MPSP)*

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

CC.ERC 1.6 **Joint-Use Urban School.** The City and School District should collaborate to create a joint-use urban school or enhance one or more existing schools off site that can serve the needs of the Railyards and Sacramento residents. *(IGC)*

Public Health and Safety

There are no policies specific to Central City that supplement the citywide General Plan policies. Please see the Public Health and Safety Element in Part 2 of the General Plan.

Environmental Resources

There are no policies specific to Central City that supplement the citywide General Plan policies. Please see the Environmental Resources Element in Part 2 of the General Plan.

Environmental Constraints

There are no policies specific to Central City that supplement the citywide General Plan policies. Please see the Environmental Constraints Element in Part 2 of the General Plan.

Special Planning Districts

Railyards

CC.SPD 1.1 **Railyards.** The Sacramento Railyards Specific Plan proposes development of a transit-oriented mixed-use urban environment that would include between 10,000 and 12,100 dwelling 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 on 244 acres bounded generally by the Sacramento River on the west, the City Water Treatment Plant and North B Street on the north, 12th Street on the east, and H Street between 5th and 7th Streets. *(RDR)*



River District

The River District area, formerly Richards Boulevard, will evolve into an urban center with employment-intensive uses, a mix of housing, and a variety of retail uses including local shops, restaurants, and services. A specific plan for this area was developed starting in 2008, with expected adoption in 2010.

R Street Corridor

See Appendix CC-A for R Street Corridor figures referenced below.

- CC.SPD 1.2 R Street Employment.** The City shall reinforce the CBD as the city's regional employment center. While recognizing the CBD as the city's preeminent regional employment and high-rise office center, the R Street Corridor should be developed at a scale and mix of uses to provide a transition between the high intensity CBD, the mixed-use state Capitol Plan area, and the adjacent lower density residential districts. *(RDR/MPSP)*
- CC.SPD 1.3 R Street Neighborhoods.** The City shall create distinct, stable, and integrated residential neighborhoods serving a range of income levels and populations to provide a choice of housing opportunities near downtown jobs. *(RDR/MPSP)*
- CC.SPD 1.4 R Street Transit-Oriented Development.** The City shall encourage mixed-use residential/commercial development within a 660-foot radius of each light rail station, subject to compliance with setbacks and other building intensity standards, to ensure a design and scale compatible with adjacent neighborhood scale uses. *(RDR/MPSP)*
- CC.SPD 1.5 R Street Surface Parking.** The City shall reduce the amount of land devoted to surface parking through reduced parking standards and local, regional, and state implementation of shuttle service and peripheral parking lot programs. *(RDR/IGC)*
- CC.SPD 1.6 R Street Extended Hours.** The City shall create an appropriate mix of residential and non-residential uses within the Corridor, with an emphasis on new housing to serve projected Central City employment growth and support a vibrant 18-hour downtown environment. *(RDR/MPSP)*

- CC.SPD 1.7** **R Street New Neighborhoods.** The City shall designate a majority of the land area in the R Street Corridor primarily for residential mixed-uses to establish new neighborhoods. *(MPSP)*
- CC.SPD 1.8** **R Street Square Footage.** The City shall designate at least 80 percent of the square footage for residential use and up to 20 percent for ground floor neighborhood-serving commercial or office uses within the Residential Mixed-use district. *(MPSP)*
- CC.SPD 1.9** **R Street Standards.** The City shall establish height limits, setbacks and other standards along Q and S Streets and near existing lower-scale residential and commercial uses. *(RDR)*
- CC.SPD 1.10** **R Street Height Limits—Q and S Streets.** The City shall establish a height limit along Q and S Streets. These height limits are subject to compliance with Floor to Area Ratio (FAR) standards to ensure compatibility with adjacent uses. *(RDR)*
- CC.SPD 1.11** **R Street Height Limits—Benvenuti Plaza.** The City shall limit heights on 16th Street adjacent to Benvenuti Plaza to 75 feet. *(RDR)*
- CC.SPD 1.12** **R Street Height Limits—Residential Neighborhoods.** The City shall buffer existing residential developments under 45 feet in height (i.e., Capital Terrace, Governor’s Square East, Saratoga Townhomes, Southside, and Q and S Streets neighborhoods at the eastern end of the Corridor) from adjacent uses by limiting heights and requiring adequate setbacks to minimize encroachment on light or air for existing housing. *(RDR)*
- CC.SPD 1.13** **R Street Design Guidelines.** The City shall adopt Design Guidelines to ensure adequate light, air, and transition in building heights, similar to the guidelines in effect in the Urban Design Plan for the CBD. *(RDR/MPSP)*
- CC.SPD 1.14** **R Street Allowed Uses.** The City shall provide flexibility in allowed uses for new structures located on small parcels that are partially developed with structures listed as essential or priority in the city’s official register that abut major streets. *(RDR)*

- CC.SPD 1.15** **R Street Parks.** The City shall improve existing neighborhood parks serving the Corridor (Southside, Roosevelt, Fremont, Winn) with active uses and family facilities to serve future residents of the Corridor. *(MPSP/SO)*
- CC.SPD 1.16** **R Street Schools.** The City and the Sacramento City School District shall cooperatively explore the possibility of a smaller prototype urban school that can serve the needs of R Street Corridor residents if existing facilities cannot fully meet the need. *(IGC)*
- CC.SPD 1.17** **R Street Design.** The City shall design R Street as a local, pedestrian scale street. *(MPSP)*
- CC.SPD 1.18** **R Street Local Street Classification.** The City shall retain the local street classification for R Street as a two-lane, two-way street; facilitate pedestrian, bicycle and vehicular forms of circulation; retain stop signs, as warranted, to reduce traffic volumes; and slow the speed of traffic. *(MPSP)*
- CC.SPD 1.19** **R Street Pedestrian Corridor.** The City shall limit vehicle access from R Street and encourage parking access from the alleys to reduce the amount of street frontage devoted to the automobile and to minimize traffic on R Street. *(RDR/MPSP)*
- CC.SPD 1.20** **R Street Design.** The City shall improve portions of R Street which are currently substandard, and design streets to reflect a pedestrian scale. *(MPSP/SO)*
- CC.SPD 1.21** **R Street Multi-modal.** The City shall link future enhancements to bus or shuttle service within the corridor to the Intensive Mixed-Use district on the west end with the 13th Street Light Rail Station. *(MPSP/SO)*
- CC.SPD 1.22** **R Street Multi-modal.** The City shall promote multiple modes of circulation through the adoption of new R street cross sections. *(MPSP)*
- CC.SPD 1.23** **R Street Design.** The City shall provide within the R Street public right of way: street trees where appropriate, street lighting, on-street parking, and pedestrian walkways to provide a safe and attractive environment for pedestrians, bicyclists, and other modes of transportation. Several different street cross sections are proposed for R Street to address different historic, urban design, transit, circulation,

and land use conditions. The west end of the corridor, the 3rd to 9th Street section, is proposed to serve more intensive office, and residential mixed-uses. For the east end of the corridor, from 23rd to 29th Streets, the light rail line occupies the middle of the street, and a significant amount of the street right of way. This cross section is proposed to serve predominantly residential and retail uses. *(RDR/MPSP)*

CC.SPD 1.24 R Street, 3rd to 9th Street Cross Section. From 2nd to 19th Streets, an 80-foot right-of-way exists to accommodate the desired two-way, two lane local street. From 3rd to 9th Streets the cross-sections will be those specified in Figures 14a, b, and c (Appendix CC-A). From 7th to 9th Streets typical cross-sections will be as indicated in Figure 14c (Appendix CC-A). Alteration of this typical cross-section, to accommodate existing conditions, may be evaluated by staff on a case-by-case basis without need for a Community Plan Amendment. Certain minimum standards must be met by all proposed cross-sections unless existing conditions preclude compliance with the typical cross-section, as determined by the City: (1) bulb-outs are generally required at all round corners unless determined otherwise by the City Traffic Engineer; (2) applications for on-street diagonal parking shall be submitted to the Department of Public Works for review; diagonal parking requests will be considered on a block-by-block basis; on-street diagonal parking must be approved by the City Council; (3) a minimum 6-foot-wide sidewalk is required; (4) street trees must be provided, with a minimum 6-foot-wide planter, and (5) street lights must be provided. *(RDR/MPSP)*

CC.SPD 1.25 R Street, 9th to 19th Street Cross Section. Figures 15a to 15f (Appendix CC-A) depict the proposed cross sections for the 9th to 19th Street section of R Street. The street sections are categorized according to the four sectors A through D, indicated in the Central City Urban Design Guidelines for the R Street Corridor. The character and land uses along the Corridor change dramatically from block to block which these street sections address by each sector. Alterations of these street sections may be needed due to diverse conditions of R Street. Alterations of these typical street sections may be evaluated and approved by the city manager or designee on a case-by-case basis without need for Community Plan Amendment. However, the following

minimum standards must be met by any proposed cross sections unless conditions preclude compliance with the typical cross section as determined by the City: (1) a minimum 5-foot continuous pedestrian walkway must be provided on at least one side of R Street; (2) a minimum 3-foot-wide detectable warning strip of yellow truncated domes along with bollards, wheel stops, and other vertical elements must be provided between pedestrian pathway and vehicular travel lanes if valley gutters or slotted drains are utilized in the design without other approved vertical signals to visually-impaired pedestrians; and (3) street lights must be provided. *(RDR/MPSP)*

- CC.SPD 1.26** **R Street, 23rd to 29th Street Cross Section.** Figure 16 (Appendix CC-A) depicts proposed cross sections for the 23rd to 29th Street section of R Street. Figure 17 (Appendix CC-A) depicts the Streetscape Plan. The cross section for this area devotes 26 feet of the public right of way for exclusive light rail use. To accommodate light rail and still allow for on street parking, street trees, and sidewalks; street tree planter boxes are proposed. These planters must be designed to provide proper drainage, and rolled rather than square planters are preferable. Street lighting is also proposed for this cross section, and will be located along the edge of the sidewalk. *(RDR/MPSP)*
- CC.SPD 1.27** **R Street Utility Master Plan.** The City shall develop and implement a Utility Master Plan to coordinate the phasing of utility, street, and other capital improvements. *(MPSP)*
- CC.SPD 1.28** **R Street Financing.** The City shall reinvest a significant portion of the tax increment financing generated within the Merged Downtown Sacramento Redevelopment Project Area to improve the economic feasibility of housing and neighborhood commercial uses within the Corridor. *(MPSP/FB)*
- CC.SPD 1.29** **R Street Housing Development.** The City shall identify catalyst housing sites within the R Street Corridor to receive SHRA housing assistance in the near term to stimulate private housing construction market in the Corridor. To the extent feasible purchase and land bank sites within the Corridor for housing development. Additionally, where opportunities are available, SHRA should negotiate with developers of office and mixed-use projects to secure land for housing. *(MPSP)*

- CC.SPD 1.30** **R Street Housing Development.** The City shall work with SHRA, the Department of General Services, and Capitol Area Development Authority (CADA) to establish the R Street Corridor as a priority location for future housing opportunities in conjunction with the Capitol Area Plan. *(MPSP/FB)*
- CC.SPD 1.31** **R Street Transit Village.** The City shall designate R Street as a “Transit Village” pursuant to State Law (AB 3152). This qualifies the area for tax increment, housing, and transportation financing assistance to achieve the transit oriented goals of the plan. *(IGC)*
- CC.SPD 1.32** **R Street Parking.** The City shall work with the State of California, Department of General Services, to reduce parking within the Central City by utilizing shuttle services to transport state workers to parking lots on the periphery of the Central City, under the W-X freeway and Business 80. *(MPSP)*
- CC.SPD 1.33** **R Street Bike Routes.** The City shall link the Riverfront and R Street with the proposed bike route continuing on 2nd Street from T Street to R Street and crossing over I-5 on the former Railroad Bridge. *(PSR)*
- CC.SPD 1.34** **R Street Shuttle.** The City shall study the possibility of routing the proposed Downtown Shuttle or the proposed Historic Trolley through the Corridor, from 2nd Street to the 13th Street Light Rail Station, to connect higher-intensity development on the west end to downtown. *(PSR)*
- CC.SPD 1.35** **R Street Parks.** The City shall investigate the feasibility of public purchase of the park sites designated between 18th and 20th Streets as well as the mini parks designated at the light rail stations at 13th and 23rd Streets. *(PSR)*
- CC.SPD 1.36** **R Street Joint Use School.** The City shall explore the possibility of a joint-use school, developed in conjunction with commercial or other neighborhood-serving development, or public open space. *(PSR/IGC)*

Opportunity Areas

This section includes information about opportunity areas in the Central City Community Plan Area. Table CC-1 lists each opportunity area that falls completely or partially within the community plan area. Figure CC-3 shows a map of all the opportunity area locations within the community plan area. Information will be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the Central City Community Plan Area.

Table CC-1 Central City Opportunity Areas	
<i>Opportunity Area</i>	<i>Type</i>
Neighborhoods	
C Street Central City Housing	Neighborhood
R Street Central City Housing	Neighborhood
Centers and New Growth Areas	
Sutter General Medical Center	Center
Central Business District	Center
River District ^a	Center
Riverfront ^b	Center
Railyards	Center
Setzer Site ^b	Center
Blue Line Light Rail Existing and Proposed Stations	
Broadway Light Rail Station ^b	Transit Center
Commercial Corridor Revitalization	
Broadway ^d	Corridor
Central City Corridors ^e	Corridor

SOURCE: City of Sacramento 2009

a. Also known as "Richards Boulevard"

b. Partially located in Land Park Community Plan Area

c. Partially located in East Sacramento Community Plan Area

d. Partially located in Fruitridge Broadway and Land Park Community Plan Areas

e. Includes 15th/16th Street, 19th/21st Street, 12th Street, J Street, and K Street

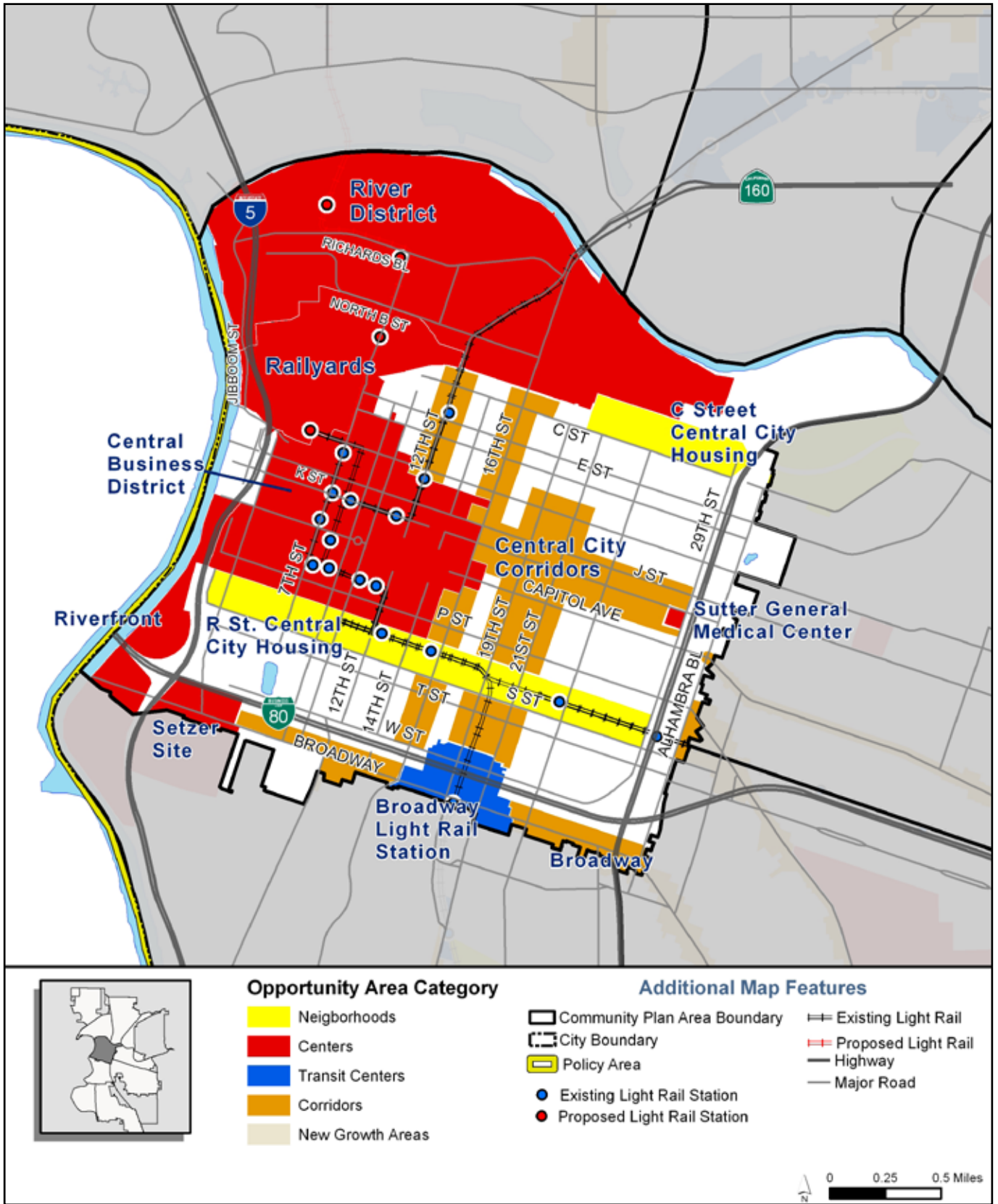


Figure CC-3
Central City Opportunity Areas

River District

Location

The River District Opportunity Area, formerly Richards Boulevard, is defined by the American and Sacramento rivers on the north and west, and the Southern Pacific Railyards on the south, and the Central City residential neighborhoods on the south and east (Figure CC-4). The Opportunity Area extends approximately 2.5 miles east of the confluence of the rivers and includes within its limits the former Sacramento Municipal Landfill, now Sutter's Landing Regional Park. Most of the existing development is concentrated in the western two thirds of the Opportunity Area (generally west of the Union Pacific railroad tracks), while the eastern third is largely undeveloped and under-served by roadways.

Existing Conditions

The River District has long served as a warehousing, industrial, and service commercial district in close proximity to the downtown and to the surrounding region. The area is largely developed with a mix of commercial industrial, transportation, utilities, residential, and public uses including social services. Some of the largest developments in the area include the Basler-Dreher neighborhood, east of 16th Street, Dos Rios housing (a large public housing complex), and the city's Sacramento River water treatment plant. Major uses adjacent to the area include the historic Union Pacific Railyards to the south and the American River Parkway to the north. During the 1900s, the area became a focus for warehousing and distribution uses that utilized the areas rail and road arteries.

Today (2009), the area is a mix of older and obsolete building stock, small parcelization, and multiple ownership. The central part of the area is primarily developed with warehousing and distribution uses. The two subdivisions have been encroached upon by commercial and industrial uses, and in some cases older industrial uses have been replaced by low-intensity offices including the State Lottery Building and Continental Plaza Office Complex. The western edge of the area, along I-5, has developed into a highway commercial node with economy hotels, automotive services, and convenience stores and restaurants.

The area is currently experiencing a significant transition as the city continues to grow up around it. The area is no longer at the urban edge, but rather within the Central City. Some industries have relocated to less urbanized sites, while other businesses have flourished and benefitted from the high levels of freeway access and the proximity to downtown.



Figure CC-4
River District Boundary

Relevant Plans and Studies

The following section lists relevant plans and studies that have been prepared or adopted by local agencies and are directly pertinent to the Central City Community Plan Area:

- Downtown Redevelopment Plan (SHRA)
- R Street Corridor Plan
- Richards Boulevard Area Plan (RBAP) (1994)
- Richards Boulevard Redevelopment Area Implementation Plan (2000)
- Richards Boulevard Implementation Plan (2005)
- Richards Redevelopment Plan (SHRA)
- Richards Boulevard Concept Diagram



- River District Specific Plan (expected adoption 2010)
- Railyards Specific Plan (1997)
- Alkali Flat/Mansion Flats SNAP
- Alkali Flat Redevelopment Plan (SHRA)
- Gateway Streetscape/URB Design Plan
- River District Concept Diagram
- J/K/L Streets—Visioning Summary (2005)
- Central Business District Urban Design Plan (1990)
- Central City Parking Master Plan (2005)
- Central City Two-Way Conversion Project
- Central City Train Noise Report
- Capitol Area Plan and Strategic Facilities
- Capitol Park Neighborhood Design Plan
- Sacramento Urban Design Plan Central Business District Framework Plan (1987)
- Downtown Cultural and Entertainment District Master Plan (1990)
- Alhambra Corridor Plan
- Transit for Livable Communities

Appendix CC-A: R Street Corridor Figures

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Figure 16	R STREET STREETScape PLAN 3RD-19TH STREETS
Figure 17	R STREET STREETScape PLAN 23RD-29TH STREETS

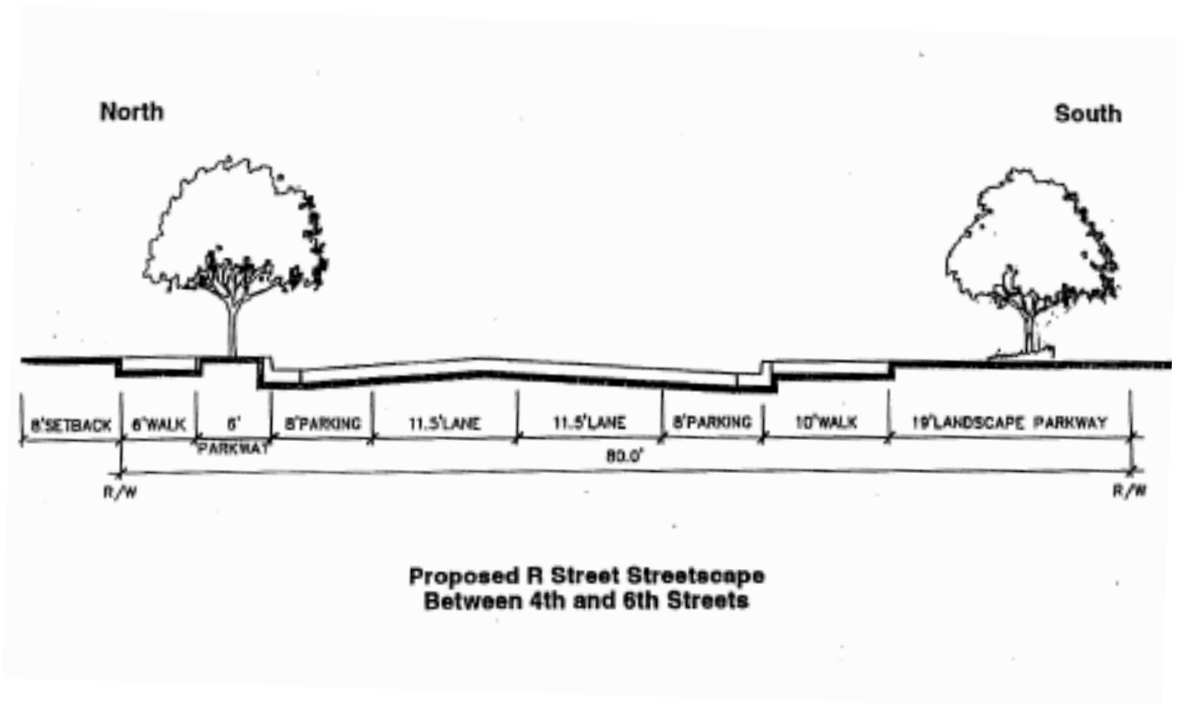
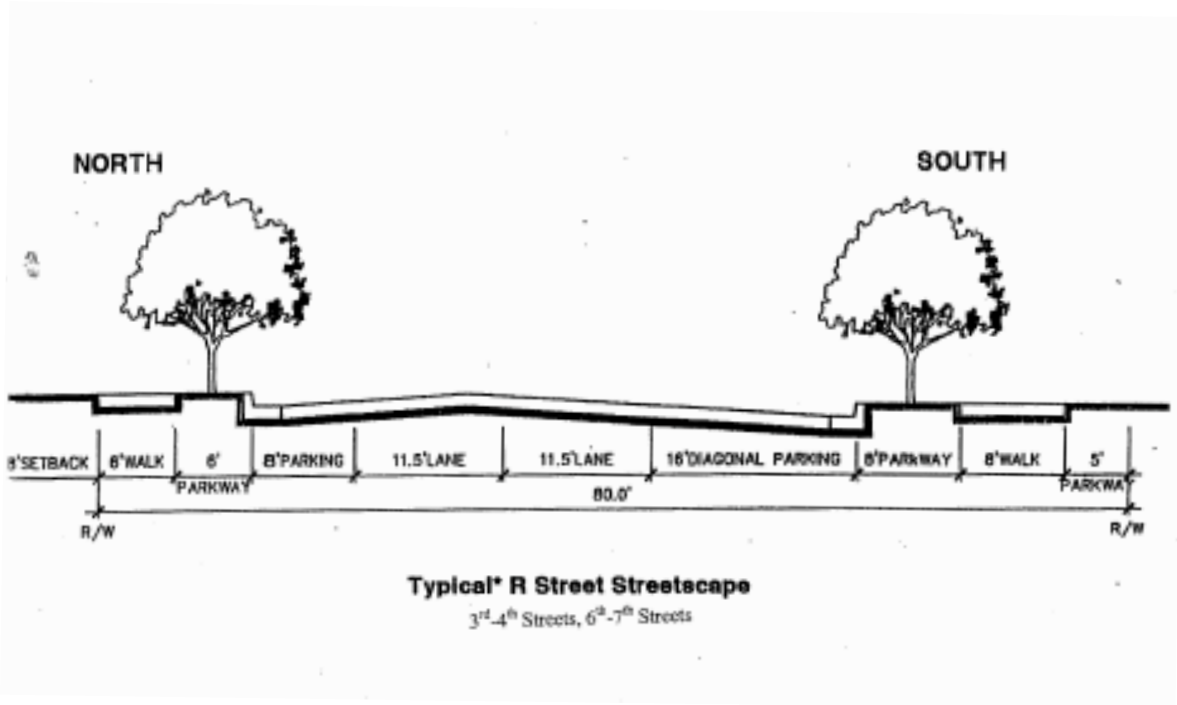
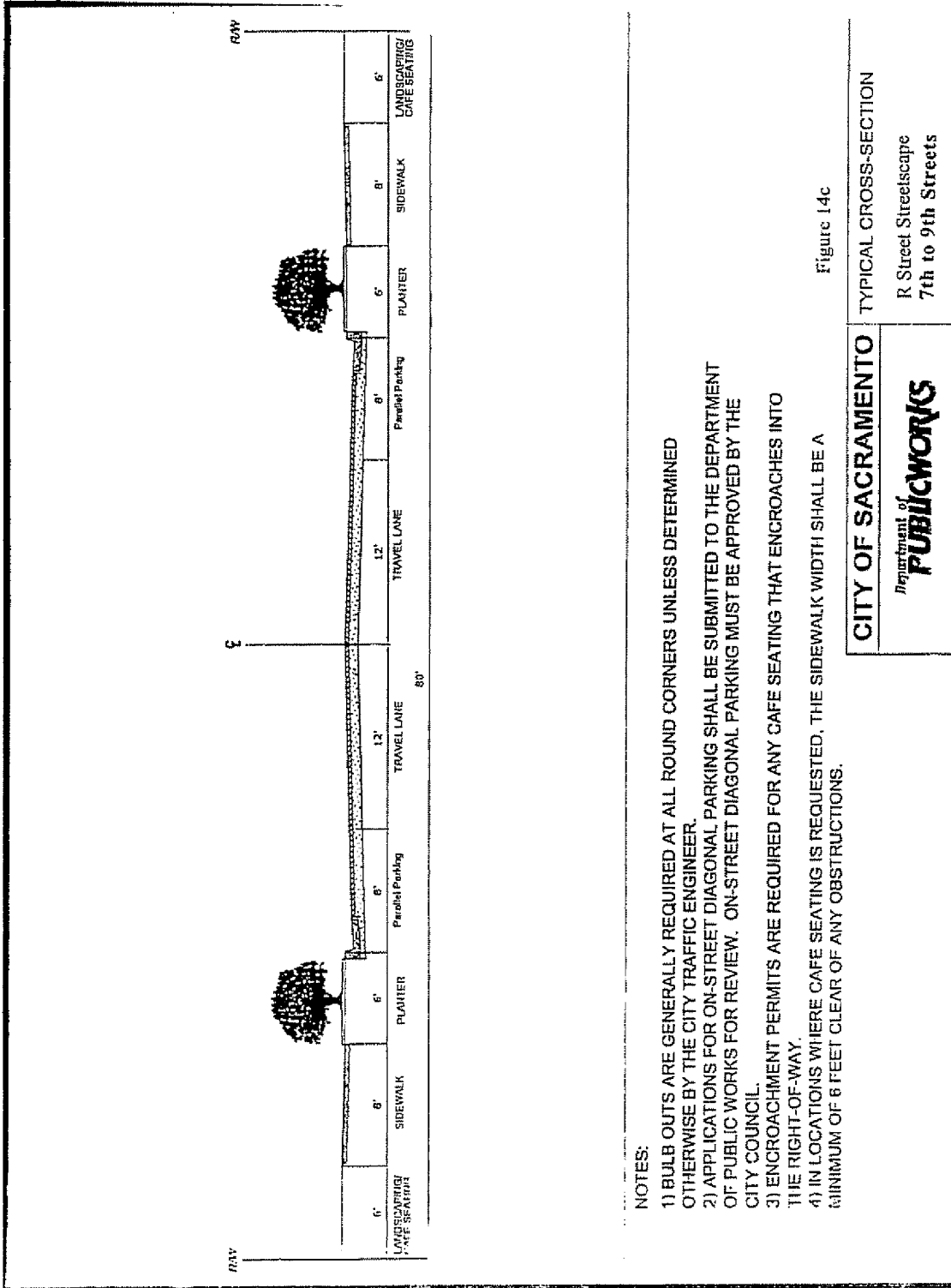


Exhibit B

Figure 14c

R Street Corridor
Cross Sections
7th to 19th 9th Streets



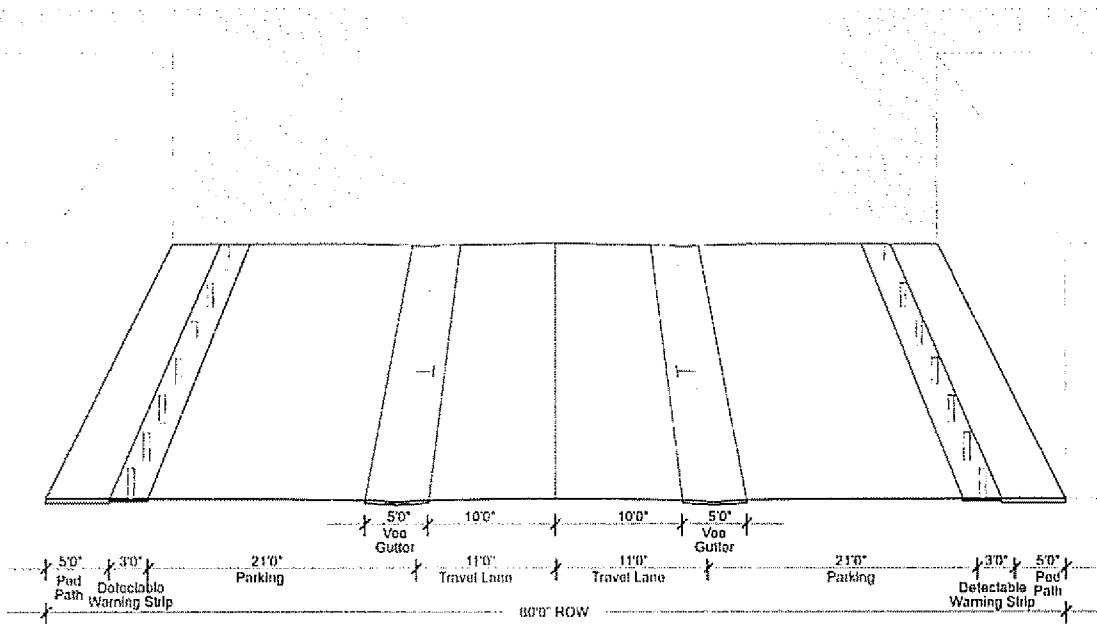
- NOTES:**
- 1) BULB OUTS ARE GENERALLY REQUIRED AT ALL ROUND CORNERS UNLESS DETERMINED OTHERWISE BY THE CITY TRAFFIC ENGINEER.
 - 2) APPLICATIONS FOR ON-STREET DIAGONAL PARKING SHALL BE SUBMITTED TO THE DEPARTMENT OF PUBLIC WORKS FOR REVIEW. ON-STREET DIAGONAL PARKING MUST BE APPROVED BY THE CITY COUNCIL.
 - 3) ENCROACHMENT PERMITS ARE REQUIRED FOR ANY CAFE SEATING THAT ENCROACHES INTO THE RIGHT-OF-WAY.
 - 4) IN LOCATIONS WHERE CAFE SEATING IS REQUESTED, THE SIDEWALK WIDTH SHALL BE A MINIMUM OF 6 FEET CLEAR OF ANY OBSTRUCTIONS.

Figure 14c

CITY OF SACRAMENTO <i>Department of</i> PUBLICWORKS	TYPICAL CROSS-SECTION R Street Streetscape 7th to 9th Streets
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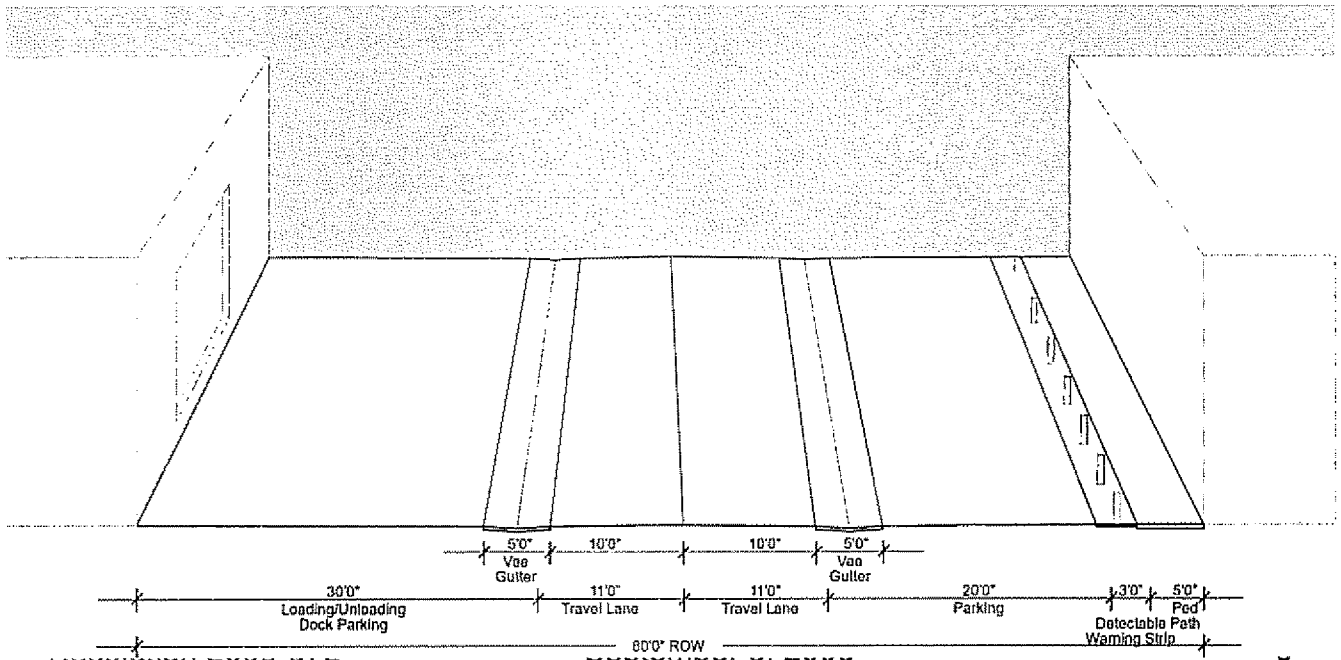
Figure 15a
 R Street Corridor
 Capitol Area Neighborhood Streetscape Sections
Sector A 9th to 12th/13th Streets

Sector A - Prototypical Section



Dimensions and elements of the cross section might be modified during the design phase

Sector A - Loading on One Side of Street (9th to 10th Street)

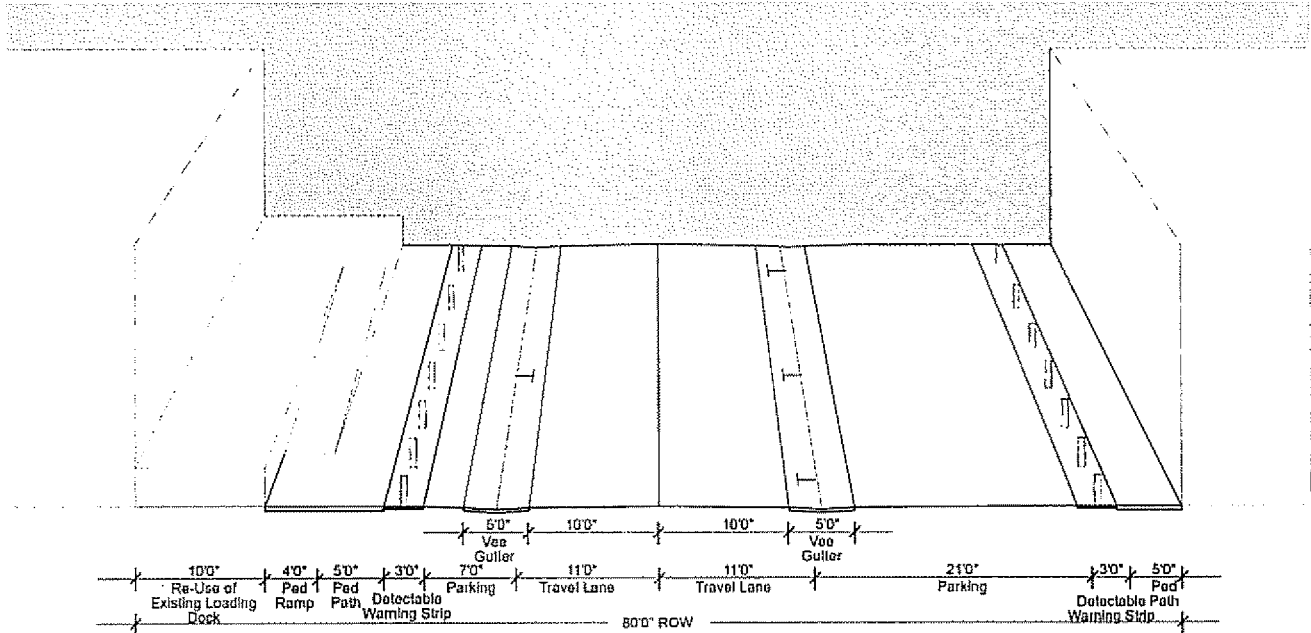


Dimensions and elements of the cross section might be modified during the design phase

Figure 15b

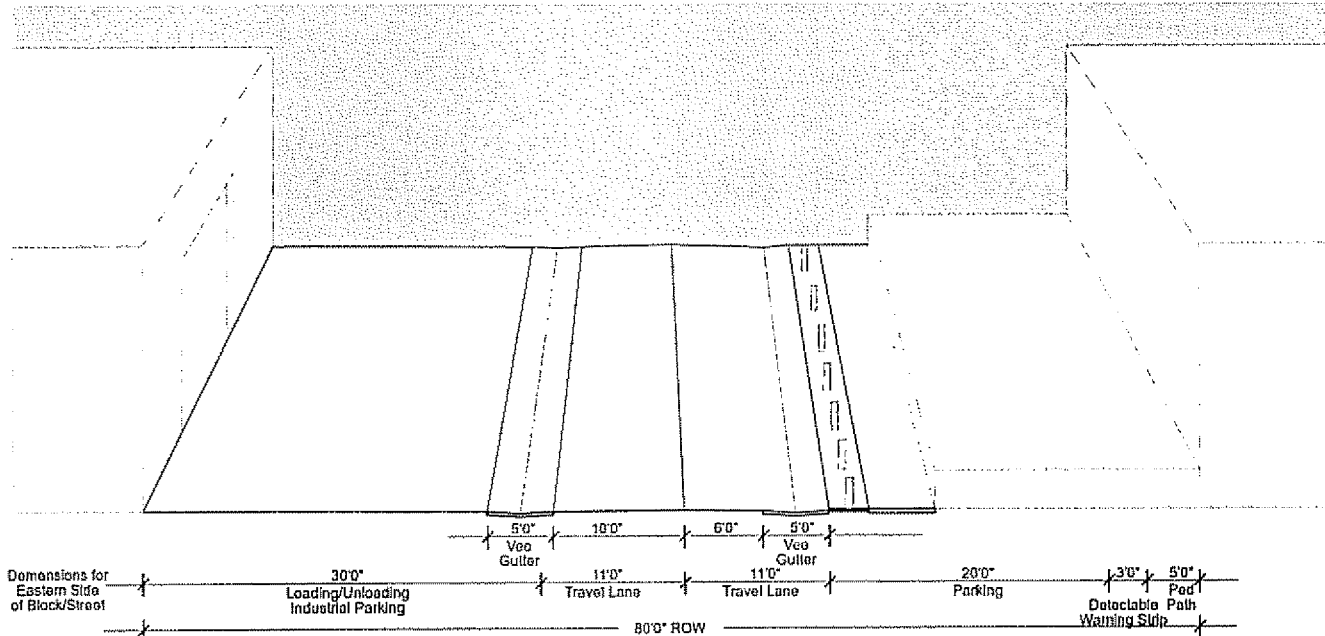
R Street Corridor
 Capitol Area Neighborhood Streetscape Sections
Sector A 9th to 12th/13th Streets

Sector A - Protruding Loading Dock (10th to 11th Street)



Dimensions and elements of the cross section might be modified during the design phase

Sector A - Protruding Loading Dock (11th to 12th Street)

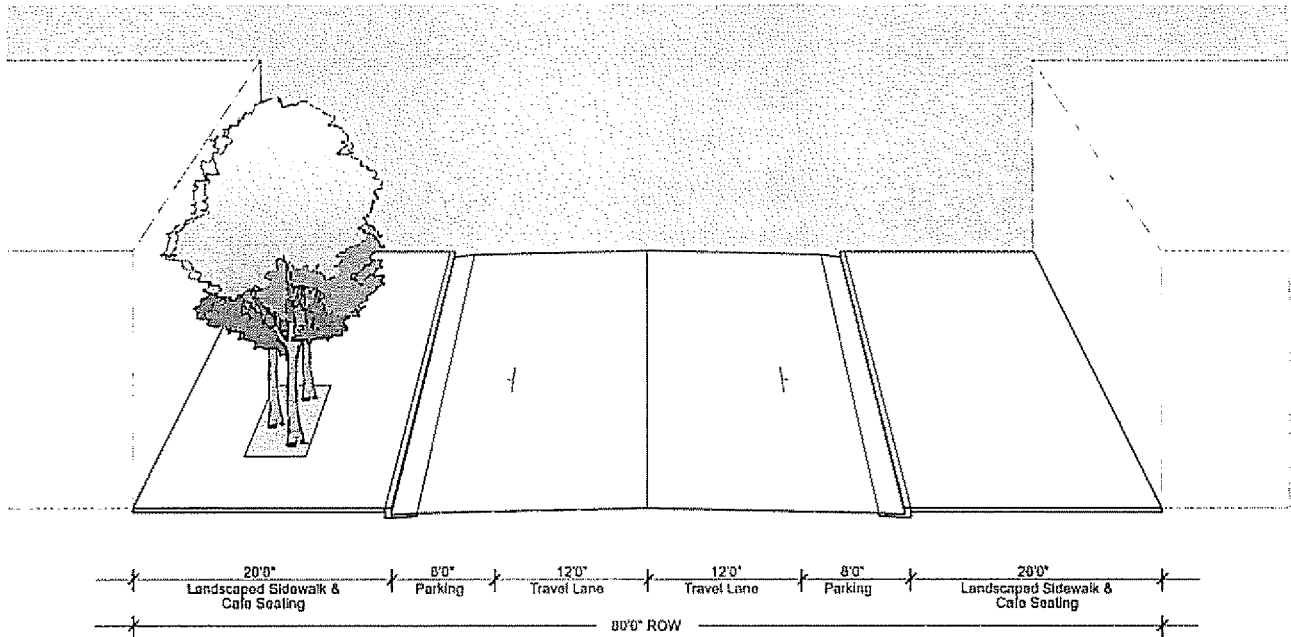


Dimensions and elements of the cross section might be modified during the design phase

Figure 15c

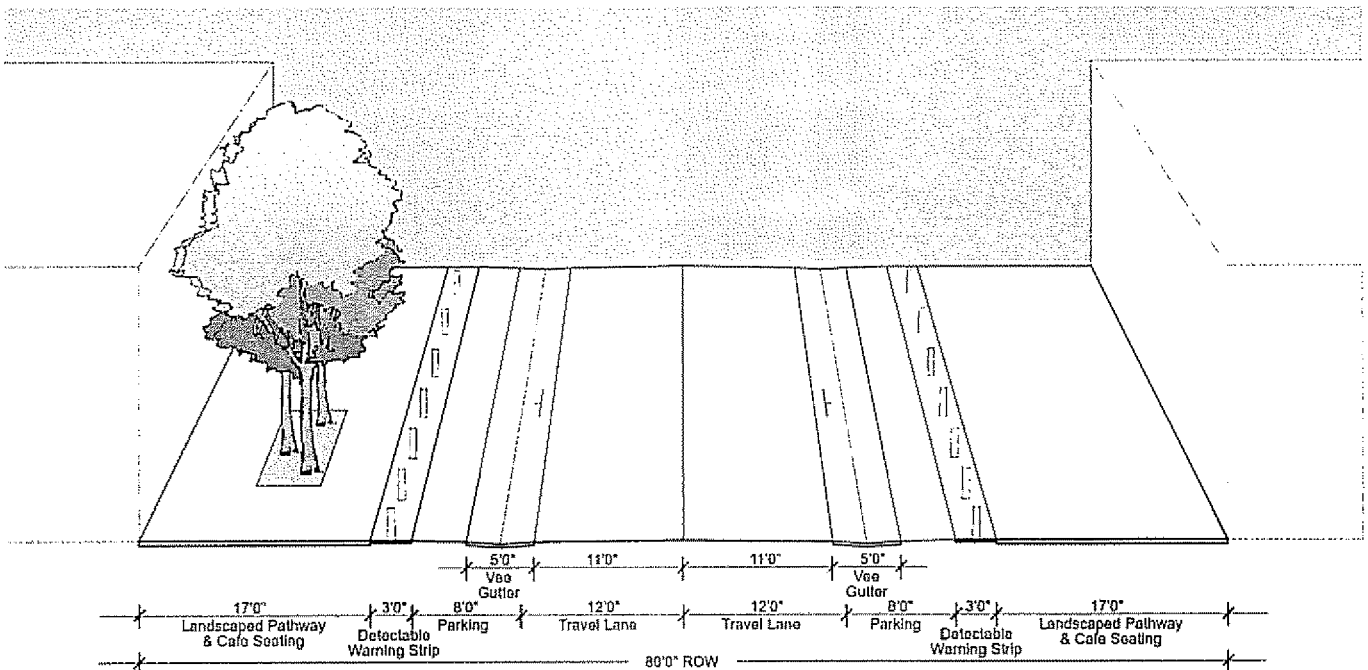
R Street Corridor
 Capitol Area Neighborhood Streetscape Sections
Sector B 12th/13th to 15th Streets

Sector B - Prototypical Section Phase I



Dimensions and elements of the cross section might be modified during the design phase.

Sector B - Prototypical Section Phase II

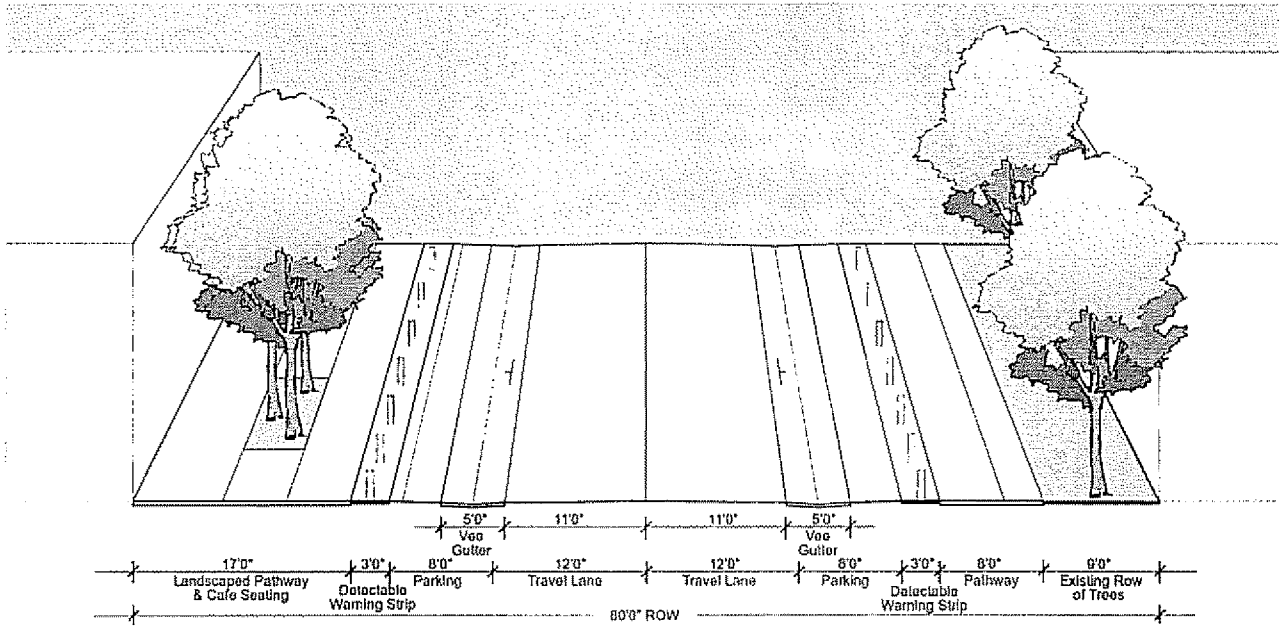


Dimensions and elements of the cross section might be modified during the design phase

Figure 15d

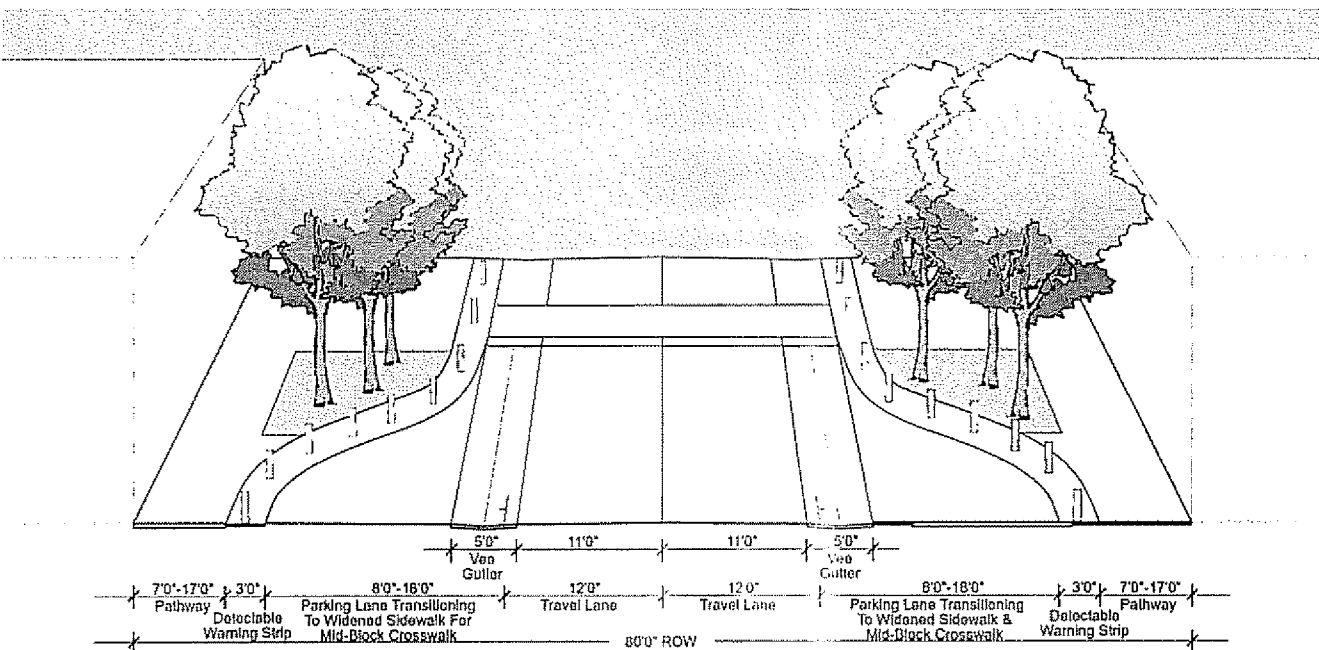
R Street Corridor
 Capitol Area Neighborhood Streetscape Sections
Sector B 12th/13th to 15th Streets

Sector B - Phase II Option (12th to 13th Street)



Dimensions and elements of the cross section might be modified during the design phase

Sector B – Mid Block Crossing

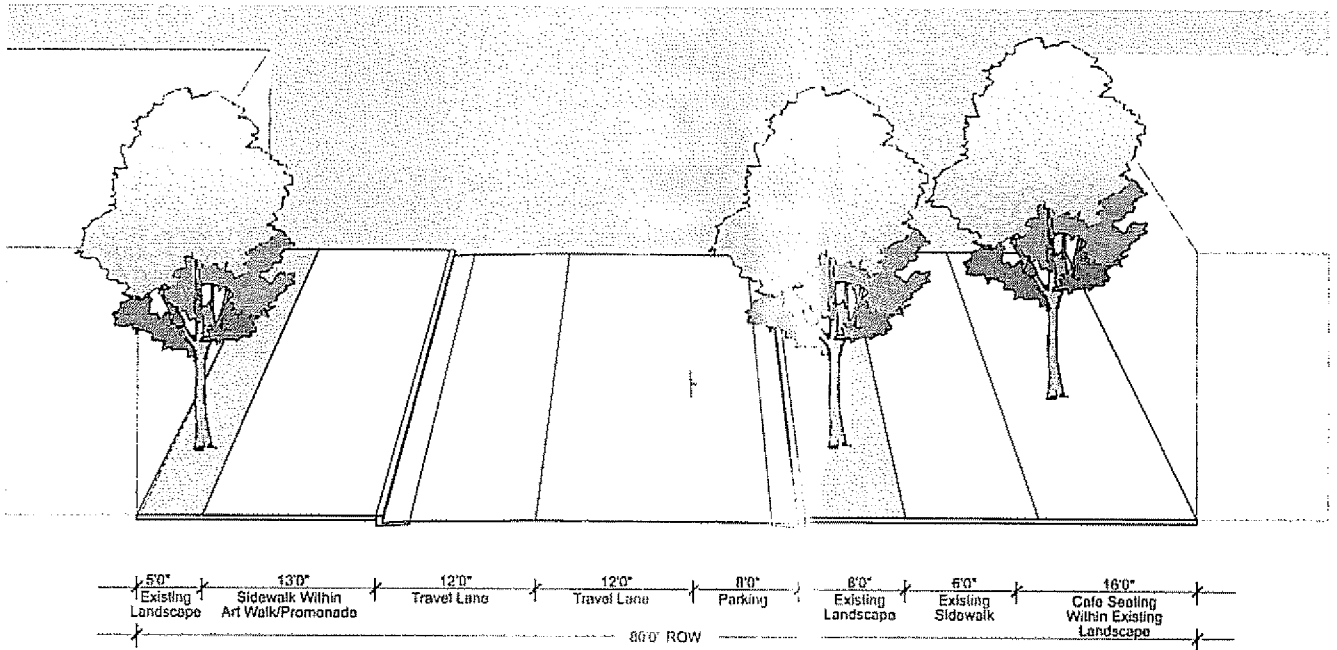


Dimensions and elements of the cross section might be modified during the design phase

Figure 15e

R Street Corridor
Capitol Area Neighborhood Streetscape Sections
Sector C 15th to 16th Streets

Sector C – Prototypical Section

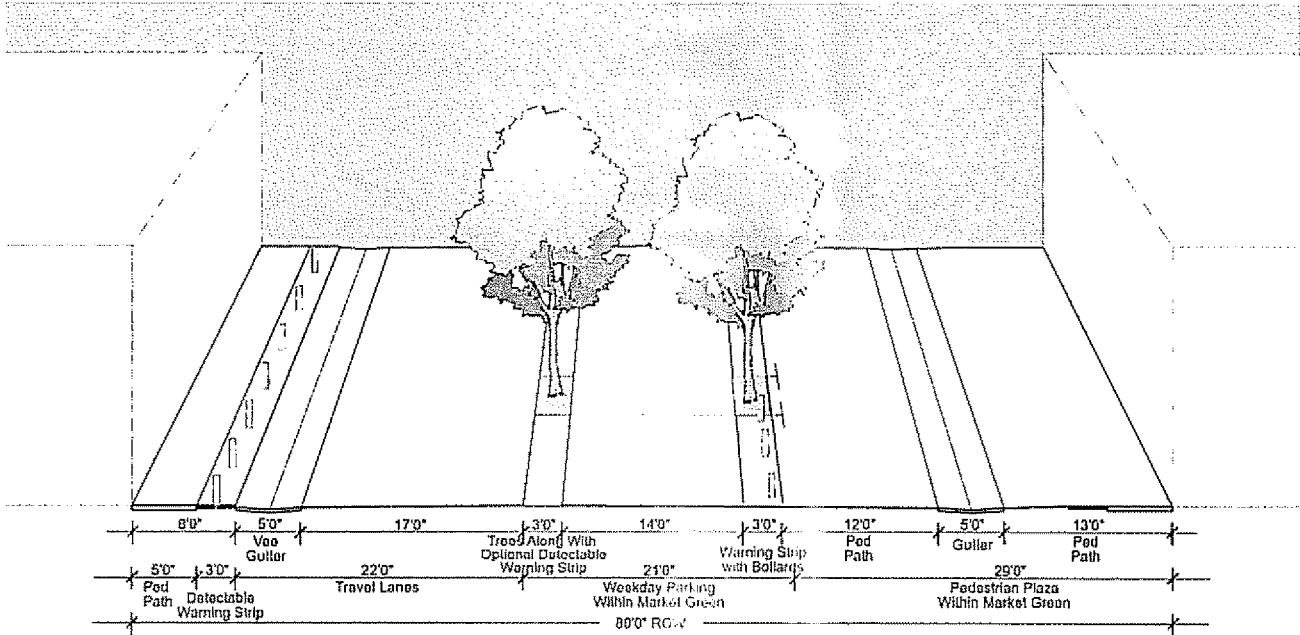


Dimensions and elements of the cross section might be modified during the design phase.

Figure 15-F

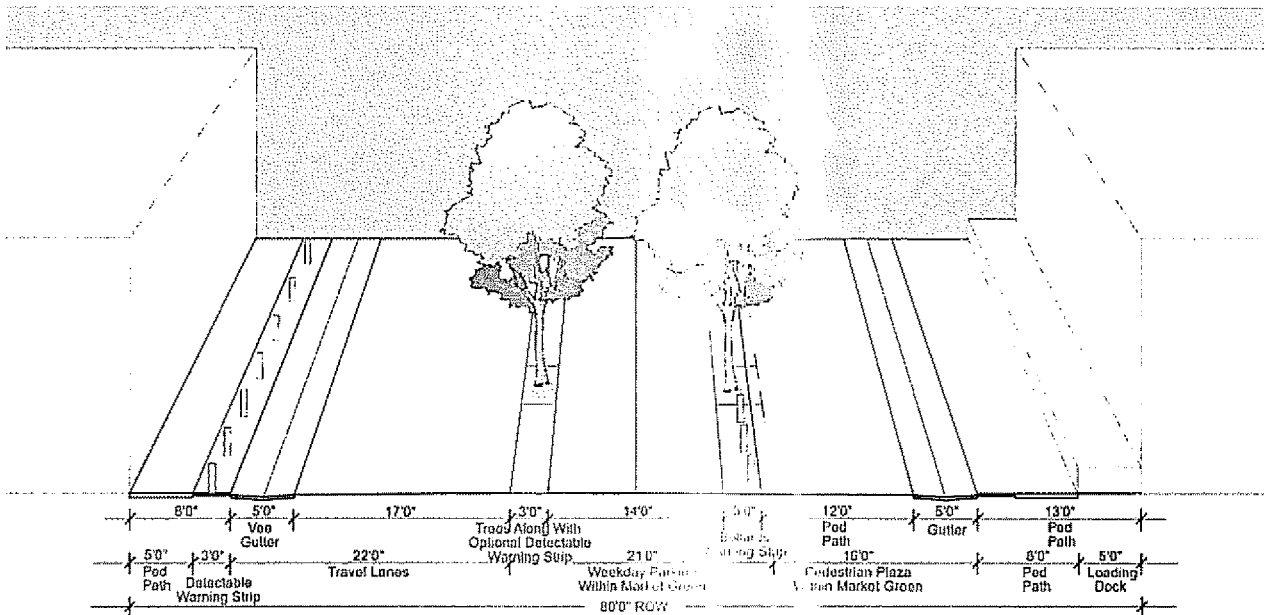
R Street Corridor
 Capitol Area Neighborhood Streetscape Sections
 Sector D 16th to 18th Streets

Sector D – Weekday Section



Dimensions and elements of the cross section might be modified during the design phase.

Sector D - Weekday Section (Loading Dock 16 to 17th)

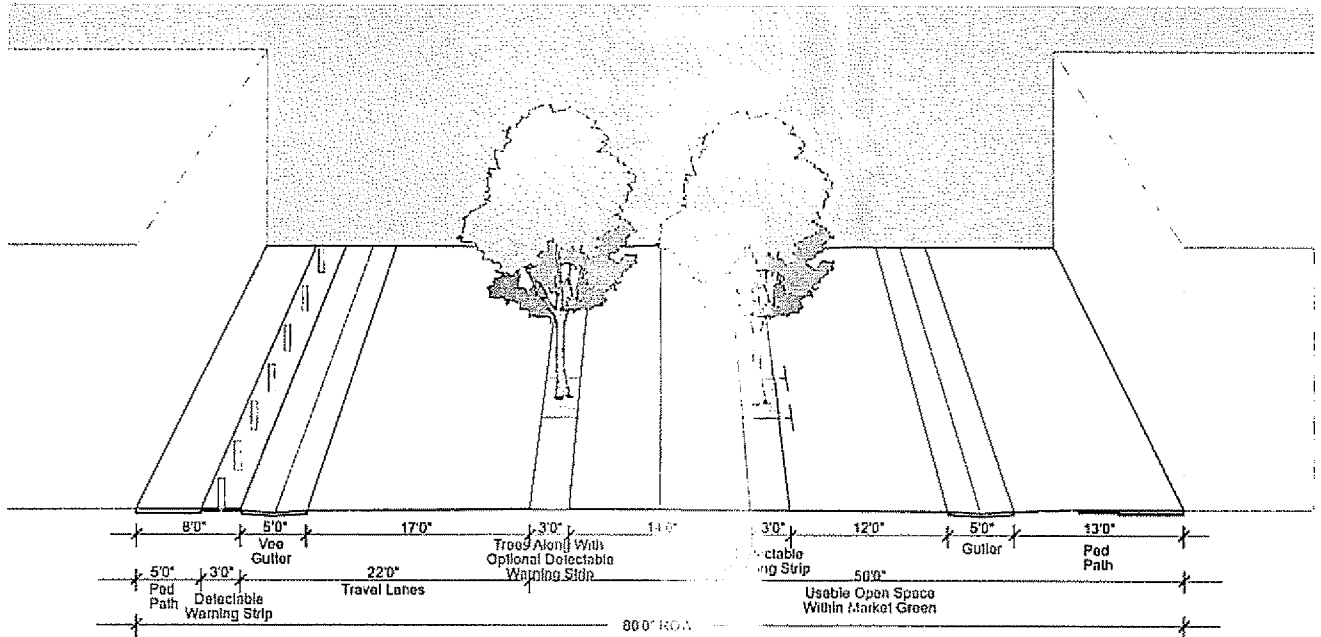


Dimensions and elements of the cross section might be modified during the design phase.

Figure 15 F

R Street Corridor
 Capitol Area Neighborhood Streetscape Sections
 Sector D 16th to 18th Streets

Sector D - Weekend Section



Dimensions and elements of the cross section might be modified during the design phase.

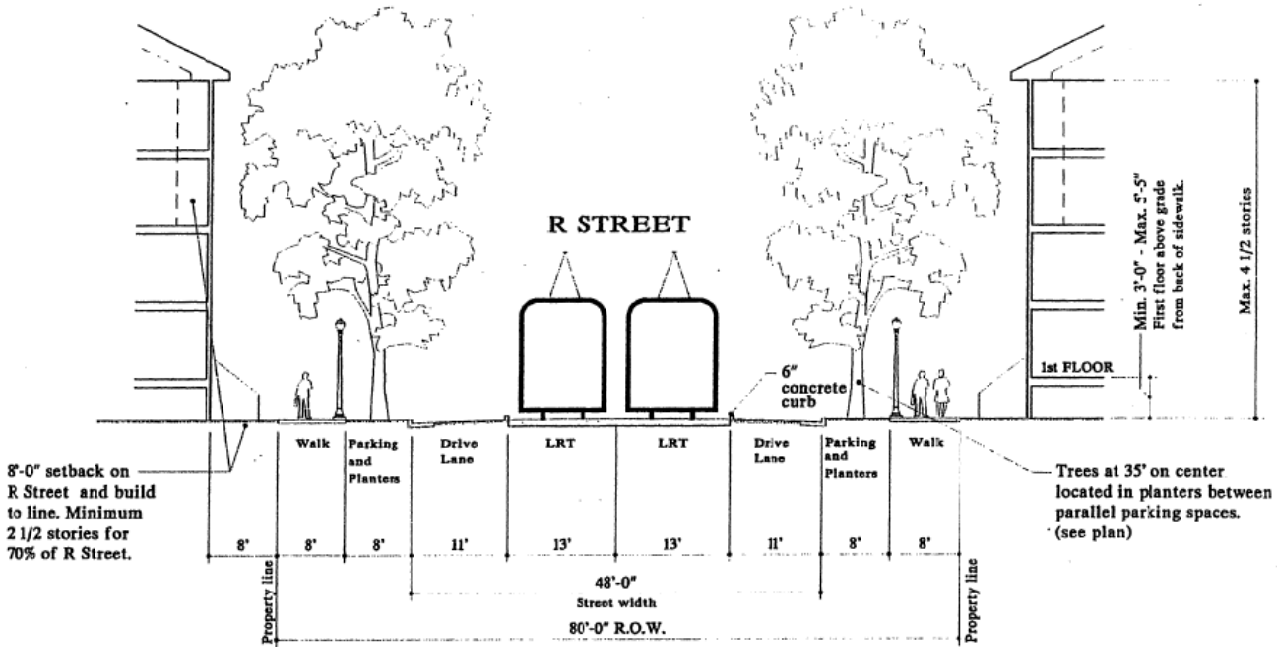


FIGURE 15
R STREETSCAPE SECTION
BETWEEN 23rd - 29th STREETS

5 December 95

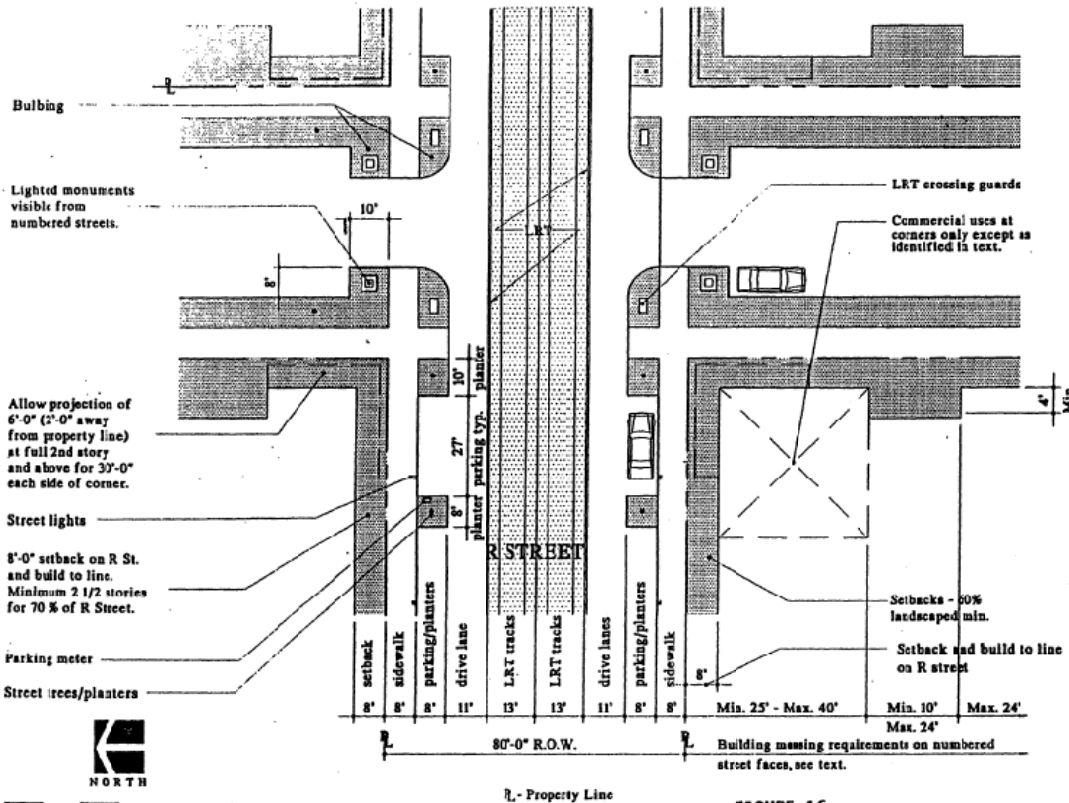


FIGURE 16
R STREETSCAPE PLAN
BETWEEN 23rd - 29th STREETS