

BRIDGE DISTRICT (TRIANGLE) IMPLEMENTATION STRATEGY

June 2010

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1.0 EXECUTIVE SUMMARY

1.1 Overview

The *Implementation Strategy* is Volume 3 of the *Bridge District Specific Plan*. The *Specific Plan* envisions the Bridge District as “a place of civic significance for West Sacramento which establishes it as a river city”.

Volume 1: Vision, Plan and Procedures defines planning intent, policies, objectives, and baseline entitlements.

Volume 2: Urban Standards defines streetscape and ground floor design standards.

This **Volume 3, Implementation Strategy**, serves as the technical blueprint by which the Bridge District will be redeveloped from industrial uses to residential and commercial uses. It summarizes buildout assumptions, backbone facilities, financing strategies, and a five year capital improvement program for the 2009 to 2014 period. Urban or “smart growth” infrastructure standards for circulation, neighborhood parks, and utilities design are included. Additionally, it defines the scope of improvements eligible for public investment. This report is supported by Appendices A through F which contain the full technical detail that is summarized in the following sections.

The **Implementation Strategy** is a living document that will be periodically updated (approximately every five years) to reflect current conditions, technical refinements, and implementation priorities. Regular updates of each Appendix are completed on ongoing basis by the city department responsible for the specific program, infrastructure and or regulatory content, provided the update does not constitute a substantive or policy change. Current conditions and activities are summarized as follows:

De-industrialization: These efforts include relocation of industrial tenants (almost complete), demolition of industrial buildings (in progress), and removal/relocation of rail (in progress).

Pre-Development Planning: These efforts include preliminary engineering, design, and financing studies necessary to implement the *Specific Plan*. This volume summarizes the result of these studies as well as key assumptions, plans, and strategies.

Urban Standards: These efforts include proposed changes in city regulations, standards and investments that support a higher density, sustainable development model including transit and structured parking.

Early Development: Current planning efforts are focused on catalyzing redevelopment of the Bridge District area east of the Union Pacific rail line. This area requires significant backbone infrastructure and amenity improvements to support initial private development projects.

Early development projects in the Bridge District will be pioneering, higher risk, and will sell/rent at discounted prices relative to comparable projects in the City of Sacramento’s downtown, midtown, and railyard neighborhoods (its primary market competitors). Establishing a critical development mass in the Bridge District is a paramount near-term objective as it will mitigate risk, stimulate demand and create value to support additional development.

1.2 Expected Buildout, Current Conditions, and the 2014 Plan

Table 1 provides a development and investment summary for expected buildout, current conditions (March 2009), and the 2014 Plan. At buildout the Bridge District is expected to have approximately 9.6 million square feet of

development, roughly split between residential and commercial development. This development program will require an estimated \$135 million in infrastructure and amenity improvements.

Table 1: Bridge District Development and Investment Summary

	Expected Buildout ¹	March 2009 Condition ²	2014 Plan (stand alone) ³	2014 Condition	2015+ (remaining)
Development Program					
Total Net Buildable Land Area (sqft)	4,933,597	4,933,597	4,933,597	4,933,597	4,933,597
Developed Buildable Land Area (sqft)	4,933,597	366,200	1,003,600	1,369,800	3,563,797
<i>Percent Developed</i>	<i>100%</i>	<i>7%</i>	<i>20%</i>	<i>28%</i>	<i>72%</i>
Residential Units	4,000	196	731	927	3,073
Commercial Building Area (sqft)	5,599,989	131,000	35,000	166,000	5,433,989
Total Building Area	9,599,989	366,200	912,200	1,278,400	8,321,589
<i>Effective Floor to Area Ratio</i>	<i>1.95</i>	<i>1.00</i>	<i>0.91</i>	<i>0.93</i>	<i>2.34</i>
Investments (in 2009 dollars)					
Backbone Infrastructure and Amenities ⁴	\$135,358,705	\$0	\$49,196,741	\$49,196,741	\$86,161,964
<i>As percent of total</i>	<i>100%</i>	<i>0%</i>	<i>36%</i>	<i>36%</i>	<i>64%</i>
Supplemental Infrastructure & Amenities	see Chapter 7	\$0	\$0	\$0	see Chapter 7

¹ As defined in Section 2.2 (Buildout Assumptions); assumes an average of 1,000 square feet per residential unit.

² Includes approved residential units that are part of the Ironworks development (average size of 1,200 square feet). Raley Field is equivalent to 130,000 square feet of commercial building area. Does not include existing industrial and related uses that will ultimately be relocated.

³ Assumes an average of 1,200 square feet per residential unit.

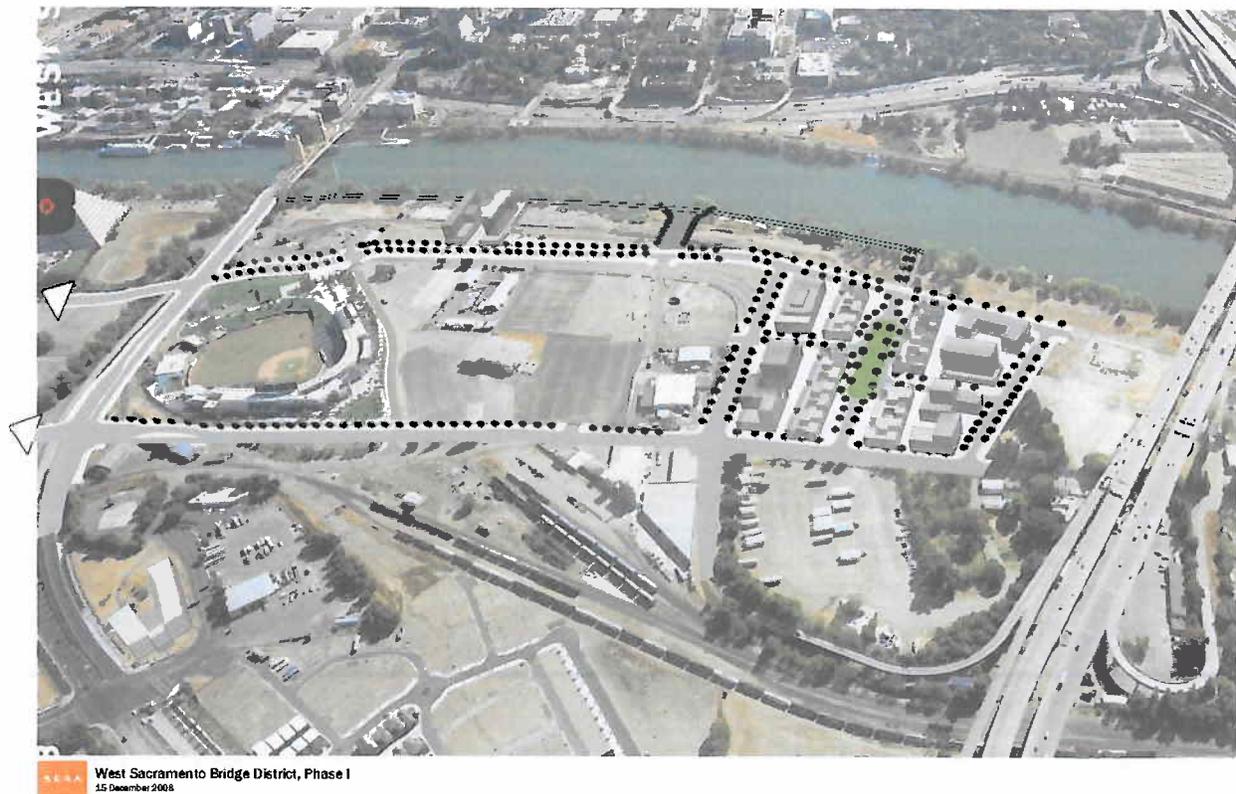
⁴ see Section 7

Currently, the Bridge District includes 187 approved residential units and 131,000 square feet of commercial space. Approximately \$4 million of investment in pre-construction design, engineering and environmental documentation has been committed to backbone improvements to date.

The 2014 Plan includes 731 residential units and \$49.2 million in backbone and supplemental improvements. Exhibit 1 illustratively depicts the 2014 Plan. Residential development and facility improvements are clustered in three locations which will serve as “bookends” for future infill development. Additional private development projects and facility investments are currently being evaluated for potential inclusion in the 2014 Plan or later plans.

After the 2014 Plan is implemented, the Bridge District is expected to have capacity for approximately 8.3 million square feet of remaining development and require \$86 million in remaining backbone investments.

Exhibit 1: The 2014 Plan



Five Year Capital Improvement Program (2009 through 2014)

Table 2 summarizes, and Exhibit 1 depicts, the five year capital improvement program (CIP) to implement the 2014 Plan. This CIP focuses on constructing certain public backbone infrastructure and amenities necessary to support the 2014 Plan. Improvements include construction of streets, municipal utilities (i.e., water, sewer, and drainage), parks, and other associated infrastructure and amenities. These investments are intended to serve the sites adjacent to the improvements and to catalyze redevelopment of remaining areas in the Bridge District.

Table 2: 2014 Plan

Improvement	Sources of Funds								TOTAL
	Prop. 1C	Prop. 50	Tax Increment	CFD 23	CFD 27	Other			
						Water Fund	Impact Fees	Kinder Morgan	
Proposition 1C City Admin/Mgmt	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$650,000
Transportation and Circulation									
Roadways and Sidewalks	\$12,035,000	\$0	\$2,212,000	\$285,000	\$5,253,021	\$0	\$2,633,200 ⁽¹⁾	\$250,000	\$22,668,221
Transit and Other Circulation	\$0	\$0	\$0	\$0	\$700,000	\$0	\$0	\$0	\$700,000
Total Transportation & Circulation	\$12,035,000	\$0	\$2,212,000	\$285,000	\$5,953,021	\$0	\$2,633,200	\$250,000	\$23,368,221
Municipal Utilities									
Water	\$860,800	\$0	\$75,000	\$215,200	\$0	\$5,000,000 ⁽²⁾	\$0	\$0	\$6,151,000
Sanitary Sewer	\$3,957,000	\$0	\$0	\$357,000	\$0	\$0	\$0	\$0	\$4,314,000
Storm Drainage	\$1,895,200	\$0	\$100,000	\$373,800	\$2,000,000	\$0	\$0	\$0	\$4,369,000
Joint Trench	\$252,500	\$0	\$0	\$252,500	\$0	\$0	\$0	\$0	\$505,000
Total Municipal Utilities	\$6,965,500	\$0	\$175,000	\$1,198,500	\$2,000,000	\$5,000,000	\$0	\$0	\$15,339,000
Parks and Other Public Spaces									
Riverfront Promenade	\$0	\$1,727,741	\$3,330,951	\$0	\$2,940,828	\$0	\$0	\$0	\$7,999,520
Neighborhood Parks	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$500,000 ⁽³⁾	\$0	\$2,000,000
Total Parks and Public Spaces	\$1,500,000	\$1,727,741	\$3,330,951	\$0	\$2,940,828	\$0	\$500,000	\$0	\$9,999,520
TOTAL BACKBONE FACILITIES	\$21,150,500	\$1,727,741	\$5,717,951	\$1,483,500	\$10,893,849	\$5,000,000	\$3,133,200	\$250,000	\$49,356,741
Parking and Density Incentives	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,260,000
BACKBONE+SUPPLEMENTAL	\$22,410,500	\$1,727,741	\$5,717,951	\$1,483,500	\$10,893,849	\$5,000,000	\$3,133,200	\$250,000	\$50,616,741
Maximum Prop 1C	\$23,081,000								

(1) Source is Traffic Impact Fee Fund; to be advanced by tax increment.

(2) Advanced by Water Enterprise Fund; to be repaid by CFD 27.

(3) Source is Park Impact Fee Fund.

The Five Year CIP is driven by a \$23.1 million grant awarded to the Bridge District as part of the state of California Proposition 1C funding program. This grant was secured by the commitment of 731 residential units (198 affordable) and approximately \$28 million in local government and private infrastructure investments.

Action Plan Summary

The Implementation Strategy requires the city and property owners to perform a number of additional actions subsequent to the approval of the Specific Plan. These include, but are not limited to the following:

- Develop and adopt architectural guidelines and sustainability measures and seek appropriate LEED designations.
- Complete comprehensive parking ordinances and implementation of the structured parking financing program including in-lieu fees.
- Implement financing mechanisms including adoption of the street car financing, parking enterprise fund, community financing district and community services district.
- Complete ROW and park acquisitions and dedications, deed covenants and easements.
- Determine timing of west side rail relocation or creation of at-grade crossing for infrastructure improvements west of Fifth Street.
- Implement “urban” fees and standards including: 1) General Plan amendments for noise, light, residential density, heights and levels of service; 2) “density bank” processes; 3) design guidelines for Tower Bridge Gateway.
- Develop Bridge District Transportation Demand Management (TDM) plan

