WASHINGTON REALIZED

A SUSTAINABLE COMMUNITY STRATEGY

Approved on Febraury 18, 2015

WASHINGTON REALIZED

VOLUME I: INTRODUCTION

The historic Tower Bridge connecting Washington to downtown Sacramento.

01 INTRODUCTION

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An aerial of Washington circa 1996 showing the construction of the Zigguart office building.

01 INTRODUCTION

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TWO STRATEGIES	SEVEN CHAPTERS
TRANSIT-ORIENTED DEVELOPMENT STRATEGY	Infill Development Site Opportunity Analysis and Brownfields Inventory
	Neighborhood Preservation Analysis
	Infrastructure Needs Analysis
	Regulatory Barriers Analysis
	Transportation Management Analysis
COMPLETE COMMUNITY STRATEGY	Affordable Housing, Employment and Education Needs
	Combined Public Art and Recreational Needs and Opportunities Analysis

01 INTRODUCTION

HOW THE DOCUMENT IS STRUCTURED

TWO COMPLEMENTARY STRATEGIES

In January of 2011, the City was awarded a $400,000 Community Challenge Planning Grant for Sustainable Community Development to fund smart growth strategies intended to shift development patterns towards compact, transit-served, mixed- use growth in the Washington Neighborhood ("Washington"). Washington is ripe with potential for this type of development but lacks economic vitality due, in part, to infrastructure deficiencies, underutilized properties, brownfields, and the lack of a cohesive plan for development that links land use, transportation, quality affordable housing and other needs of current and future residents. The goal of this document is to articulate a strategy for enhancing the quality of life of all community members in Washington. Therefore the purpose of this document is to:

- Identify the current baseline conditions in the built and regulatory environment;
- Analyze the strengths and barriers to achieving sustainable development patterns;
- Provide recommended strategies and recommendations for improvements, regulatory updates, City program activities, investments and action plans.

The grant requires the preparation of two strategies: a Transit-Oriented Development (TOD) Strategy and Complete Community Strategy. The TOD Strategy contains five chapters:

1. Infill Development Analysis
2. Neighborhood Preservation Analysis
3. Infrastructure Needs Analysis
4. Regulatory Barriers Analysis
5. Transportation Management Analysis

The Complete Community Strategy contains two chapters:

1. Affordable Housing, Employment And Education Needs Analysis
2. Combined Public Art and Recreational Needs and Opportunities Analysis

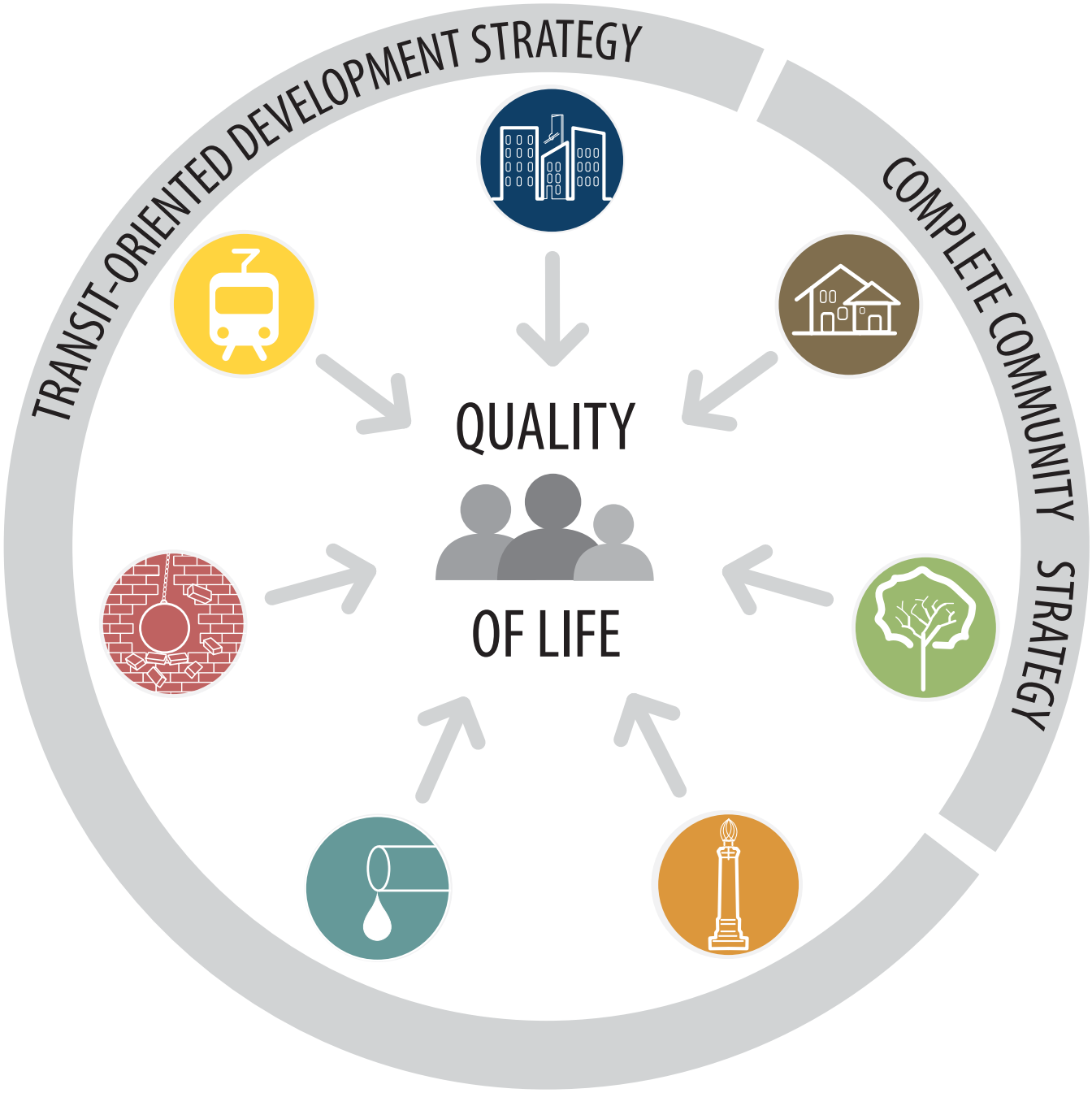
Volume II is the TOD Strategy and Volume III is the Complete Community Strategy.

The content of the two Strategies is organized around specific tasks established in the Community Challenge Planning Grant. Each of the seven chapters includes purpose, existing conditions assessment, and evaluation and recommendations sections. The existing conditions

assessment identifies the baseline conditions, deficiencies and challenges and the analyses that were completed. The recommendations section includes both interim and long term recommendations for regulatory updates, new program activities and improvements. Some chapters, such as the Regulatory Barriers Analysis chapter, cover multiple distinct but related topics. In these chapters, the topics to be covered are introduced and then each topic has associated existing conditions assessment, evaluation and recommendations sections.

Volume IV, the Implementation Section provides cost estimate tables and an action plan for implementing the recommendations in the chapters.

ONE GOAL


TRANSIT-ORIENTED DEVELOPMENT STRATEGY
COMPLETE COMMUNITY STRATEGY
QUALITY
OF LIFE

Metro Place, an urban infill project, and the water tower icon for the Broderick Boat Ramp

01 INTRODUCTION

WHY TRANSIT ORIENTED DEVELOPMENT MATTERS

For decades, transportation policy gave priority to automobile movement over the social and economic needs of the people living along our streets. Highways and wide arterials divided pre-existing neighborhoods, degraded the public realm, created travel spaces unsafe for pedestrians and bicyclists and contributed to air pollution, global warming and sprawl. In older downtown neighborhoods, like Washington, stores and businesses have moved to the suburbs over the past 50 years and jobs, amenities and investment have been lost.

TOD is an urban design framework for streets and land uses that places employment, homes, amenities and services closer together to reduce driving and increase transit, bicycle and pedestrian travel. TOD conserves water, energy and land and reduces air pollution and global warming.

Great TOD communities are connected, walkable, mixed use communities, served by transit, within or adjacent to an urban core, with large jobs centers, retail, recreational and cultural amenities. Equitable TOD refers to communities which are inclusive and diverse because land use decisions support access to education, jobs, services, housing and open space for all residents including families and disadvantaged populations. TOD communities promote an active lifestyle and foster connections between people and places improving health outcomes. By leveraging linkages between transportation, land use, housing, jobs and education, communities can prosper, improve health outcomes, conserve water and energy and reduce greenhouse gas emissions and pollution.

Community members attending a public meeting during the parks and recreation needs assessment.

01 INTRODUCTION

STARTING THE PUBLIC PARTICIPATION PROCESS

GETTING STARTED

The Transit Oriented Development and Complete Community Strategies were informed by a community engagement process designed to build on local values and assets and identify the improvements that the residents need. The Washington District suffers from high poverty rates; and, over 32% of adults do not have a high school diploma. There are large Russian and Latino populations and 46% identify themselves as speaking English "less than well".

Objectives for public engagement were to involve the residents early, allow stakeholders and residents to air their concerns openly, assess impacts, address undue hardships and provide developers with a predictable process. The ongoing advocacy of the neighborhood will be critical to ensure that economic benefits, neighborhood character and opportunities for existing residents are protected and realized as the neighborhood undergoes revitalization and transition over a long period of time. Therefore meetings were also designed to build participants knowledge and capacity to advocate for equitable and inclusive smart growth as the District moves forward to final solutions and plans.

"As we progress with public outreach our assumption is confirmed that a multi-prong approach needs to occur to reach the community. We determined that we must focus on more than one key element and that we must find a way to engage and deliver a messaging campaign to low and moderate income areas by attempting non-traditional methods of outreach. Otherwise, public input may fall short so this requires more thought and creativity on how we address and deliver one of the key objectives of the grant."

Source- Biannual Progress Report to HUD dated June 30, 2012

The community outreach process and communication plan for public engagement was developed with West Sacramento Youth Resource Coalition, Bryte Broderick Community Action Network (BBCAN) and Sacramento Area Council of Governments (SACOG). Three engagement strategies that are applicable to planning and land use decision making were employed: 1) multilingual outreach; 2) community assessments; and 3) community planning and visioning workshops. Outreach and meetings with individual property owners that might experience impacts from frontage improvements, future streetcar, new roadway connections and new neighborhood parks were conducted. An online survey was posted to provide an opportunity for feedback from residents that did not attend the park and recreation focused meetings.

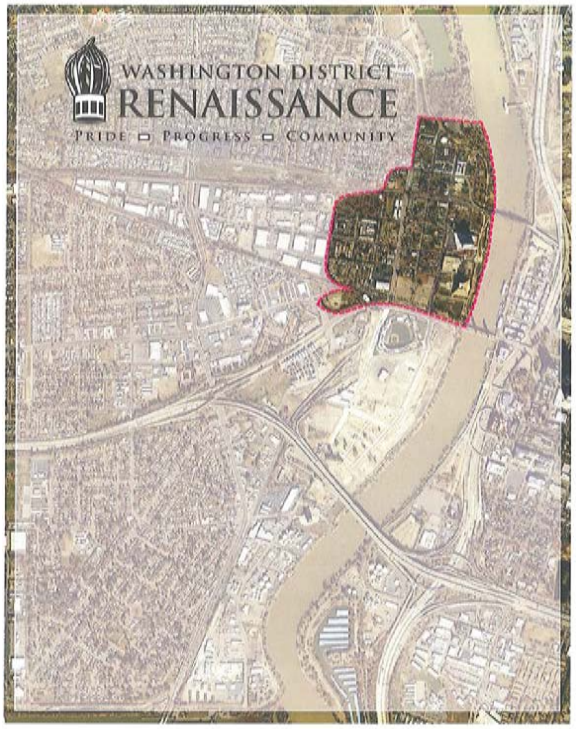
The HUD Strategies were supported with early stakeholder engagement to ensure that revitalization was a community based process. Multiple opportunities to participate in the planning process were provided and encouraged throughout Strategy development.

BBCAN and the West Sacramento Historic Society ("Historic Society") were enlisted to help identify and outreach to affected stakeholders. Posters were placed at local businesses in and around the neighborhood. Additionally these organizations were active participants in collecting information, identifying challenges and opportunities and setting goals. Broderick Christian Center (BBC) conducted a transit survey (as a subcontractor to the West Sacramento Housing Development Corporation) to gather data on barriers to transit use by the District's residents, as the percentage of District residents using existing bus service is lower than expected.

A project kick-off meeting that included Russian and Spanish interpreters was held September 26, 2012 at a neighborhood restaurant, Sal's Tacos. An open house format was employed to avoid the look and feel of a typical government meeting. The event was structured to allow the attendees to circulate between six stations manned by a staff person or consultant versed in the subject matter.

At each of the six stations, posters were displayed that

Figure 1.1: Poster of Washington Area



Figures 1.2 and 1.3 The Kick-off Meeting

Figure 1.4: Station Posters

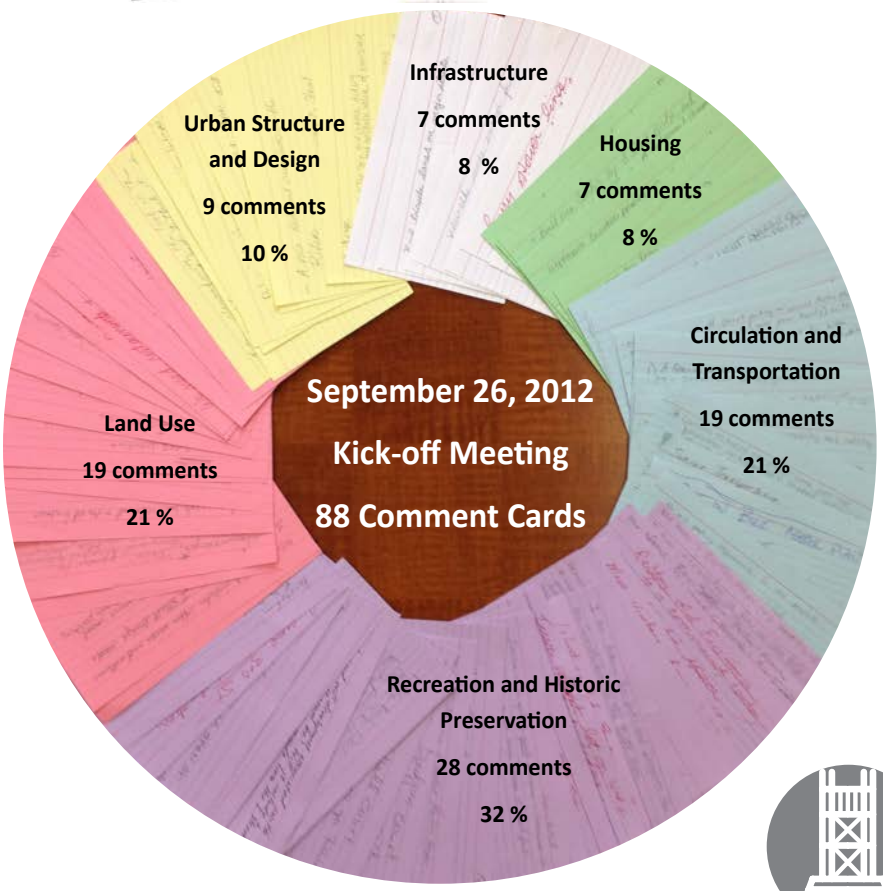


Figure 1.5: Comment Cards Received

were designed to either spark conversation or explain smart growth and revitalization objectives. Public input was encouraged and received on a variety of topics including transit oriented design, urban design, infrastructure deficiencies, recreation needs, and land use concerns. Based on the strong turnout of 60 people and feedback from participants (88 comment cards were collected), staff deemed the event a success.

Additional discussion of the public outreach process is described in the next section.

Summary of the comments from the kick-off meeting :

- *Provide additional housing choices from single family dwellings to apartments*
- *Underground overhead cables and wiring*
- *Encourage a mix of modern and historic buildings*
- *Improve the streetscape and lighting*
- *Address homeless population*
- *Improve and enhance river crossings*
- *Build a neighborhood park with recreation opportunities for all ages*
- *Reduce traffic and lane widths, while making enhancements for cyclists*
- *Improve transit opportunities, including additional bus stops*
- *Create comprehensive approach to address parking concerns and other nuisance issues*
- *More family-oriented retail, dining and services*
- *Improve the vacant lots*
- *Make the river feel safer and more connected to the neighborhood*

Understanding the Vision and Moving Towards Solutions

In 2014, staff commenced the next phase of public engagement to address four specific concerns that resulted from comments received during the kick-off meeting: 1) the traffic and signal timing at the 5th Street and West Capitol Avenue intersection; 2) the lack of local parks and youth-serving park and recreation amenities; 3) the desire for increased recognition and protection of the historic district; and, 4) rebranding of the Washington District. Unfortunately the public engagement process did not have optimal continuity and consistency as there was a year gap between the initial kick-offs and the next phase of participation. This was due to loss of staff resources during the recession, employee turnover and impacts of redevelopment dissolution. It is therefore recommended that methods be employed with future City planning efforts to ensure public engagement is consistent.

WASHINGTON DISTRICT
RENAISSANCE
PRIDE ◦ PROGRESS ◦ COMMUNITY

Save the Dates...

Mark your calendars and make plans to attend and be part of a Washington RENAISSANCE!

All meetings are from 6 to 8 pm at the
West Sacramento Community Center
1075 W Capitol Ave
West Sacramento, 95691

We would like to invite you to a series of public meetings to solicit your comments and ideas regarding the following topics:

- ☐ June 9th - Streetcar and Street Basemap Policy
- ☐ July 7th - Parks, Housing and Land Use
- ☐ August 11th - Street Cross Sections, Bike and Transit
- ☐ October 6th - C Street Bridge, Parking Program and Next Steps

Figure 1.6: Public Seminars Postcard

In addition to the public comments received, meetings were conducted with the residents through the summer and fall of 2014 focused around analyses of barriers to transit oriented development, revitalization and equitable housing. During the process Project Team members attempted to develop and nurture a sustainable grass-roots advocacy from the neighborhood participating stakeholders and identify small feasible projects that could be implemented in the near term to address barriers or challenges. Staff and the consultant team conducted a series of public meetings focused on specific topics including complete street designs with a layered network, new multimodal connections, land use, housing, parks and recreation, district branding, parking and streetcar route. As a result of the stakeholder communication established during the process, staff has seen a greater engagement in city planning efforts overall. For example, there was a large turnout for the I Street Bridge Replacement Project ("C Street Bridge") kick off meeting in Sacramento, with Washington residents far exceeding the number of City of Sacramento attendees.

Integrating Public Comments

The overarching objective of the City's Strategy development efforts was to identify and address barriers and define investments needed to promote and effect sustainable, inclusive, smart growth patterns, improve daily life, attract new private investment and preserve and protect the best of the past. Because public participation was a critical component, comments received during the kick-off meeting, subsequent visioning meetings, the public connections study meetings, and capacity building meetings have been integrated into the various elements of this document and are notated with this symbol.

Figure 1.7: The Parks, Housing and Land Use Public Seminar held on July 7, 2014.

WASHINGTON REALIZED

VOLUME 2: TRANSIT-ORIENTED DEVELOPMENT STRATEGY

A recent aerial of Washington's and Sacramento's downtown.

02 TRANSIT-ORIENTED DEVELOPMENT **STRATEGY**

INTRODUCTION

The objective of the TOD Strategy is to facilitate a transition to a more walkable, mixed-use transit district where transportation facilities and services are integrated with and connect residential, employment, retail, entertainment, and recreational uses. This will lead to an active, thriving neighborhood that supports a diverse array of housing types, transportation modes, local businesses, and vibrant public spaces.

The TOD Strategy is structured to maintain a strong quality of life, provide economic vitality, and protect the environment. This will be accomplished by addressing key objectives such as providing increased transportation choices, providing a range of housing and commercial opportunities, enhancing air quality, preserving critical open space and historic uses, and conserving resources through sustainable design practices. Policies, projects, and action items will be incorporated to support the following strategies.

- Foster transit-oriented development
- Promote walkable development through mixed-use, pedestrian-friendly design
- Provide new transit options including streetcar lines and added bus service
- Provide enhanced pedestrian facilities
- Provide a network of bikeways and trails for commuting and recreational purposes
- Maintain and enhance access to the Sacramento River and adjacent parks

The Washington District represents a significant opportunity for the City of West Sacramento given the district's proximity to the Sacramento River, the Bridge District, Downtown Sacramento, and adjacent neighborhoods. While the Washington District contains the framework for a successful community, additional investments are necessary to support quality growth. The existing transportation

infrastructure and zoning regulations are outdated and are insufficient to promote for a lively, active, prosperous and sustainable community.

To foster a livable environment, the Washington District needs a transportation and land use vision that supports walkable streets, fast and frequent transit, safe and comfortable bicycling, and a range of housing options. While the Washington District Specific Plan (WSP), adopted in 1996, took an initial step toward this vision, it is necessary to modernize the plan to reflect the changing needs of the community, city, and region.

The Washington District TOD Strategy provides a vision for smart, sustainable growth in the Washington District of the City. The TOD Strategy establishes the framework for a vibrant urban environment focused around walking, transit, and biking to provide convenient connections to the rest of West Sacramento, Downtown Sacramento, and the Sacramento River. New street investments, built on community input and shaped by urban design standards[1] based on the principle that streets are public spaces for people as well as arteries for traffic and transportation, are identified. The TOD Strategy seeks to build upon the existing neighborhood framework through the reactivation of vacant or underutilized parcels via compact, mixed-use, neighborhood-scale development. An overview of the analysis and outcomes of the TOD Strategy is shown in Figure 2.1 to the right.

1 Urban Street Design Guide, National Association of City Transportation Officials (NACTO), 2013.

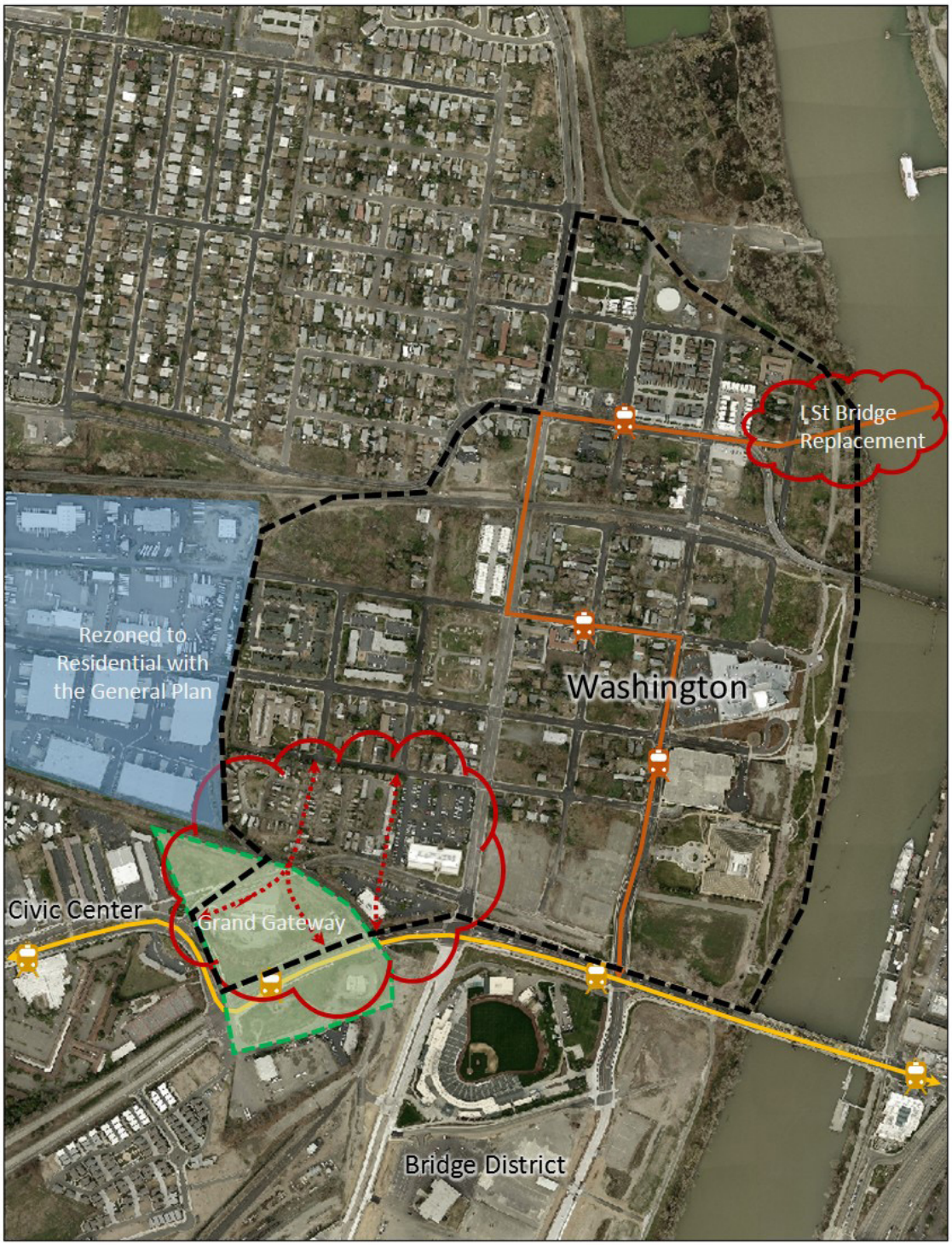


Figure 2.1: Overview of the Washington District and the Analysis and Outcomes of the TOD Strategy

West Sacramento's first urban farm, located in the Washington District at 5th and C Street, is the result of a partnership between the City, non-profit Center for Land-Based Learning, Wells Fargo Bank, and Community Business Bank. The project converted a vacant City-owned lot and former brownfield site to a small-scale farm and educates youth interested in farming. Urban farms are interim uses that improve blighting conditions.

02 TRANSIT-ORIENTED DEVELOPMENT **STRATEGY**

INFILL DEVELOPMENT SITE OPPORTUNITY ANALYSIS AND BROWNFIELD SITE INVENTORY

The objective of this chapter is to:

1. Identify and inventory vacant and underutilized properties for infill development opportunities; and

2. Prepare a plan for brownfield sites. In support of three chapters included in this document (regulatory barriers, affordable housing et. al., and infrastructure analyses), the vacant and underutilized land inventory (in conjunction with the proposed General Plan 2035 land use designations) served as the basis for projecting future build out.

Tasks

- ***Review Proposed General Plan Inputs and Conduct a Parcel-Based Vacant Land and Underutilized Land Survey***
- ***Prepare a 2035 Build-out Program***
- ***Search City's Records for Previous Environmental Documents***
- ***Order an Area Wide Assessment for the Vacant Parcels in Washington***
- ***Order Phase 1 Reports for all Publicly-Owned Developable Properties***
- ***Identify and Prioritize Brownfield Sites for Further Action***
- ***Propose Strategy for Addressing Top Priority Brownfield Sites***

This chapter covers two independent but related topics. The "Tasks" call-out box located on page lists all the tasks completed for the entire chapter. Each subtopic of this chapter, "Infill Development Site Opportunities Analysis" and "Brownfield Site Inventory", has its own purpose, existing conditions assessment, evaluation and recommendations subsection.

INFILL DEVELOPMENT SITE OPPORTUNITIES ANALYSIS

PURPOSE

The purpose of the infill site analysis is to assess development opportunities and challenges and to create refined 2035 build-out projections through a parcel-by-parcel inventory of vacant and underutilized properties. The Washington area was surveyed to identify vacant and significantly underutilized land and updated General Plan zoning designations were applied to create 2035 build-out projections. The 2035 build-out projections are required to size infrastructure systems, analyze housing, plan for streetcar, and assess park and recreation needs. The 2035 build-out projections will be used to model the proposed traffic, bicycle and pedestrian circulation improvement designs.

EXISTING CONDITIONS ASSESSMENT

There are a significant number of vacant and derelict properties in the District that vary widely in size, shape and former use.

There is a large two block parcel currently being marketed and several other large parcels that need to be a prioritized for medium to high density development to support street car ridership (feasibility).

Some of the high priority opportunity sites for urban scale development are vacant blocks of multiple single family residential parcels near the river that need assembly to achieve the massing and urban scale that their location suggests. The I Street Bridge replacement project will demolish the existing bridge approaches creating additional opportunity sites in this area; however circulation associated with the new bridge must be designed to support connectivity as this area has existing levee and rail barriers.

The City has successfully implemented an urban agriculture repurposing strategy on one of its vacant lots and is pursuing other urban agriculture opportunities.

The dissolution of redevelopment in California poses additional challenges for transit-oriented development unless the City replaces the legislative authorities for assembling properties to create developable sites.

The City bears significant costs for servicing vacant or substandard properties due to police, fire and zoning code enforcement actions; and, vacant properties near the Riverwalk contribute to a lack of security on the Riverwalk.

At several public meetings, many attendees expressed concern over safety in the neighborhood due to vagrancy and homeless encampments near the river and on vacant parcels.

The location of the properties, 5 minutes from downtown Sacramento, and local market and demographic conditions support that revitalization strategies should be pursued.

A regular meeting attendee would like to see vacant parcels developed or adapted to decrease safety issues and would also like to see the City advertise or market the vacant parcels for more rapid turnover.

EVALUATION

In 2007, the City started work on a major update to the General Plan. The General Plan is designed to be the overarching policy document that guides land use, circulation, housing, public safety, public facilities, community design, and other

policy decisions in the City. The General Plan update effort was put on hold for the past few years due to budgetary constraints and to allow for progress on the City's levee improvement program. Along with the work in Washington, the General Plan update has recommenced in late 2011. As part of this earlier undertaking the City hired a consultant, Mintier Harnish, to develop three land use alternatives for the future growth of the City focusing on the areas of the City that are expected to change by 2035. The Washington neighborhood was identified as a Transformation Area ripe for redevelopment and infill opportunities, as shown on Figure 2.2 on the following page. (See Appendix A for the General Plan Update-Land Use Alternatives report.)

Alternate A "Riverfront Focus" contemplated enhanced density almost exclusively along the riverfront, creating more residential and employment capacity in this area than permitted by the existing land use designations. Alternate B "Riverfront, District and Corridor Intensification" proposed densities and development throughout the entire northern half of the City concentrating development both along the riverfront and the existing corridors of West Capitol, Harbor and Reed Avenues. Alternate C "City Limits Expansion" introduced an annexation of over 2,000 acres of property to both the north and the south. At the onset of the process, the consultant reviewed the existing land use designations. (See Figure 2.3 on page 27 of the existing Washington neighborhood's land use destinations.) Once the preferred alternative was selected, the consultant updated the land use to reflect the proposed changes and calculated a 2030 build out based on these proposed changes. A portion of this exercise included a vacant and underutilized land inventory.

At the onset, staff initially intended to just update this inventory as the data sources used (aerials, Yolo County assessor's parcel data, traffic model inputs, etc.) were from 2008. However, this proved to be problematic as the methodology used by the consultant aggregated the vacant and underutilized data to the Traffic Area Zone (TAZ) level. This level of detail was not specific enough for our needs. Therefore, staff abandoned this approach.

As a second option, staff looked to the vacant and underutilized inventory maintained and prepared by our local council of governments. The SACOG initiated the Sacramento Regional Blueprint Project ("Blueprint") in 2003. The Blueprint guided the development of the three General Plan land use alternatives. In addition to the Blueprint, SACOG prepares a regional growth forecast and land use pattern, as part of each Metropolitan Transportation Plan (MTP) update cycle, to accommodate estimated increases in population, employment and housing. The growth forecast is for the region, but the land use forecasts are disaggregated based on the general plans, local plans, regulations, and policies of member jurisdictions. Local land use plans are divided into one of five Community Types that include different land use mixes. Estimates are prepared for a 2008 base year and a 2035 horizon year. The land use allocation for 2008 conditions accurately reflect existing population and employment levels at a citywide and TAZ level, but are not reflected at the parcel level.

In 2013, staff conducted a parcel-based vacant and underutilized inventory using existing City-provided geographic information systems (GIS) files and field surveys. Staff conducted a block-by-block analysis to locate vacant and potentially underutilized parcels. Additionally, staff altered parcel geometry digitizing or editing existing parcel geometry to capture the loss or gain of developable property due to recent infrastructure improvements or proposed right of ways or levees. The result of the inventory is graphically depicted on Figure 2.4 on page 29.

Based on this inventory, staff prepared an estimate of the supply of land for development and redevelopment in

Areas of Change

The Areas of Change diagram graphically identifies the relative amount of change that is expected to occur over the next 20 years in the various areas that make up West Sacramento. The diagram provides a quick reference to areas of the city that are the focus of the alternatives. Some of the alternatives assume more change than others.

Each of the identified areas is classified in one of the following three categories, depending on how much change is expected in the next 20 years:

Preserve and Enhance. These areas are expected to retain their current form and character, but will experience some minor infill and reuse (e.g., Broderick/Bryte, Rural Core, Old West Sacramento).

Transformation–Redevelopment/Infill. These areas are expected to experience significant change through infill, reuse, and redevelopment (e.g., West Capitol Avenue, Pioneer Bluff).

Transformation–New Growth. These areas with existing open space and vacant land are expected to change through major new development and the continued buildout of planned projects (e.g., South West Village of Southport, South East Village of Southport).

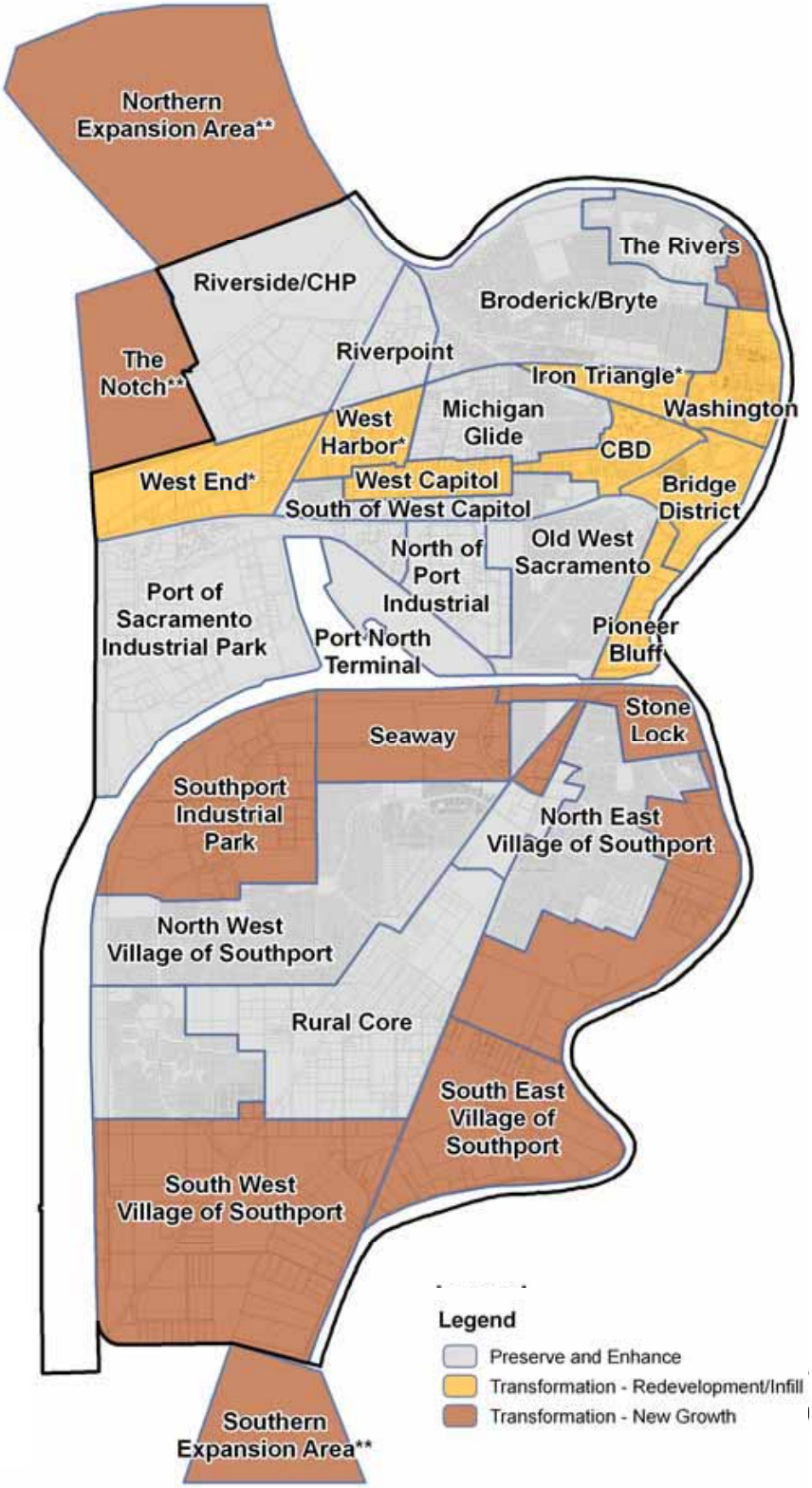
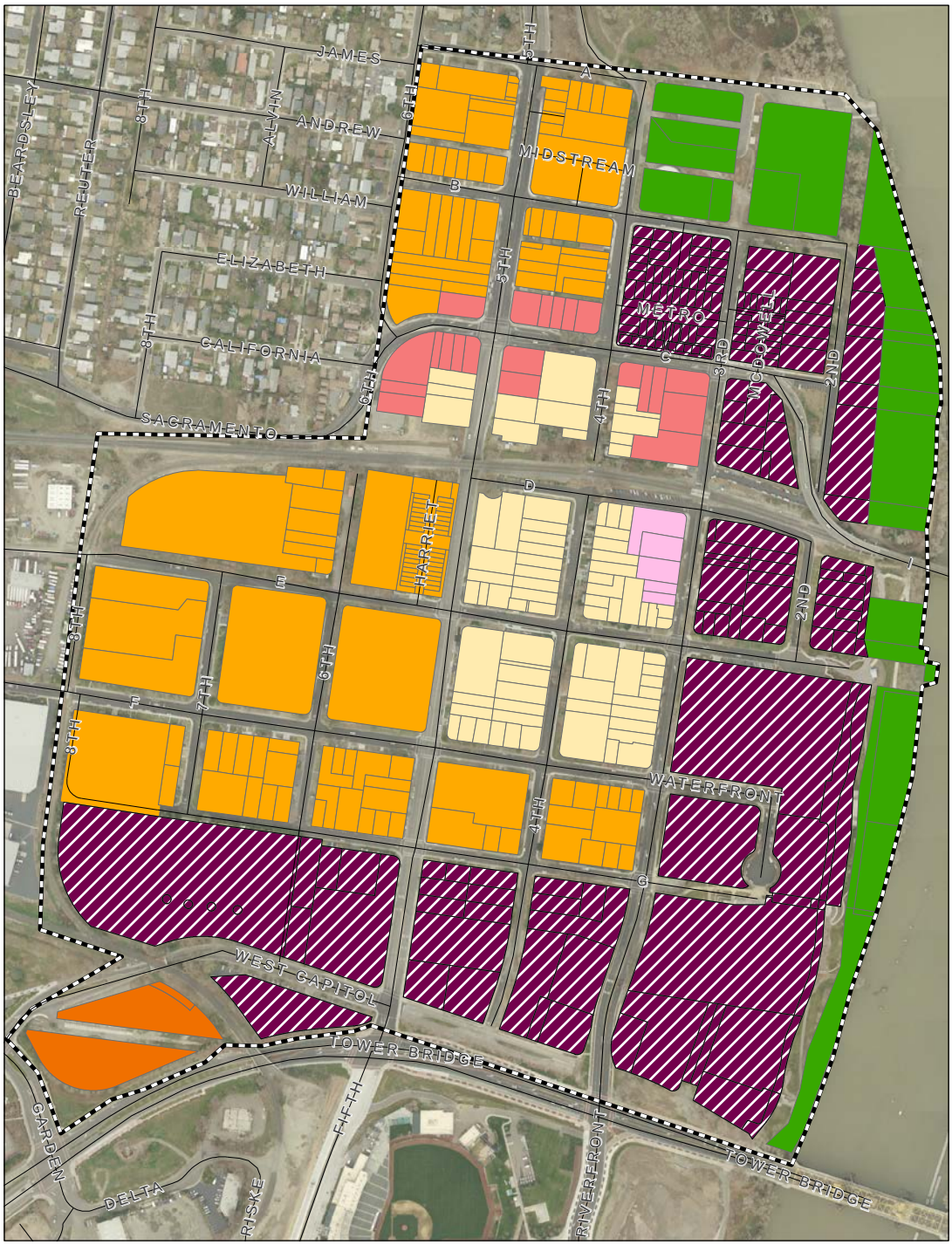


Figure 2.2: Areas of Change Diagram



« *Figure 2.3: Existing Land Use as of the 2009 General Plan*

Existing Land Use - 2009 General Plan

City of West Sacramento, Washington District

0 0.025 0.05 0.1 Miles

Land use

- Central Business District
- Community Commerical
- High-Density Residential
- Medium-Density Residential
- Neigborhood Commerical
- Riverfront Mixed-Use
- Recreation and Parks

N

the Washington area and identified, based on the 2011 proposed land use changes to the General Plan (see Figure 2.5 on page 30), the development capacity for the vacant parcels (development standard details about the existing and proposed land uses can be found in the Land Use Alternatives report referenced above). The following is a step-by-step description of the methodology used to calculate the expected and maximum residential and non-residential development on the identified vacant parcels:

- Staff searched for common ownership for parcels to aggregate small vacant and underutilized parcels into single development sites where possible.
- Staff identified the expected (typical) and maximum build out factors (floor area ratio (FAR) or dwelling per acre) for each land use consistent with the proposed limits to be approved with the updates to the General Plan. The details and use splits for each land use is outlined in Table 2.1on page 31.
- Staff applied the typical and maximum development factors to vacant using a either or a combined of the basic formula described below:
  - Acres of vacant land in [Land Use] * typical or maximum density of [Land Use]; or
  - Acres of vacant land in [Land Use] * typical or maximum FAR for [Land Use].

In addition the standard formula estimating development capacity on vacant land, staff also categorized the initially identified underutilized parcels by their conversion potential for example staff conducted both:

- A parcel-by-parcel review of all multi-family residential projects identified as underutilized land. Staff identified all complexes that are expected to remain due to either existing regulatory agreements. In these cases, the parcels were removed from the inventory; and
- A parcel-by-parcel review of all historic assets identified as underutilized land. In cases, where the site was identified in the historic survey, the parcel or a portion of the parcel with the structure was removed from the inventory.

Lastly, staff grouped the remaining underutilized parcels into two groups. Those in Group A had an existing structure that would remain with additional development anticipated on the lot and those in Group B had an existing structure that would be completely replaced by new structure. Those is Group B were reclassified as vacant parcels. The formula describe above was used to determine their typical and maximum development potential. Those parcels in Group A had their geometry altered in order to capture and separate the portion of the site that will remains in its existing condition and the portion that will develop in the future. The portion to be developed in the future was reclassified as vacant and the process described above was repeated. The portion to remain was removed from the inventory. The results of these calculations represented staff's first run of the 2035 build out projections.

The 2035 built out projections were further refined through the following techniques to create a more realistic future development scenario:

- A site-by-site review of the typical splits of use for properties designated Riverfront Mixed-use and Neighborhood Mixed-use. In some cases, staff adjusted the splits in favor of either more commercial or residential, taking into account other considerations, such as proximity to future streetcar routes or existing class A offices.
- A site-by-site review of the typical densities of use for properties designated Riverfront Mixed-use and Neighborhood Mixed-use along Tower Bridge Gateway and 5th and F Streets. In some cases, the typical densities or FARs were adjusted upward to account for other considerations, such as proximity to future streetcar routes or existing class A offices.

« *Figure 2.4: 2013 Vacant and Underutilized Land Inventory*

2013 Vacant and Underutilized Land Inventory

City of West Sacramento, Washington District

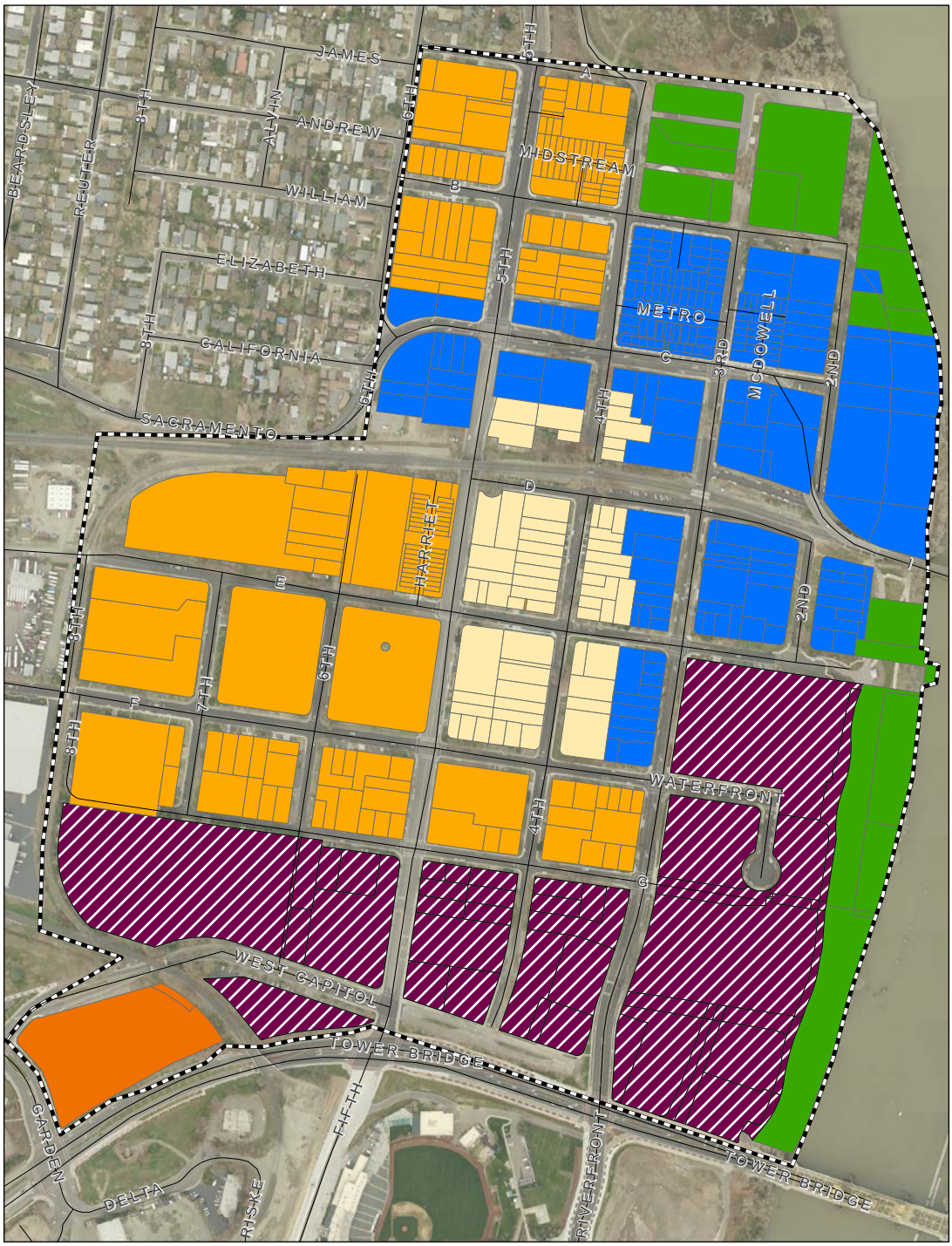
0 0.025 0.05 0.1 Miles

Vacant

Underutilized

N

Figure 2.5: 2011 Proposed Land Use Updates to the General Plan »



2011 Proposed Land Use - Updates to the General Plan

City of West Sacramento, Washington District

0 0.025 0.05 0.1 Miles

General Plan Updates 2011

Land use

- Central Business District
- High-Density Residential
- Medium-Density Residential
- Mixed-Use Neighborhood Commerical
- Riverfront Mixed-Use
- Recreation and Parks

N

General Plan Designation	MR	HR	RMU	MU-NC	CBD	RP
	Medium Density Residential	**High Density Residential**	**Riverfront Mixed Use**	**Neighborhood Mixed Use**	**Central Business District**	**Recreation & Parks**
Minimum Gross Density (Units/Acre)	6.10	20.10	40.00	12.00	20.00	N/A
Maximum Gross Density (Units/Acre)	12.00	50.00	120.00	60.00	60.00	N/A
Net Acre Assumption*	0.80	0.80	0.85	0.85	0.85	0.85
Minimum Net Density (Units/Acre)	7.63	25.13	47.06	14.12	23.53	
Maximum Net Density (Units/Acre)	15.00	62.50	141.18	70.59	70.59	
Typical (Assumed) Net Density (Units/Acre)	11.00	35.00	60.00	30.00	35.00	
Minimum FAR	N/A	N/A	N/A	0.30	0.30	N/A
Maximum FAR	N/A	N/A	10.0 office, 3.0 other	1.50	3.00	0.20
Typical FAR (80%)	0.00	0.00	3.00	0.60	1.40	0.20
Persons Per Household	2.50	2.25	2.25	2.25	2.25	0.00
Square Foot Per Employee	0.00	0.00	500.00	500.00	750.00	0.00
Res. Split	100%	100%	50%	60%	25%	0%
Non-Res. Split	0%	0%	50%	40%	75%	0%
Single-Family	75%	5%	0%	25%	0%	0%
Multi-Family	25%	95%	50%	35%	25%	0%
Mobile Homes	0%	0%	0%	0%	0%	0%
Retail	0%	0%	25%	35%	40%	0%
Office	0%	0%	23%	2%	25%	0%
Medical	0%	0%	2%	3%	5%	0%
Educational	0%	0%	0%	0%	5%	0%
Manufacturing/ Other	0%	0%	0%	0%	0%	0%

« *Table 2.1: The Maximum and Expected Build Out Density by Land Use and the Typical Land Use Splits used in the Preparation of the 2035 Build Out Program*

RECOMMENDATIONS

As a result of this analysis, staff made recommendations to up zone certain parcels to accommodate more development. Those are reflected in the final draft of the proposed General Plan updates and are reflected in the final 2035 build out projection for Washington. The final proposed General Plan updates for the Washington Area are depicted in Figure 2.6 at right, and the 2035 build out projections by the block level are described in Figure 2.6's accompanying table located in Appendix B.

To achieve the desired urban scale dense development reflected in the 2035 Build-out projections:

- City efforts should generally focus on improvements that make the District desirable and attractive and let the market respond.
- The time, difficulty and risk associated with acquiring many small lots from different owners and assembling them will be a challenge to attracting private investors. The City could consider forming an economic development corporation or joint powers authority with the West Sacramento Port to provide it with property acquisition and disposal authorities that can support revitalization plans.
- The City should consider public commitments or other incentives for projects that meet certain FAR targets until market rents in the region support development at the densities needed to support a future streetcar.
- New circulation surrounding the C Street Bridge should be carefully designed to protect multi-modal connectivity and create a desirable environment for land uses.

« *Figure 2.6: 2014 General Plan Updates and 2035 Build Out Projections Key*

2014 General Plan Updates & 2035 Buildout Projections*

City of West Sacramento, Washington District

0 0.025 0.05 0.1 Miles

* Detail at the block level is available in the accompanying table

General Plan Updates 2014

Land use

- Central Business District
- High-Density Residential
- Medium-Density Residential
- Mixed-Use Neighborhood Commerical
- Riverfront Mixed-Use
- Recreation and Parks
- Future Streetcar
- K Aggregated blocks

N

BROWNFIELD SITE INVENTORY

PURPOSE

The purpose of this subsection is to:

1. Provide a summary of properties that were investigated for potential contamination (based on evidence collected by both cataloging existing assessment reports and ordering new reports); and

2. Propose a strategy for addressing priority sites. The City researched its archive of environmental assessment documents, ordered Environmental Site Assessments ("Phase 1") reports on publicly-owned developable property and commissioned an Area Wide Assessment of remaining vacant property identified in the Infill Development Site Opportunities Analysis.

EXISTING CONDITIONS ASSESSMENT

The City was a recipient of a 2009 United States Environmental Protection Agency ("US EPA") grant for the purposes of conducting environmental assessments in infill areas. The City leveraged the 2009 grant to pay for all but one of the environmental reports referenced in this subsection. A summary of the archived documents, a Phase 1 Report for the southern half of Block 6 as shown on Figure 2.9 on page 38 and a Third Party Review and Groundwater Monitoring Report for the southwest quadrant of Block 29 on Figure 2.9 is located in Appendix C.

In addition to these environmental documents, a search of the City archives found a 2007 Report of Findings - Limited Phase II Assessment and a Proposal for Site Remediation and Closure Services for the 3.6 acre property located to the west of Block 3 on Figure 2.9 between West Capitol Avenue and Tower Bridge Gateway. This property, known as Tower Court, is currently owned by the Redevelopment Successor Agency and is available for purchase by the City of Sacramento through the former-Redevelopment Agency Long Range Property Management Plan.

A summary of the recently ordered publicly-owned Phase 1 Reports is located in Appendix D.

In addition to these individual reports, the City contracted with Ninyo and Moore to conduct an Area Wide Assessment on the study area shown in Figure 2.7 on page 36. A large majority of vacant blocks shown on Figure 2.8 on page 37 are also shown in Figure 2.4 on page 29. Sites that were under construction, such as Blocks 4 and 5 on Figure 2.9, had recently transacted or were in negotiations, such as Blocks 1 and 7, were excluded. The consultant also excluded several small infill sites because they could not be consolidated into larger development sites.

The results of the Area Wide Assessment are shown in Table 2.2. A complete copy of the Area Wide Assessment report is located in Appendix E.

EVALUATION

The following criteria were selected to prioritize the results of the above assessment:

High Priority sites are sites that:

- are identified with known or possible environmental conditions with additional investigation recommended; and
- can be consolidated with other parcels (or stand alone) as a large infill site;
- have evidence of interest from the development community, such as a pending transaction or an existing development agreement.

Medium Priority sites are those identified with known or possible environmental conditions recommended for additional investigation and the site meets one of these additional criteria:

- designated for either Mixed-Use Neighborhood

Commercial or Riverfront Mixed-Use on Figure 2.6 on page 33 ; or

- adjacent to proposed right-of-way projects described in the Transportation Management Analysis's 2035 Base Map (see page 137.)

Low Priority sites are those identified for possible environmental conditions with additional investigation recommended; however, the site does not meet the other criteria listed above.

See Figure 2.10 on page 39 for the results.

RECOMMENDATIONS

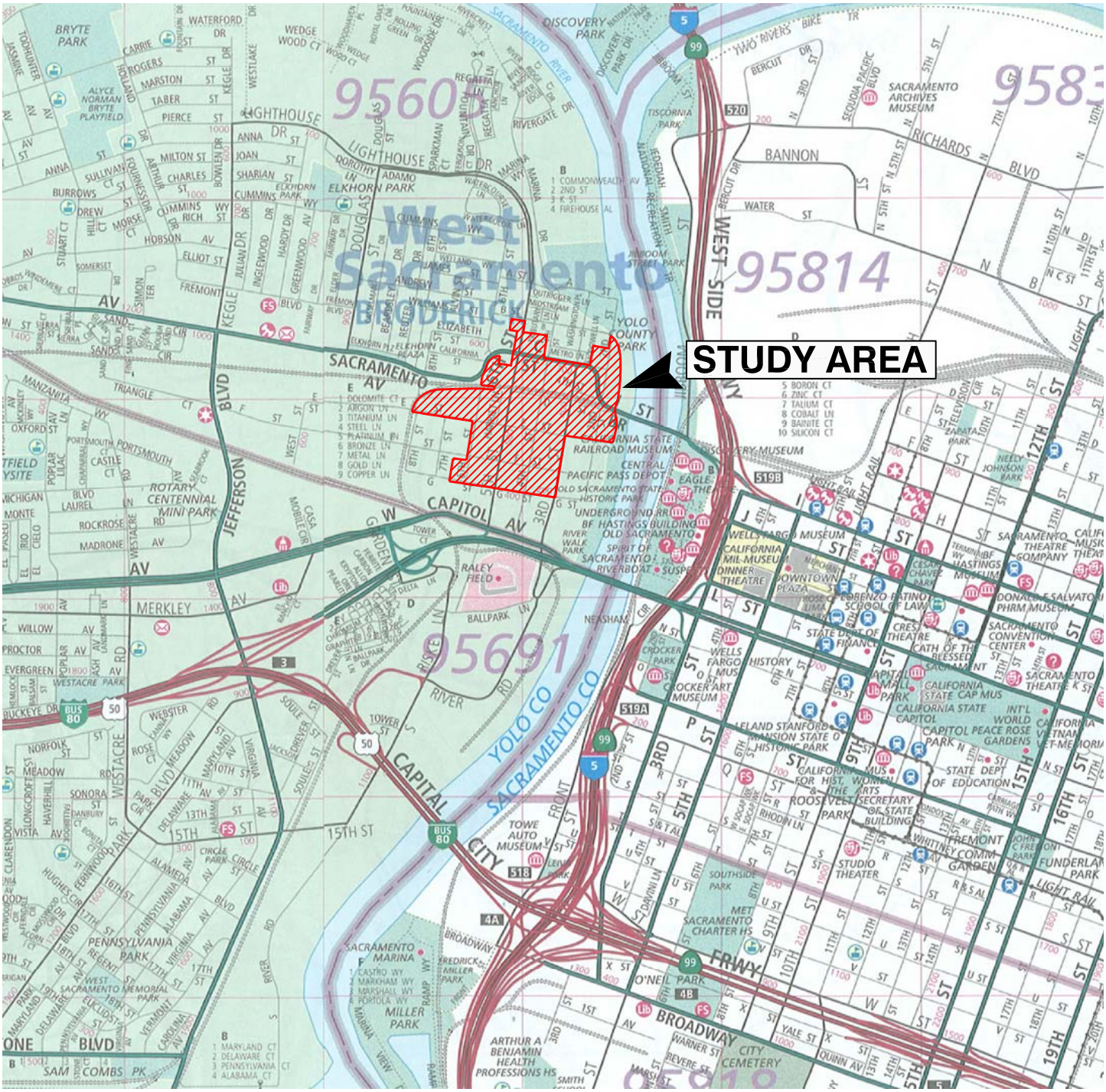
The Proposal for Site Remediation and Closure Services on the Tower Court property should be updated.

Create summary sheets for all the prioritized Washington parcels to assist in marketing to future investors.

Order a Phase 1 report for the proposed rights-of-way on Block 1. See Figure 2.86 on page 137 of the Transportation Management Analysis chapter.

Pursue as a component of the remediation plan for the site located on the southwestern parcel of Block 29 on Figure 2.9 on page 38, the construction of a new public or quasi-public right-of-way. This concept is shown in Figures 2.81 and 2.85 on pages 133 and 137 of the Transportation Management Analysis chapter.

Pursue grant resources to conduct the recommended actions for Blocks 10B, 16 and 18A as shown on Table 2.2.



REFERENCE: STREET GUIDE FOR SACRAMENTO AND SOLANO COUNTIES, THOMAS GUIDE, 2008.

Figure 2.7: Area Wide Assessment's Study Area

Source: Ninyo & Moore

REFERENCE: GOOGLE EARTH IMAGERY, 2011.

Figure 2.8: Vacant Blocks Analyzed in the Area Wide Assessment

Source: Ninyo & Moore

REFERENCE: CITY OF WEST SACRAMENTO, WASHINGTON SPECIFIC PLAN AREA, PHASE I ENVIRONMENTAL SITE ASSESSMENTS.

Figure 2.9: Area Wide Assessment's Results Key

Source: Ninyo & Moore

Figure 2.10: Brownfield Priority Sites

Source: Ninyo & Moore

Table 2.2: Area Wide Assessment Results »

Block	Properties	Address	APN	Identified Environmental Conditions	Existing Land Use	Additional Investigation
9	9A	330 G Street	010-475-011		vacant	
	9B	316 G Street	010-475-010			
	9C	331 F Street	010-475-001			
	9D	309 F Street	010-475-003			
	9E	301 F Street	010-475-006			
10	10A	600 4th Street	010-464-004		mostly vacant/church building (New Discovery Church)	
	10B	641 5th Street	010-464-003	Former Colorado Auto Court. No environmental concerns were noted, however, the former use as an "auto court" may have included automotive fueling and the use of underground fuel storage tanks. No USTs were noted during the site visit or though agency file review.	vacant	Yes
11	11A	511 F Street	010-465-010		vacant	
	11B	530 G Street	010-465-006			
12	12A	605 F Street	010-466-009		vacant	
	12B	612 G Street	010-466-003			
16	16	520 5th Street	010-462-001	This property historically consisted of the West Sacramento Auto Camp. No environmental concerns were noted, however, the former use as an "auto camp" may have included automotive fueling and the use of underground fuel storage tanks. No USTs were noted during the site visit or though agency file review.	mobile home park (mostly vacant)	Yes
17	17	514 4th Street	010-463-004		vacant	
18	18A	328 F Street	010-471-014	Former Star Auto Court. No environmental concerns were noted, however, the former use as an "auto court" may have included automotive fueling and the use of underground fuel storage tanks. No USTs were noted during the site visit or though agency file review.	vacant	Yes
	18B	314 F Street	010-471-013	Former Fire Truck building.	vacant w/ one building	
	18C	300 F Street	010-471-012		vacant	
	18D	331 E Street	010-471-001		vacant	
	18E	315 E Street	010-471-002		vacant	
20	20A	435 2nd Street	010-373-008		vacant	
	20B	180 E Street	010-373-009			
	20C	415 2nd Street	010-373-007			
	20D	420 2nd Street	010-373-006			
	20E	413 2nd Street	010-373-005			
	20F	411 2nd Street	010-373-004			
	20G	405 2nd Street	010-373-003			
	20H	400 2nd Street	010-373-002			
	20I	403 2nd Street	010-373-001			
21	21A	230 E Street	010-374-008		single-family home	
	21B	224 E Street	010-374-009		vacant	
	21C	222 E Street	010-374-010		single-family home	
	21D	218 E Street	010-374-011		vacant	
	21E	210 E Street	010-374-012	former blacksmiths shop/gasoline engine repair		Yes
	21F	440 2nd Street	010-374-013			
	21G	436 2nd Street	010-374-014			
	21H	420 2nd Street	010-374-015			
	21I	414 2nd Street	010-374-016			
	21J	410 2nd Street	010-374-017			
	21K	223 D Street	010-374-002			
	21L	400 3rd Street	010-374-001			
	21M	409 3rd Street	010-374-003	former auto garage		Yes
	21N	413 3rd Street	010-374-004	None. However, a 50-gallon gasoling UST was mapped witin the street right-of-way just south of 4th Street and just west of 21N and 21L.		
	21O	415 3rd Street	010-374-005		single-family home	
	21P	423 3rd Street	010-374-006	well & pump. Former Jack's Speed Wash Laundry	Elks Lodge	None
	21Q	429 3rd Street	010-374-007		vacant	
23	23A	410 4th Street	010-484-012		vacant	
	23B	438 4th Street	010-484-001			
24	24	425 6th Street	010-192-003	Former Yolo County Corporation Yard.	vacant	None
25	25A	640 E Street	010-191-018	Former Jack Eldon property. Prior contaminated soil removal.	vacant	Yes
	25B	414 6th Street	010-191-017			
	25C	412 6th Street	010-191-011	Former Sacramento Spring Works manufacturing facility.	vacant	Yes
	25D	416 6th Street	010-191-012		single-family home	
	25E	420 6th Street	010-191-013		vacant	
	25F	426 6th Street	010-191-004		single-family home	
	25G	428 6th Street	010-191-005		single-family home	
	25H	430 6th Street	010-191-006		single-family home	

Table 2.2 (Continued): Area Wide Assessment Results

Block	Properties	Address	APN		Land Use	Additional Investigation
26	26A	336 5th Street	010-990-024		parking lot/vacant	
	26B	319 6th Street	010-193-009		restaurant building	
	26C	317 6th Street	010-193-007		single-family home	
	26D	519 C Street	010-193-005	Former USTs reportedly removed. No official closure letter in the County files.	Developed with garage building and residence.	None
	26E	322 5th Street	010-193-006		vacant	
	26F	324 5th Street	010-193-008			
	26G	326 5th Street	010-193-010			
28	28A	333 C Street	010-482-007		vacant	
	28B	315 4th Street	010-482-006		vacant	
	28C	323 C Street	010-482-008		vacant	
	28D	321 C Street	010-482-009		vacant	
	28E	315-319 C Street	010-482-011	former Gas & Oil/ Auto/Battery Repair (Stevens Service Station) now referenced as Lehrer Vacant Lot. Former USTs (removed).	vacant	None
30	30A	335 2nd Street	010-372-001	Block previously consisted of cabins, grocery, and dwelling. The cabins could have been associated with a reported auto camp located on the property.	vacant	
	30B	319 2nd Street	010-372-002			
	30C	230 2nd Street	010-372-003			
31	31A	231 2nd Street	010-102-010		City of West Sacramento water tower	
	31B	221 2nd Street	010-102-002		vacant	
	31C	211 2nd Street	010-102-001			
32	32A	200 C Street	010-101-012		vacant	
	32B	216 2nd Street	010-101-011		single-family home	
	32C	214 2nd Street	010-101-010		single-family home	
	32D	212 2nd Street	010-101-009		single-family home	
	32E	210 2nd Street	010-101-008		vacant	
34	34A	218 4th Street	010-495-013		vacant	
	34B	216 4th Street	010-495-012			
	34C	208 4th Street	010-495-011			
	34D	204 4th Street	010-495-010			
35	35	200 5th Street	010-494-007		vacant	

A current photo of the historic Washington Firehouse planned for commercial reuse.

02 TRANSIT-ORIENTED DEVELOPMENT **STRATEGY**

NEIGHBORHOOD PRESERVATION ANALYSIS

The objective of this chapter is to establish a policy framework that will preserve the Washington District's historical resources as new development occurs. The City and its grant partner, the Historical Society conducted a survey of Washington District to identify historical resources. Survey information has been compiled into a standalone report and has informed a proposal for modifications to existing land-use policies.

Tasks

- ***Assess the Extent of Historic Preservation Direction in the Washington Specific Plan***
- ***Conduct Historic Structure Survey***
- ***Solicit Input from Stakeholders on How to Use Survey Results***
- ***Establish Parameters for Historic Preservation Design Standards***
- ***Define Scope of Work and Budget for Washington Specific Plan Amendments***

PURPOSE

Washington is the oldest subdivision in West Sacramento. Real settlement and growth in the District occurred following the Gold Rush of 1849. The Sacramento River was the principal artery bringing the miners from San Francisco to the Mother Lode. Some of the first Anglo settlements in Yolo County occurred along the Sacramento River in the Washington District. The objectives of this analysis were to; 1) complete a comprehensive survey of the buildings in the District to identify all historically significant homes or structures and create an updated catalogue of historic structures in the District; and 2) complete a collaborative examination of the District's existing historic preservation standards with the Historical Society, Bryte Broderick BBCAN and other community members to determine if preservation policies should be refined to protect these existing resources for future generations and provide guidance for new construction, renovations, rehabilitation and reconstruction.

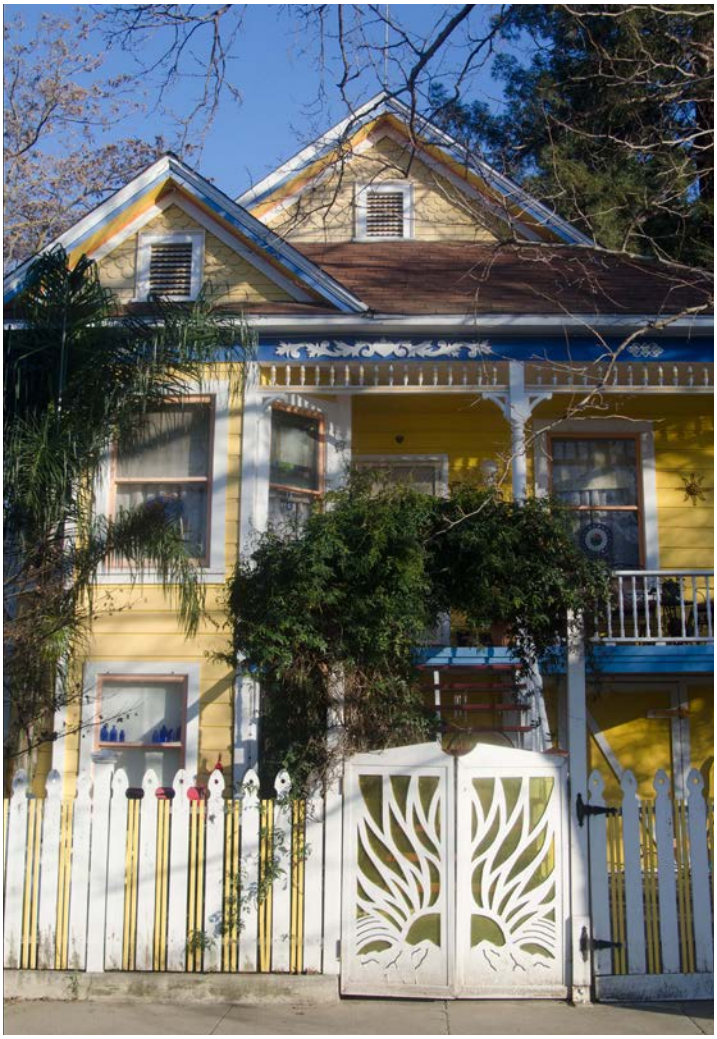
The Washington Map Plat shown on the cover this document was surveyed in the fall of 1849. Margaret McDowell had the town plat drawn and named several of the streets after members of her family. The original map no longer exists, a certified copy from 1869 is all that remains. Note, that there are no bridges to Sacramento on the map. The first bridge was built in 1858.

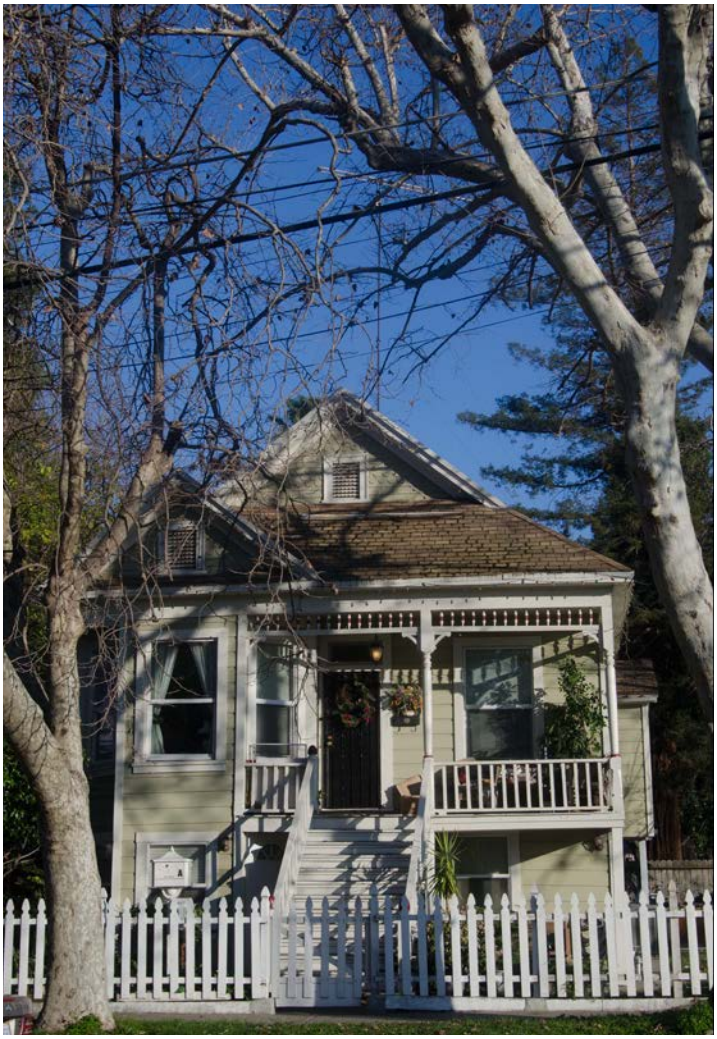
EXISTING CONDITIONS ASSESSMENT

The existing WSP provides only guidelines. While they attempt to regulate new development within the existing historic overlay, these guidelines have proven to be challenging to City staff reviewing development applications. In order to capitalize on the historic assets in Washington, this guideline terminology should be replaced with actual standards providing greater documentation for all stakeholders.

- Property owners and design professionals who seek to make improvements that may affect historic resources or construct new structures within the historic area of the District do not have clear guidance to design their projects.
- Many structures that have elements of architectural interest have been compromised due to lack of maintenance or renovations which have concealed, damaged or destroyed the historic design integrity.

Several members of the Historic Society requested that the City more formally engage in historic preservation in order to protect existing historic structures and the authenticity of remodels, and ensure compatibility with new residential development within the historic district.





Figures 2.11 & 2.12: Examples of Delta Victorians in the Washington located at 435 4th Street and 439 4th Street.

EVALUATION

In 1984 the Yolo County Historical Society requested the County Board of Supervisors conduct a survey of the historical resources in the County; and, the County received a grant from the State Office of Historical Preservation in 1985. A historical survey was completed in 1986 based on organizing the County into nine geographic areas. A windshield survey was conducted and the properties were plotted on a map but without the benefit of addresses or numerical marking. This survey ultimately created an inventory of 1026 properties in the County including 47 properties in the East Yolo geographic area (Washington District).

The City entered into contract with BBCAN in November of 2013 to conduct an updated survey of the District. The Project Team held the Historic Survey Kickoff and Training meeting on January 22, 2014 with the members of BBCAN and the Historic Society. The survey was carried out between January 24 and February 14, 2014 by members of BBCAN and the Historic Society. To conduct the updated survey the Washington District was split into blocks and quadrants and team members collected survey information and pictures on a parcel-by-parcel basis for the entire 194-acre District.

After the surveys were completed and compiled, a list of potential historic structures was created. The compilation of this list took into consideration the structure's potential to be symbolic of one of the District's heritage styles as defined by the current WSP. Structures were classified as historically significant if it could be described by at least three of the following statements:

- The structure was a part of the original 1986 survey.
- The structure is at least 45 years old (criteria from original 1986 survey).
- The structure is of architectural heritage style in the Washington neighborhood (as defined in the WSP, VII-28). Such as,
  - Victorian
  - Bungalow
  - Craftsman
  - Classic Revival
  - Mission Revival

Washington District Historic Resources Survey identified 67 structures in the District as historically significant, 44% of which are within the current designated Historic District Overlay.

The structure was included if it has retained its original architectural integrity without the impact of overriding alterations and changes; however, some structures that were compromised due to lack of maintenance and upkeep were included if there is potential for rehabilitation.

The list of historic buildings previously covered in the 1986 Historic Resources Survey was checked against the 2014 Survey and it was found that the 2014 Survey went far beyond the boundaries identified in the 1986 Survey and represents the first parcel-by-parcel inventory conducted in the City.

The survey was completed and presented to the Historic Society and BBCAN in May 2014 and was formally presented to the Housing and Arts Culture and Historic Preservation Commission on July 1, 2014.

The purpose of the Washington District Historic Resources Survey (located in Appendix F) was to comprehensively inventory all of the buildings in the WSP area in order to identify any and all historically significant homes

or structures. The results described below served as guidance in preparing the refinements to the Washington Neighborhood Preservation policies and other programs designed to protect these resources for the enjoyment of future generations:

- The survey yielded 67 structures that are considered historic. The results of the survey are depicted and described in Figure 2.13 on page 48, and the accompanying Table 2.3 located on pages 49 to 51. The list of historic buildings previously covered in the 1986 Historic Resources Survey was checked against the 2014 Survey and it was found that the 2014 Survey went beyond the boundaries identified in the 1986 Survey and represents the first District-wide parcel-by-parcel inventory conducted in the City shown in Figure 2.13.
- Overall, the findings of the 2014 Survey were substantively consistent with the current WSP's descriptions that the area has a great variety of architectural styles and designs, many of which contribute to a historic sense in the neighborhood.
- In most cases, the historic structures are not considered "high points" or pristine examples of their particular styles and were, for the most part, originally built for shelter and function in an affordable manner for the time.
- There are many structures outside the Specific Plan Historic Overlay District which are considered historic. However, the design standards outlined should specifically address the WSP area.
- The Plan area contains a high number of renter occupied homes-almost 80% are renter-occupied.

RECOMMENDATIONS

Staff in collaboration with community stakeholders are recommending that the City transition from guidelines to Historic Preservation standards in order to ensure compatibility with existing historic structures and authenticity with remodels, additions, etc. for both existing historic buildings and new residential development within the historic district.

Preservation of historical and cultural resources for future generations is a responsibility of every community. Historical structures create identity and interest and preserve history. Despite decades of neglect and razing of structures combined with alterations that have damaged or removed the historical significance, the City must be proactive in efforts to prevent further diminishment of these assets. Continued vigilance and balanced design review are the best ways to preserve the historical structures and elements.

Preservation standards can provide many positive effects including encouraging and reinforcing other efforts that improve quality of life like traffic calming, streetscape improvements, local access and connection along the River Walk and progressive planning policies.

The existing historic preservation guidelines in the Washington Plan are not prescriptive in terms of the authority to impose and enforce them on a project. Modifications to the plan should include transitioning from guidelines to standards.

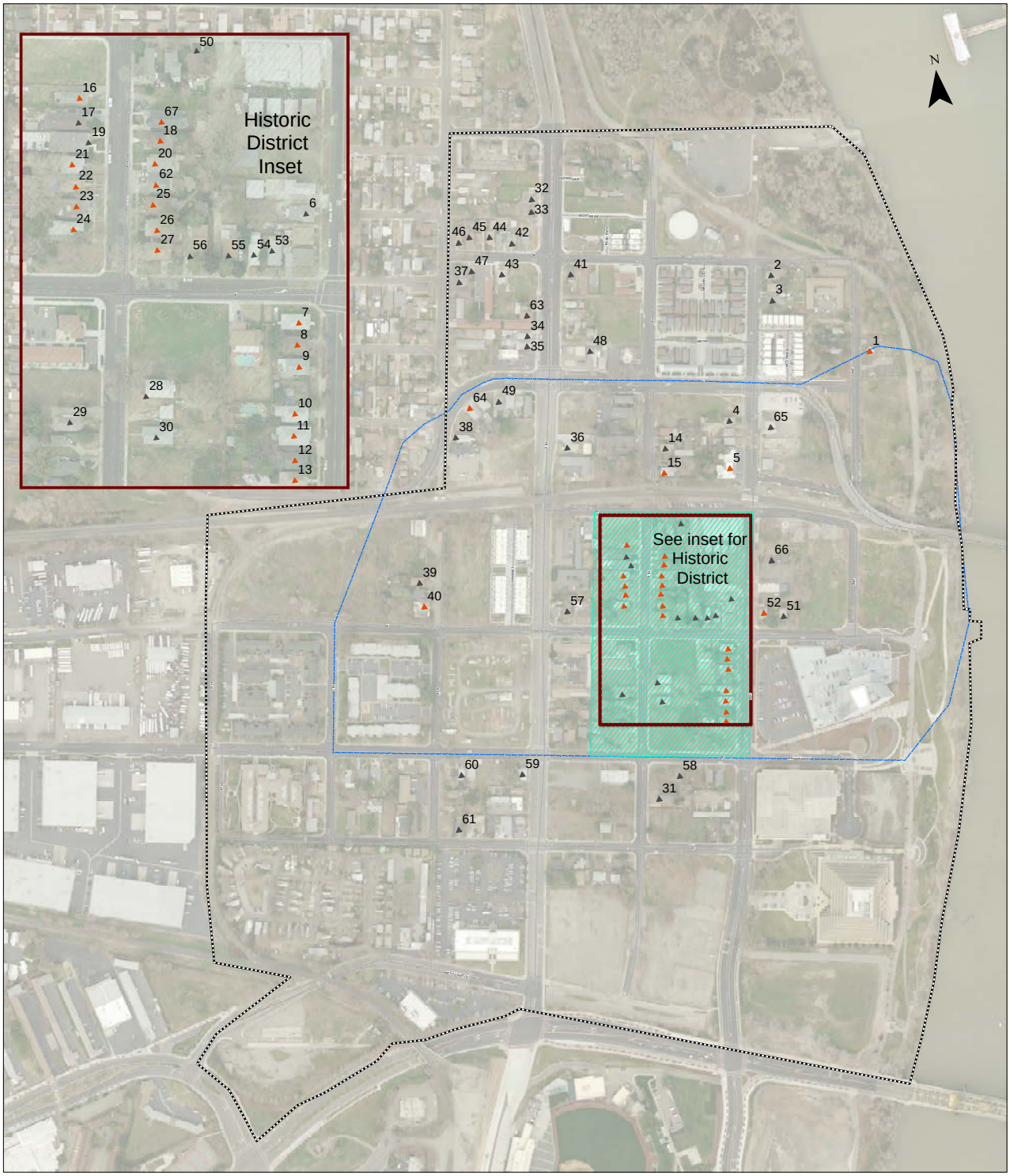
A more robust document outlining the standards and restrictions for existing historically significant structures (those identified in the 2014 survey) should be enacted in the WSP. Also these standards should apply to new development in the historic district thereby, protecting the historical context by creating continuity.

It is recommended that new preservation standards be drafted to regulate the preservation, rehabilitation, and restoration of historic buildings and new construction

within the historic District. Those standards should be drafted to:

- Encourage continual maintenance or historical structures.
- Encourage the reuse and/or repurposing of buildings.
- Facilitate preservation and yet support new development investment by providing for the relocation of historic structures when it is for the purpose of assembling other vacant contiguous parcels for a new project.
- Develop a façade improvement program. The intent of the Program is to improve the appearance of the façades, the street-facing exteriors of a building, of commercial buildings.
- Develop specific design regulations for new construction that includes details for both residential (single family and multifamily) and commercial including:
  - Color palates
  - Exterior materials
  - Windows
  - Architectural embellishments
  - Additions
  - Patio covers
  - Garages
  - Roofing material
  - Setbacks
  - Fencing
  - Building massing and form
  - Landscaping

Figure 2.13: 2014 Washington District Historic Resources Survey Results Key



Boundaries

- Washington Historic District
- 1986 survey extent

Historic Washington

- 2014 (42)
- 1986 (25)

29 out of 65 structures are within the designated Historic District

Table 2.3: Washington District Historic Resources Survey Results

Page Number	Full Address	Alias	1986 Surveys
1	231 2N ST	Historic Water Tower	X
2	201 3R ST		
3	213 3R ST		
4	316 3R ST		
5	322, 324, 326, 328, 330 3R ST	Bridgeview Market	X
6	428 3R ST		
7	500 3R ST		X
8	504 3R ST		X
9	508 3R ST 1 and 1/2		X
10	516 3R ST		X
11	520 3R ST		X
12	524 3R ST		X
13	528 3R ST		X
14	323 4TH ST, 1-3		
15	329 4TH ST	Klefman House	X
16	412 4TH ST		X
17	414 4TH ST		
18	415 4TH ST		X
19	416 4TH ST		
20	417 4TH ST		X
21	422 4TH ST		X
22	426 4TH ST, 1-3		X
23	430 4TH ST, A-E		X
24	434 4TH ST		X
25	435 4TH ST		X
26	437 4TH ST		X
27	439 4TH ST, A & B		X
28	513 4TH ST		
29	518 4TH ST		
30	521 4TH ST		
31	611 4TH ST		

Table 2.3 (Continued): Washington District Historic Resources Survey Results

Page Number	Full Address	Alias	1986 Surveys
32	116 5TH ST		
33	118 5TH ST 1 and 1/2		
34	224 5TH ST 1-4		
35	226 5TH ST, 1-4		
36	321 5TH ST		
37	215 6TH ST, A-D		
38	317 6TH ST		
39	426 6TH ST		
40	430 6TH ST		X
41	423 B ST		
42	506 B ST, 1-5		
43	509 B St and 1/2		
44	510 B ST		
45	514 B ST		
46	516 B ST		
47	517 B ST		
48	418 C ST		
49	511 C ST		
50	321 D ST, upper and lower		
51	222 E ST		
52	230 E ST		X
53	310 E ST		
54	314 E ST		
55	316 E ST		
56	318 E ST		
57	424 E ST		
58	317 F ST		
59	501 F ST, A&B		
60	529 F ST, A&B		
61	526 G ST		
62	433 4TH ST		X

Table 2.3 (Continued): Washington District Historic Resources Survey Results

Page Number	Full Address	Alias	1986 Surveys
63	218 5TH ST		
64	519 C ST	Senator Garage & Home	**X**
65	317 3RD ST	Firehouse	
66	415 3RD ST		
67	411 4TH ST		**X**

A photo of the Washington Monument at sunset.

02 TRANSIT-ORIENTED DEVELOPMENT STRATEGY

INFRASTRUCTURE NEEDS ANALYSIS

This sub-component provides a plan for upgrading infrastructure to support higher-density, transit-oriented development. Circulation capacities are addressed in the Transportation Management Analysis section. Undergrounding of utilities is discussed in the implementation chapter.

Tasks

- ***Assess Existing Infrastructure System Plans and Capacities***
- ***Estimate Future Demands for Wet-Utilities***
- ***Create Capital Improvement Plan for Completing Improvements***

The "Tasks" call-out box located on this page lists all the tasks completed for the entire chapter. The three utilities analyzed, sanitary sewer, storm drain, and water, share common purpose and existing conditions assessment subsections; however, each system has system specific evaluation and recommendation subsections.

PURPOSE

The objective of this analysis is to identify the existing capacity and condition of existing water, sewer and drainage infrastructure in the District based on completed inspections and existing documentation and identify water, sanitary sewer and drainage facilities that will be required to serve the projected build-out scenario identified in the Infill Development Site Opportunities Analysis chapter. In addition to identifying the capacity of systems needed to support the projected build-out scenario, this analyses identifies the scope of improvements for the purposes of creating financing plans, and identifying the improvements eligible for grants and public investment.

EXISTING CONDITIONS ASSESSMENT

The Washington Area is one of the City's oldest neighborhoods. The development process in the District for developers and potential investors is not predictable due to a lack of information about existing conditions and the extent of capacity upgrades needed to support development proposals.

New projects may be overly burdened with costs for off-site improvements that extend far beyond the project limits.

Several pipe lengths in the sewer sanitary, storm drainage and water distribution systems have insufficient capacity, reversed slopes, or deteriorated physical condition and require replacement.

SANITARY SEWER

EVALUATION

Sanitary Sewer improvements required to accommodate the redevelopment of the Washington Area are shown on Figure 2.15 on page 57.

Existing capacity and physical condition of existing sewer system infrastructure has been evaluated and compared to future service demands projected with redevelopment of the Washington Area in 2014. Service criteria which is applicable to the anticipated urban densities within the Washington Area have been utilized to identify where deficiencies in the existing system are present and recommendations for improvements have been identified.

The sanitary sewer system within Washington consists of a gravity flow network of pipelines primarily constructed of vitrified clay pipe. Sewer flows exit the Washington Area draining west on F Street to the Jefferson Pump Station which ultimately connects to the Lower North West Interceptor and is then conveyed to the Sacramento Regional Sewer Treatment Plant. Most of the pipelines within the Washington Area have been in place for many years, predating the City's incorporation. Some pipes have been replaced over the years as part of the City's operations and maintenance program. Those pipelines most recently replaced are primarily constructed of PVC. This report evaluates only those pipelines located within Washington. The existing pipeline network is illustrated in Figure 2.14 on page 56.

The City conducted a comprehensive survey of the existing sanitary sewer system as part of this evaluation. A survey crew went into the field and measured pipe diameters, material and invert elevations at every manhole within Washington. This data was then compared to existing record information contained within the City's files in order to accurately profile the existing infrastructure. Several locations were identified as having reverse slopes with sections of pipe sloping in the wrong direction. This condition leads to reduced capacity of the pipelines and septic conditions due to the pipe length being unable to drain properly. These pipe lengths are earmarked for replacement in this report.

The City also conducted a video survey of all pipelines within the Washington Area in order to help identify the overall condition and integrity of the sewer lines. Pipeline capacity calculations take into consideration the roughness of a pipeline, which can deteriorate with age thereby reducing flow efficiency. Locations with severe degradation were also identified and earmarked for replacement. The calculations for existing pipeline capacity are included in Appendix G.

The City's current criteria for residential and commercial sanitary sewer flow projections are based upon historical, suburban land use designations and do not accurately reflect the flow volumes typically experienced in an urbanized environment. Nor does the current criteria take into consideration the flow reductions realized from implementation of requirements for low flow plumbing fixtures.

Sanitary sewer flow projections are commonly estimated as a percentage of anticipated domestic water demands for various land uses. In The November 12, 2014 Technical Memorandum prepared by West Yost Associates, wherein the existing water system located within the Washington Area was evaluated, urban demand criteria was established for each of the proposed land uses. For purposes of this sanitary sewer system evaluation, average daily sewer flows were calculated to be 90% of the domestic water demands. Those flow factors are summarized in Table 2.4. A Peaking Factor of 3, which includes an allowance for Infiltration and

TABLE 2.4: SANITARY SEWER AVERAGE DAILY FLOW FACTORS

General Plan Land Use Designation	Flow Factors		
	Residential, GPD/DU	Office, GPD/sq ft	Retail, GPD/sq ft
Medium Density Residential	261	.17	.17
High Density Residential	108	.17	.17
Central Business District	108	.17	.17
Neighborhood Center Mixed Use	108	.17	.17
Riverfront Mixed Use	108	.17	.17

Inflow, was applied for calculation of Peak Wet Weather Flows (PWWF).

For each pipe length within the Washington Area, the PWWF was compared to the existing capacity of the pipe. City Standards require that the PWWF not exceed 70% of the pipe capacity. This factor of safety is intended to accommodate the potential for additional intrusive flows as the pipe ages and deteriorates and is applicable in the Washington Area where high groundwater can exist.

The calculations for existing pipeline capacity and projected design capacity requirements are included in Appendix G.

RECOMMENDATIONS

Several lengths of existing sewer pipe were identified for removal and replacement in order to accommodate the anticipated redevelopment of the Washington Area. These pipes were considered inadequate due to the fact that they either had insufficient capacity, reversed slopes, or deteriorated physical condition.

In many cases the solution to a problem pipe extends beyond the ends of that pipe. For a pipe which has a reverse or flat slope, increasing the slope must often extend either upstream or downstream to obtain the desired result. This often times includes the lowering, replacement or the addition of manholes which are required at all changes in slope, direction or pipe diameter. Service laterals which connect to pipe lengths being modified must also be adjusted and connected to the improved pipe.

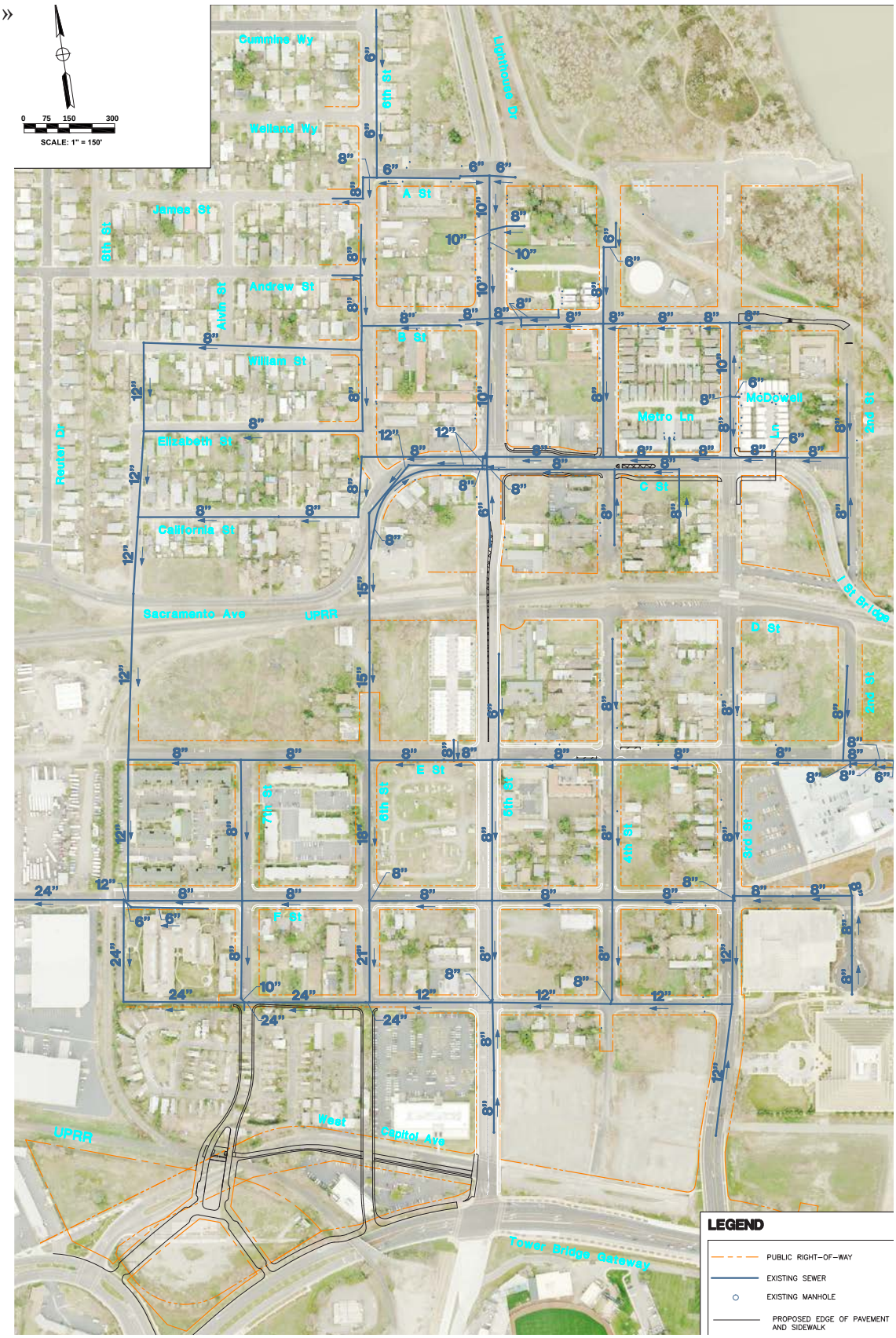
Additional information about the sanitary sewer improvements required to accommodate the redevelopment of the Washington Area, shown on Figure 2.14 is located in Appendix G.

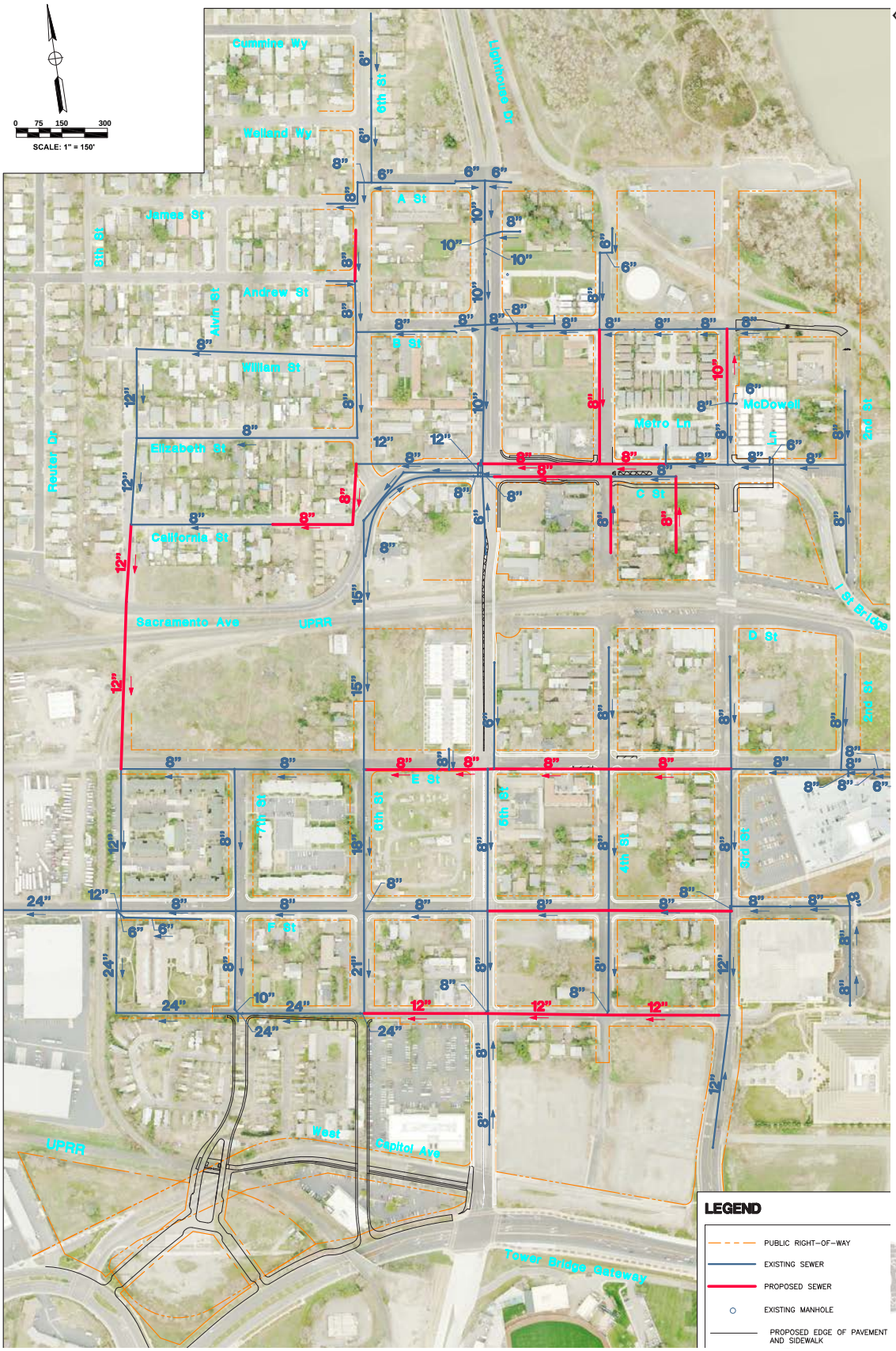
COST ESTIMATE

Preliminary costs for the required sanitary sewer improvements within the Washington Area have been calculated to be approximately $906,000. This estimate is based upon 2014 construction costs and is not based upon an actual design of the Improvements. Because of this, the approach is somewhat liberal. For example, if an existing manhole is identified to be lowered to increase pipe slopes, the cost estimate assumes that the manhole will be replaced. A breakdown of assumed costs is included in Appendix H and in Table 4.1 of page 162 of the Implementation Section.

Figure 2.14: Existing Sanitary Sewer System

Source: URS





« *Figure 2.15: Proposed Sanitary Sewer System*

Source: URS

STORM DRAIN

EVALUATION

Storm Drainage improvements required to accommodate the redevelopment of the Washington Area are shown on Figure 2.17 on page 61.

Existing capacity and general physical condition of existing infrastructure has been evaluated and compared to future service demands. Design criteria which is consistent with current City storm drainage design guidelines have been utilized to identify where deficiencies in the existing system are present and recommendations for improvements have been identified.

The storm drainage system within the Washington Area consists of a gravity flow network of pipelines primarily constructed of reinforced concrete pipe. Storm drainage flows exit the Washington Area at three separate locations.

The northwest quadrant of the Washington Area gravity drains west through a series of pipelines and open channels which run adjacent to the Union Pacific railroad (UPRR) tracks. The tributary are is primarily located north of the UPRR tracks and west of 5th Street. A portion of this flow drains to a lift station located just north of the UPRR railroad tracks and on the west side of 5th Street. These flows are lifted into the pipeline and channel system which then flows west along the north side of the tracks.

The northeast quadrant of the Washington Area drains easterly to a pump station located on the north side of B Street between 3rd Street and 4th Street. The tributary area is primarily located north of the UPRR railroad tracks and east of 5th Street. The pump station outfall drains directly to the Sacramento River. The location of the outfall structure is located just south of the Bryte Bend boat dock.

The southerly portion of the Washington Area, with a tributary area which is basically comprised of the entire area located south of the UPRR railroad tracks, drains easterly to a pump station which is located within the first floor of the parking garage located at the corner of F Street and 3rd Street. This pump station outfall also drains directly to the Sacramento River with the outfall structure located due east of the pump station.

The majority of the existing collection system has been in place for many years, much of which predates the City's incorporation. The most significant improvement in the last 25 years was the upgrade of the storm drain system within the Raley's Landing Assessment District. This project included the reconstruction of the collection system within 3rd Street and the construction of the pump station located within the parking garage at the corner of F Street and 3rd Street.

The City conducted a comprehensive survey of the existing storm drainage system as part of this evaluation. A survey crew went into the field and measured pipe diameters, material and invert elevations at every manhole within the Washington Area. This data was then compared to existing record information contained within the City's files in order to accurately profile the existing infrastructure. Several locations were identified as having reverse slopes with sections of pipe sloping in the wrong direction. This condition leads to reduced capacity of the pipelines and septic conditions due to the pipe length being unable to drain properly. These pipe lengths are earmarked for replacement in this report. The existing pipeline network is shown on Figure 2.16 on page 60.

The design of a storm water collection system includes an analysis of the hydraulic capacity of the infrastructure as well as the inclusion of water quality treatment measures. Both were considered in the evaluation of the existing system within the Washington Area.

With the exception of the more recently constructed improvements within the Raley's Landing Assessment District, most of the storm drainage system was designed and constructed many years ago using design criteria and

land use projections in place at the time. Since that time, new design methodologies have been developed and adopted by the City which more closely reflect anticipated flows generated during storm events. The City's current design criteria, as outlined in Section 2, Division 4 of the 2002 City of West Sacramento Design Standards and Specifications was utilized for this analysis.

Although land uses within the Washington Area are expected to intensify, it was not anticipated that this would result in a proportional increase in storm water runoff rates. A primary component of the criteria considered in calculation of storm water runoff rates is the percentage of impervious area within the tributary area. Increased densities are expected to result from the addition of multi-story building and not from an increase in the FAR which was likely contemplated when the system was designed.

For each pipe length within the Washington Area, the calculated runoff rate was compared to the existing capacity of the pipe. City Standards allow for pipes to flow under pressure but restrict the hydraulic grade line to an elevation no less than one foot below the flow line elevation of the gutter. Flows from the 100 year event are permitted to be carried within the street but are not permitted to exceed the top of curb.

When the storm drainage collection system was originally designed and constructed, water quality treatment was not a consideration and its mitigation was not a design element utilized. New requirements for the City of West Sacramento (a Phase II entity according the State's Water Resources Control Board MS4 permit) which go into effect in 2015 which include treatment, protection and monitoring of storm runoff. The focal point for implementation of these new requirements is point source of the runoff, thereby shifting the burden of water quality treatment from public storm drainage system to the private sector.

The calculations for existing pipeline capacity and projected design capacity requirements are included in Appendix I

RECOMMENDATIONS

Several lengths of existing storm drain pipe were identified for removal and replacement in order to accommodate the anticipated redevelopment of the Washington Area. These pipes were considered inadequate due to the fact that they either had insufficient capacity, reversed slopes, or deteriorated physical condition.

In many cases the solution to a problem pipe extends beyond the ends of that pipe. For a pipe which has a reverse or flat slope, increasing the slope must often extend either upstream or downstream to obtain the desired result. This often times includes the lowering, replacement or the addition of manholes which are required at all changes in slope, direction or pipe diameter. Service laterals which connect to pipe lengths being modified must also be adjusted and connected to the improved pipe.

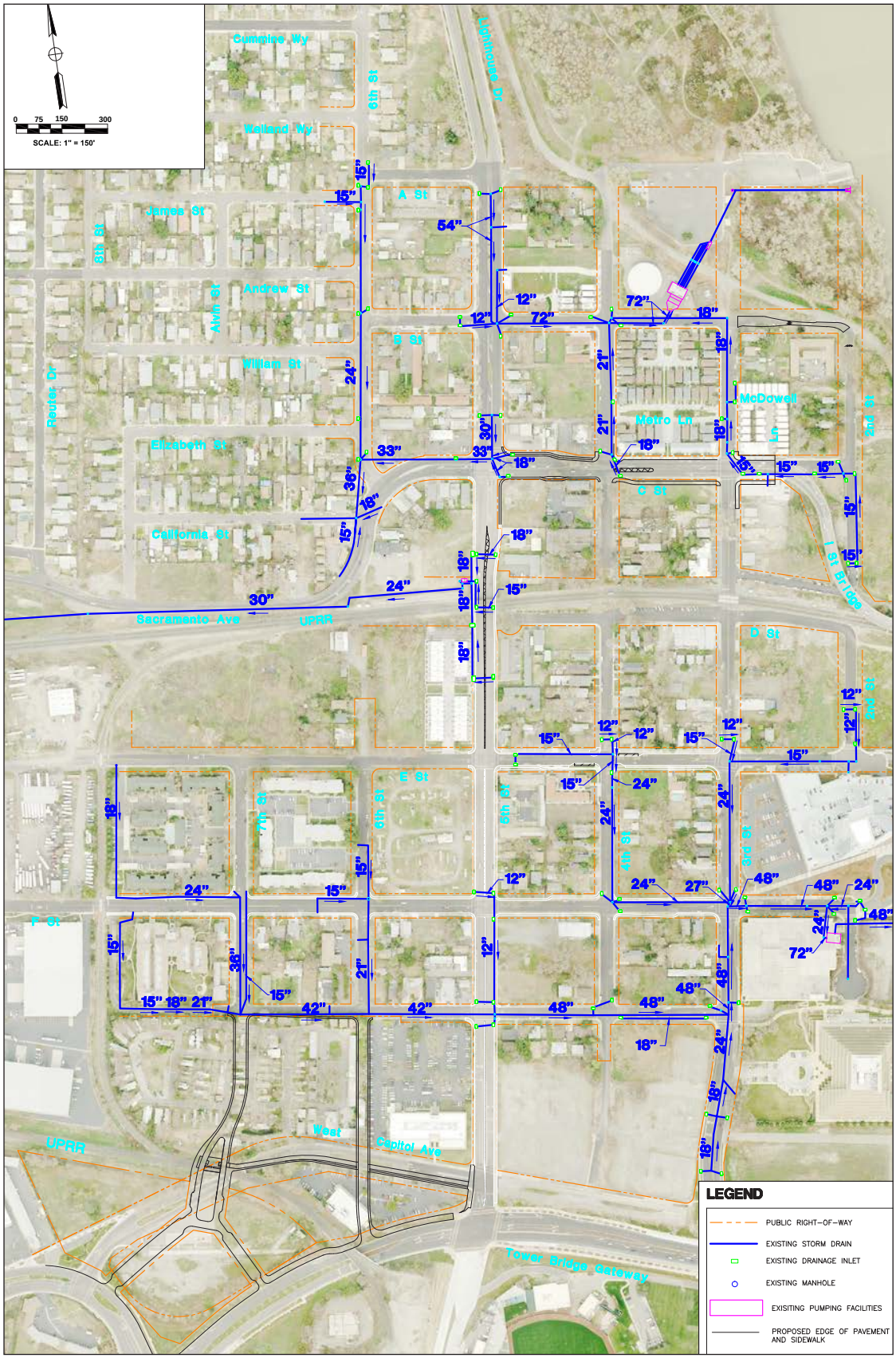
Additional information about the storm drain age improvements required to accommodate the redevelopment of the Washington Area shown on Figure 2.17 is located in Appendix I.

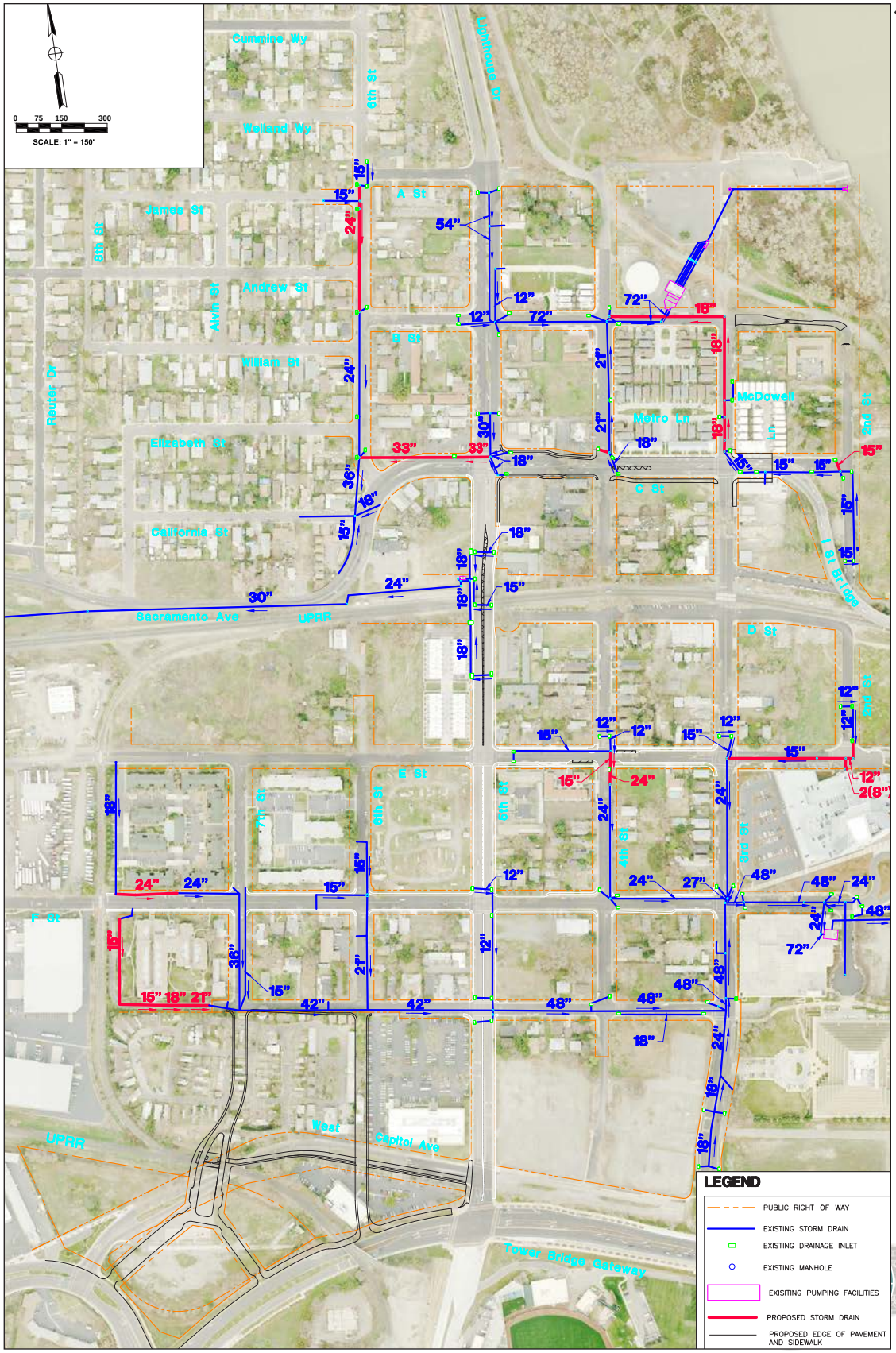
COST ESTIMATE

Preliminary costs for the required storm drainage improvements within the Washington Area have been calculated to be approximately $350,000. This estimate is based upon 2014 construction costs and is not based upon an actual design of the Improvements. Because of this, the approach is somewhat liberal. For example, if an existing manhole is identified to be lowered to increase pipe slopes, the cost estimate assumes that the manhole will be replaced. A breakdown of assumed costs is included in Appendix J and in Table 4.1 of page 162 of the Implementation Section.

Figure 2.16: Existing Storm Drain System

Source: URS





« *Figure 2.17: Proposed Storm Drain System*

Source: URS

WATER

EVALUATION

Water distribution improvements required to accommodate the redevelopment of the Washington Area are shown on Figure 2.19 on page 67.

The existing water distribution system within the Washington Area has been evaluated to determine its ability to meet the City's minimum service criteria for the anticipated redevelopment taking into consideration both domestic and fire suppression demands. Domestic service criteria which is applicable to the anticipated urban densities within the Washington Area have been utilized to identify where deficiencies in the existing system are present and recommendations for improvements have been identified.

The existing water system infrastructure within the Washington Area consists of approximately 34,500 lineal feet of pipelines ranging in size from 4- to 24 inches in diameter. The existing Northeast Water Storage Reservoir, located on the corner of 4th Street and B Street, has a 2.0 million gallon capacity and includes an associated pump station with an installed pumping capacity of 6.7 million gallons per day (mgd) and a firm pumping capacity of 4.1 mgd.

The existing water distribution network is shown on Figure 2.18 on page 66.

The City's current (per unit) water use factors used in water system planning are based on the City's existing land use categories and associated typical development. Currently, these existing unit use factors do not take into consideration the higher target densities proposed for the Washington District ,such as, high density residential (over 40 dwelling units to the acre) or mixed-use land projects. The proposed up-zoning in 2035 General Plan updates could result in the construction of new high rise office, which require a different unit water use factors then those currently used by the City.

West Yost Associates, the consultant hired to conduct technical evaluation of the City, existing water distribution system reviewed information from several other Northern California agencies to develop the appropriate use factors for the new high density and mixed use land use categories for the Washington District evaluation. The proposed 2035 General Plan land use updates for in Washington were correlated to residential and commercial unit use factors to determine the recommended factors to use.

Land use descriptions from the City of San Bruno's Water System Master Plan were considered to be similar to the planned land uses in Washington. The San Bruno land uses include high density residential, transit oriented development, multi use with residential focus, and central business district (downtown mixed use) which have residential density and FAR designations which are comparable to the proposed land uses within the Washington District. These land uses typically have minimal outdoor landscape water use and therefore the water use factors are considered to be similar to the Washington District proposed land uses. The San Bruno's use factors were used in the evaluation of the Washington District for all of the higher density and mixed use land use categories with the exception of medium residential; for medium density residential West Yost used the City's existing medium density residential use factor. The water use factors used to estimate the existing and projected domestic water demands are shown in Table 2.5.

TABLE 2.5: UNIT WATER USE FACTORS FOR PROJECTED DEMANDS

Proposed General Plan 2035 Land Use Designation	Unit Use Factor		
	Residential, GPD/DU	Office, GPD/sq ft	Retail, GPD/sq ft
Medium Density Residential	290	.19	.19
High Density Residential	120	.19	.19
Central Business District	120	.19	.19
Neighborhood Center Mixed Use	120	.19	.19
Riverfront Mixed Use	120	.19	.19

The City's planning and design criteria for evaluation of the Washington District water distribution system are shown in Table 2.6. The criteria shown are based on the criteria presented in the City's 2005 Water Master Plan or the City's adopted Standard Specifications and Details, Section 6 Water System.

The availability of adequate water supply for firefighting purposes was also evaluated. It should be noted the Fire Department uses the 2013 California Fire Code (CFC), which establishes minimum fire flows and durations for individual structures. An assumption of Type I building construction was used to determine the maximum potential fire flow requirement within the Washington District, as presented in Table BB 105.1 of the CFC. The recommendations for fire flow and flow duration are described in Table 2.7 on page 65.

The calculations for existing pipeline capacity and projected design capacity requirements are included in Appendix K.

RECOMMENDATIONS

Several lengths of existing water distribution pipe were identified for removal and replacement in order to accommodate the anticipated redevelopment of the Washington Area. Several of the recommendations made are to improve pipeline looping to provide a redundant and reliable service to the area to meet both normal demand conditions as well as improve ability to meet fire flow requirements.

Additional information about the water improvements required to accommodate the redevelopment of the Washington Area shown on Figure 2.19 is located in Appendix K.

Unit water use factors were developed for the San Bruno Water System Master Plan. The land uses planned for San Bruno are similar to the proposed Washington District land uses.
(b) Factors represent gross water use and include 8.5 percent unaccounted-for-water.
(c) Commercial (retail/office) water use factors used a land-use based methodology developed by the Pacific Institute to estimate commercial demands from anticipated commercial square footage developed.
(d) Medium Density Residential demand factor based on City's existing demand factor criteria as presented in the 2005 Master Plan.
(e) For office unit use factors, the more conservative 0.19 GPD/sq ft factor is used for planning purposes due to the early planning stages of the project.

TABLE 2.6: CITY OF WEST SACRAMENTO PLANNING AND DESIGN CRITERIA

Component	Criteria	Remarks/Issues
WATER SYSTEM PERFORMANCE(a)		
Maximum Day Demand Condition		
Minimum Pressure	35 psi	City Water System Design Standards Section 6
Maximum Pressure	70 psi	2005 Water Master Plan
Maximum Velocity	7.0 ft/s	2005 Water Master Plan
Maximum Headloss	5 ft of loss per 1,000 ft of pipeline	West Yost Recommended
Maximum Day Demand Plus Fire Flow Condition		
Minimum Pressure	20 psi	City Water System Design Standards Section 6
Maximum Velocity	10.0 ft/s	2005 Water Master Plan
Maximum Headloss	10 ft of loss per 1,000 ft of pipeline	West Yost Recommended
Peak Hour Demand Condition		
Minimum Pressure	20 psi	City Water System Design Standards Section 6
Maximum Pressure	70 psi	2005 Water Master
Maximum Velocity	7.0 ft/s	2005 Water Master Plan
Maximum Headloss	5 ft of loss per 1,000 ft of pipeline	West Yost Recommended
Fire Flow Requirements		
Residential	1,500 gpm @ 2 hrs	See Table 4 for detailed requirements
Commercial	3,000 gpm @ 4 hrs	See Table 4 for detailed requirements

FACILITIES SIZING		
Minimum Pipeline Diameter	8-inch	Based on City's adopted Water System Design Standards Section 6
Hazen Williams "C" Factor	130	For consistency in hydraulic modeling.

(a) Recommended pipeline velocity and headloss criteria are used for sizing new pipelines. Existing pipelines not meeting the recommended criteria would not be identified as deficient unless there are also pressure deficiencies

TABLE 2.7: RECOMMENDED FIRE FLOW REQUIREMENTS(A,B)

General Plan Land Use Designation	Fire Flow©, gpm	Duration, hours
Residential	1,500	2
Commercial/Mixed Use(d)	3,000	4

(a) Unique projects or projects with alternate materials may require higher fire flows and should be reviewed by the Fire Marshal on a case-by-case basis.

(b) Fire flows to be supplied at a minimum residual pressure of 20 psi.

(c) The Fire Marshal normally allows up to a 50 percent reduction in fire flow if a building is provided with an approved automatic sprinkler system. However, the 2013 CFC also requires that no fire flow be less than 1,000 gpm for single family residential or 1,500 gpm for all other building types.

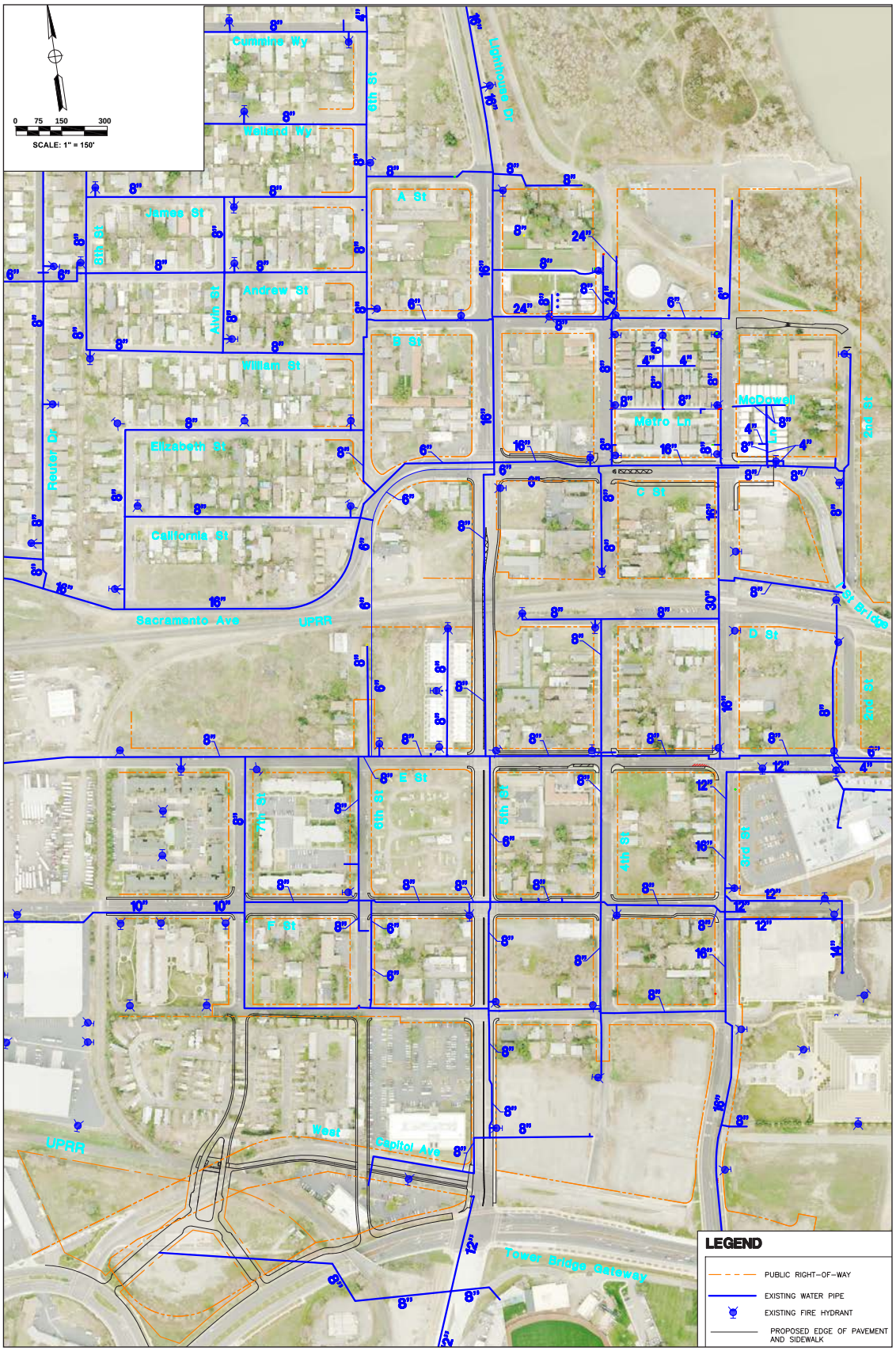
(d) Commercial/ Mixed use requirements assume Type 1 building construction as defined in the California Building Code per the City's direction. The 2013 CFC Appendix BB, Table BB 105.1 shows 6,000 gpm is adequate for all Type 1 construction buildings. The City indicated all new buildings would be equipped with approved fire sprinkler system and a 50 percent reduction in required fire flow is allowed.

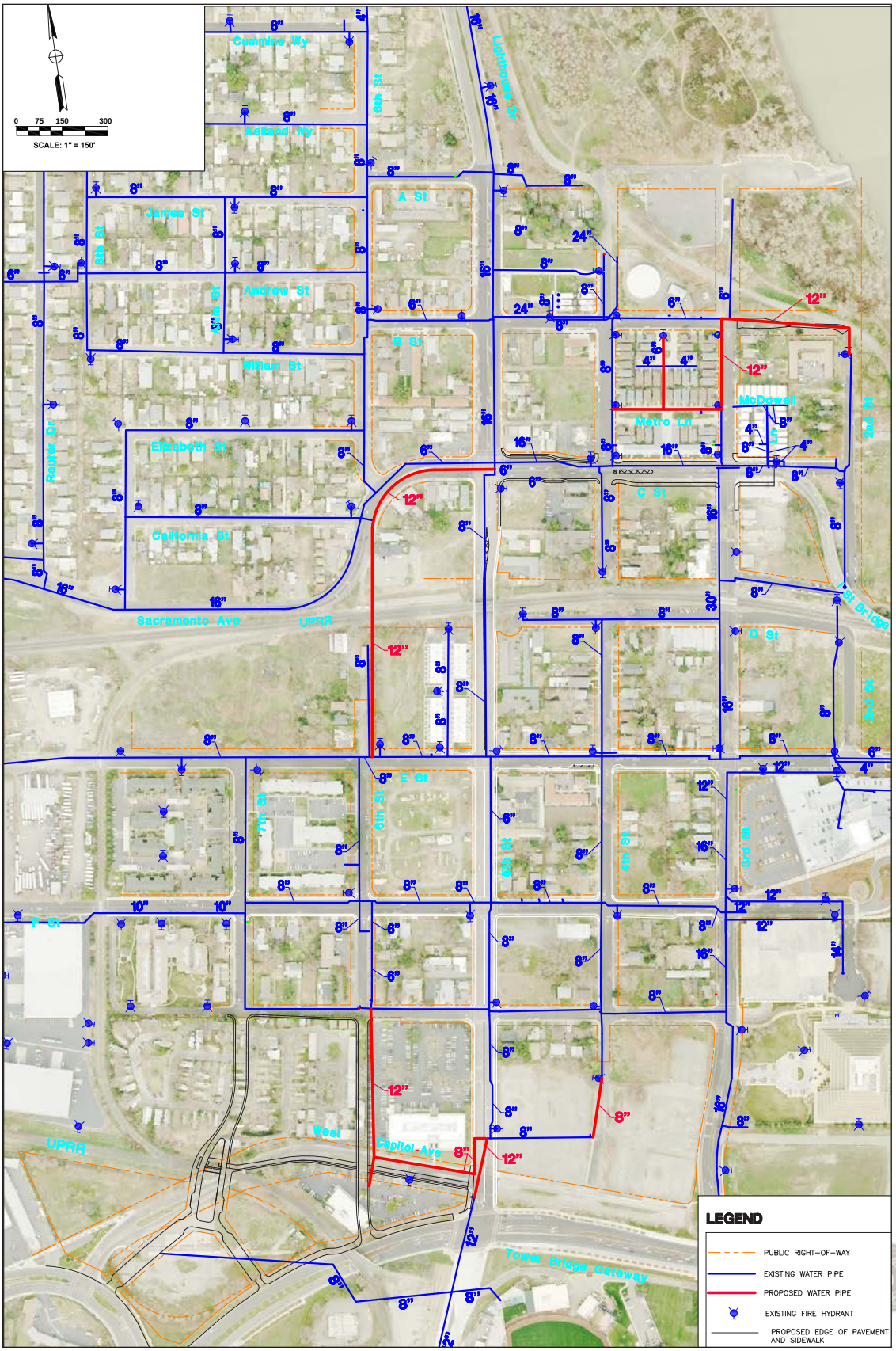
COST ESTIMATE

Preliminary costs for the required water system improvements within the Washington Area have been calculated to be approximately $1,038,000. This estimate is based upon 2014 construction costs and is not based upon an actual design of the Improvements. Because of this, the approach is somewhat liberal. A breakdown of assumed costs is included in Appendix L and in Table 4.1 of page 162of the Implementation Section

Figure 2.18: Existing Water System

Source: URS





« *Figure 2.19: Proposed Water System*

Source: URS

Daytime unmetered on-street parking of downtown commuters on 2nd Street adjacent to the I Street Bridge viaduct.

02 TRANSIT-ORIENTED DEVELOPMENT **STRATEGY**

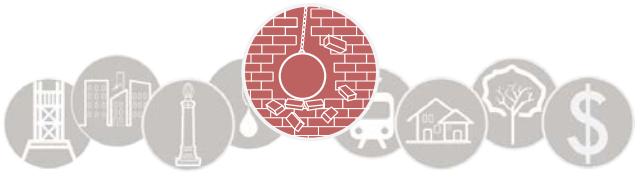
REGULATORY AND DEVELOPMENT BARRIERS ANALYSIS

The purpose of this chapter is to identify and propose measures to remove the land-use regulatory barriers to transit-oriented development and to identify measures for reducing parking demand to create an environment that is conducive to transit-oriented development. Staff cataloged the WSP's shortfalls in this area and identified a series of design amendments and revisions to land use controls that support TOD. Staff conducted a parking demand analysis for projected development, an assessment of on-street parking opportunities to mitigate that demand and developed a parking plan to minimize on-site parking requirements for transit-oriented development. The completed analysis includes recommendations for enhancement to frontage and architectural design guidelines, changes to the General Plan land use designations and an overhaul of the district's parking requirements to address both parking demand and supply.

Tasks

- ***Assess the Existing Design and Parking Standards for the Washington Specific Plan Area***
- ***Assess Current Parking Supply***
- ***Project Future Parking Demand***
- ***Propose New Parking Policy Statements***
- ***Prepare a Parking Management Strategy***
- ***Establish Parameters for Street Frontage, Architectural Design and Furnishing Standards***
- ***Prepare Urban Design Framework to Transition from Guidelines to Standards***
- ***Define Scope of Work and Budget for Washington Specific Plan Amendments***

This chapter covers two interdependent topics related to land use. Both subtopics explore the relationship between the expectation density described in the 2035 Build-out Program and the necessary updates to the plan's frontage and architectural design guidelines and parking controls. The "Tasks" call-out box above lists all the tasks completed for the entire chapter. Each subtopic of this chapter, ""Land Use Barriers" and "Parking Barriers" has its own purpose, existing conditions assessment, evaluation and recommendations subsections.



LAND USE BARRIERS

PURPOSE

The purpose of this subsection is to identify, describe and outline a strategy to address land-use barriers to economic revitalization and TOD.

EXISTING CONDITIONS ASSESSMENT

The existing WSP contains outdated and inconsistent urban streetscape design guidelines.

- State Route 275 is no longer an elevated state highway. This roadway is now an at-grade city arterial, known as Tower Bridge Gateway, with at-grade intersection at 3rd and 5th Streets.
  - Building frontage: The WSP encourages the primary front of buildings to be oriented to the street. However, the minimum building setback is established at 30 feet for the ultimate right-of-way line. The ultimate right-of-way line is also not clearly defined.
  - Pedestrian/landscape standards: The WSP delineates specific standards for sidewalks and landscape area that are not consistent with the Tower Bridge Gateway street frontage improvements.
  - Surface parking frontage: The standards that allow surface parking within 10 feet of the ultimate right-of-way line, need to be reconsidered and revised to meet walkability standards for a transit oriented environment.
- 5th Street
  - Building frontages (single family): Lots fronting on Fifth Street must be at least 45 feet wide. The WSP recognizes that single family and multi-family buildings must have direct building orientation towards the street. However, the buildings set back standard of at least 20 feet from the street right-of-way should be modified. Forty-five foot wide lots are also not consistent with contemporary lot sizes for higher density residential product.
  - Landscape: The sidewalks are attached and not separated by a landscape strip.
- Zoning and anticipated land uses or densities along the major arterials do not match either existing development patterns or transit-served development patterns.
  - Tower Bridge Gateway: The WSP establishes that land uses along the street arterials are intended to mirror of office uses on the Sacramento side of the river. Since the WSP was adopted in 1996, however, office uses have not occurred. Existing development includes Raley Field, a AAA baseball stadium, and Capitol Yards, a multifamily development that currently lacks frontage onto Tower Bridge Gateway. The next phase of development will need to be designed consistent with Riverfront Mixed Use and Central Business District land use designations and will need to be designed and oriented to activate the public realm.
  - 5th Street: The existing land use designations are medium density and high density residential. The zoning could be increased to capitalize on large lot redevelopment and the increased connectivity of the street due to the Mike McGowan and C St Bridges that connect to Southport and Sacramento respectively.
- Allowable architectural styles for new construction are focused primarily on lower-density developments even though the majority of the WSP area is designated for high density development. The guidelines don't match the projected densities required for transit-oriented development in 2015 and beyond, especially to support streetcar service and bus service with frequent headways.
  - The Plan recognizes five common architectural styles that can serve as points of reference for new construction and linkage to the area's heritage: Victorian, California Bungalow, Craftsman, Classic Revival and Mission Revival; however, it lacks adequate definition of the basic elements of each style. Additionally, Mission Revival is not an architectural style currently represented in the area.

- The architectural guidelines are outdated and too permissive leading to challenges at plan review.
  - The overall philosophy of the Plan is to maintain diversity, interest and compatibility; and, therefore no specific architectural styles are required for new construction except in the historic district. Even within the historic district overlay it is only suggested that designs be compatible to historic Victorians that date back to the late 1800's.
- The guidelines are vague and written as guidelines rather than standards. The guidelines do not include specific standards for mid-rise and high rise residential development and have been difficult to apply on real-world projects

EVALUATION

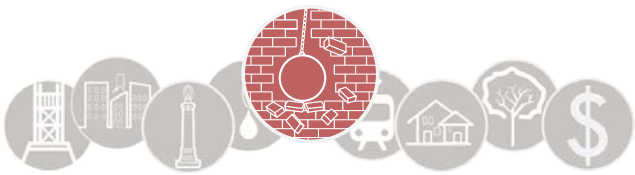
Washington is the oldest subdivision in West Sacramento. Real settlement and growth in the District occurred following the Gold Rush of 1849. Much of its remaining architectural context dates from the late 1890s to the early 1900s. Washington's neighbors to the north, west and south were developed in more recent decades, and their mid-20th Century modern and industrial structures have also influenced Washington. Architecture in Washington will continue to be influenced by the neighborhoods that share its boundaries but it will retain its unique character. West Capitol Avenue is primed to redevelop into a modern downtown that will be the civic and cultural hub of the City.

Washington and the 188-acre Bridge District to the south share the riverfront as a defining feature that guides design of public spaces and circulation. . Bridge District design is driven by the principals of high density development that support transit use. It is expected to evolve with major entertainment and sports focused facilities because it includes a Triple A Giants affiliate stadium and event venue on the River Walk, the BARN. The majority of the Bridge District is open undeveloped land that is anticipated to mirror the urban scale and density of downtown Sacramento and embrace contemporary 21st century architecture with an emphasis on a relationship to nature.

The Washington area will be connected by a new bridge to an urban infill brownfield project of approximately 240 acres in Sacramento, the Railyards. The Railyards has a major transit hub including Amtrak and historic "central shops" buildings. The "central shops area is of significant historical and cultural importance to Sacramento and will be preserved and reused. The majority of the Railyards site is undeveloped area that has been designed into districts driven by the design principles for high density transit served development. While its design guidelines protect the heritage of the "central shops" area, new development is expected to embrace innovative urban scale, mid-to high-rise designs for structures (based on the build-out projections).

In order to transition the area to transit served development patterns the WSP requires an update of its existing architectural and streetscape guidelines. The purpose of these updates is to establish a framework for the development community and to guide the design review process. The process for accomplishing this is outlined in the tasks above.

The design parameters for the architectural and streetscape landscape designs must recognize the existing historic context and balance this with compatible new construction at the scale, density and size to support transit-oriented development. Much of the new development recently constructed in Washington was influenced by its close proximity to several clusters of historic 19th- and 20th-century structures (see Neighborhood Preservation Analysis chapter) but not all. Fortunately, the historic structures share common elements and a similar vocabulary to those



architectural design concepts that are supportive of transit-oriented development and some of those concepts were carried forward.

There is a variety of traditional and contemporary structures in Washington. The overall philosophy of the existing plan is to maintain diversity, interest and compatibility. Therefore, all of these architectural styles can serve as appropriate precedents for new projects within the plan area. In order to be consistent with the existing plan's philosophy, new development projects should seek to emulate the existing context, maintaining the current range of architectural expression that is in keeping with the tradition of the neighborhood. Currently in the plan, there are no specific architectural styles required for new construction except for those suggested in the historic district; however, completely modern architecture is discouraged, especially at the street level. In practice, the City has sought to have new projects incorporate historically compatible materials and colors with varying degrees of success.

The challenge for the City is to develop design regulations that elevate the diverse eclectic and charming neighborhood but are not difficult for the development community to embrace, especially at the street level. For a transit-oriented development area, the ground floor pedestrian environment is the focus for achieving a vibrant walkable neighborhood. This principle is addressed throughout the document in both Transportation Management Analysis and the Parks and Recreation chapters. Because much of the work is covered in other chapters, this subsection is focused on:

- Developing frontage typologies for single family residential, multifamily and commercial uses; and
- Identifying the approach to preparing architectural design standards that are compatible with the existing context and correlate with the densities planned for the area.

The remaining portion of this Evaluation section describes how the building's frontage and exterior elements are scaled to pedestrians and describe how architecture should speak to the street, residents, and visitors to the neighborhood.

The urban streetscape frontage guidelines for Washington could emulate those provided in the Grand Gateway Master Plan (GGMP), and the Bridge District Specific Plan Volume II (BDSP II). The design standards for the public realm (back of sidewalk to back of sidewalk) are reflected in the priority cross-sections located in Appendix M. Because certain features or aspects of building and site design have a direct impact on pedestrian interface, ground-floor design standards are important to walkability and neighborhood character.

The allowable frontage types referenced from the GGMP and BDSP II that support the cross-sections included in Appendix M and transit-oriented development are:

- **Townhouse Porch:** The façade is characterized by being setback from the property line with the ground story elevated from the sidewalk to provide privacy for the ground floor uses. The setback will range from zero to twelve feet. The entrance is accessed by a porch structure attached to the façade. This type is suitable for ground floor residential uses.

Figure 2.20: These townhouse porches are slightly setback. The porches engage the street and the landscaping softens the entrance. Source: GGMP

- **Stoop:** The main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop shall be elevated above the sidewalk to ensure privacy within the building. Stairs from the stoop may lead directly to the sidewalk or may be side-loaded. This type is appropriate for residential uses with small setbacks which would range from five to eight feet.

Figure 2.21: This is a stoop on single-family dwelling with a medium setback. Source: GGMP

Figure 2.22: These stoops on this building connect to slightly recessed entries and have a zero setback allowing the steps to directly interface with the street. Source: GGMP

- **Forecourt:** The main facade of the building is at or near the frontage and a small percentage is set back, creating a small court space that is open to the public ROW. The space could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within commercial areas. The setback will range from zero to three feet.

Figure 2.23: This commercial forecourt provides an outdoor dining opportunity along a commercial corridor. The back of sidewalk is defined by a low wall. Source: GGMP.

- **Dooryard:** The frontage line is defined by a low wall or hedge and the main facade of the building is set back, creating a small dooryard. The dooryard shall not provide public circulation along a ROW. The dooryard may be raised, sunken, or at-grade and is intended for ground floor residential for smaller mixed-use projects. The setback will range from zero to eight feet.

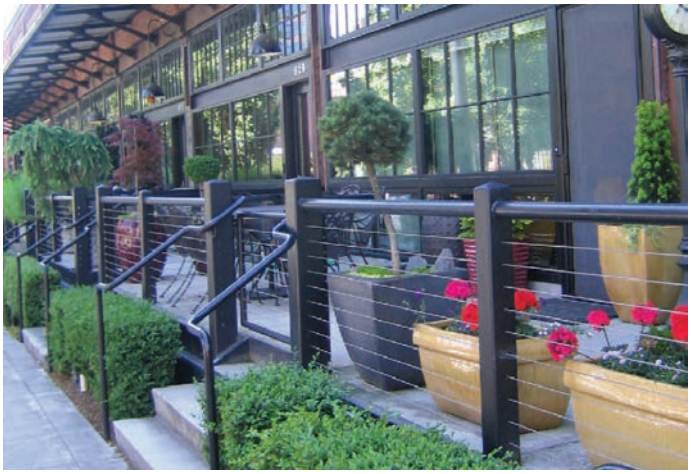


Figure 2.24: A series of residential dooryards, where each dooryard has its own steps with railings, but provides an open air separation between the dooryards of adjacent units. Source: GGMP

Figure 2.25: An example of a traditional shop front with spillover activating the pedestrian realm. Source: GGMP

- **Shop front:** The main facade of the building is at or near the frontage line with an at-grade entrance along the public way. This type is intended for retail use. It has substantial glazing at the sidewalk level and may include an awning that may overlap the sidewalk. It may be used in conjunction with other frontage types. The setback will range from zero to six feet.
- **Terrace:** The facade is at or near the frontage line with an elevated terrace providing public circulation along the facade. This type can be used to provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access. This type may also be used in historic industrial areas to mimic historic loading docks. The setback will range from zero to twelve feet.

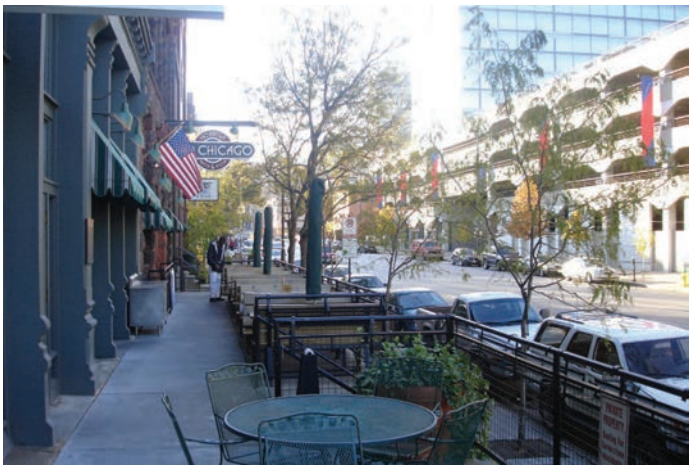


Figure 2.26: An example of a terrace in a historic industrial district providing intermediary relief between the street elevation and the building facade. Source: GGMP

The current WSP needs architectural design guidelines that:

- include mid- and high-rise building types; and
- have sufficient definition for both staff and the development community in order to provide certainty to the developer/investor and a framework for the design review process; and
- accommodate modern development that is both marketable and constructible while speaking to and referencing the history of the neighborhood.

As described previously, in the Existing Conditions Assessment section above, the five architectural styles referenced in the current plan for new construction are not conducive to new mid- or high-rise, mixed-use, or modern development. In order to remedy this issue in the current plan, staff, sought to capture the elements of both the traditional and contemporary styles that may serve as guidance for implementing new design guidelines. Because most of the existing context is traditional in style, staff has evaluated desirable higher-density architectural attributes as they apply to traditional architectural approaches. These traditional influences are described below.

- **Massing and Composition:** Traditional buildings are common to downtown environments. Multi-story facades are typically divided into base, body, and top with the ground floor taller than the shorter upper floors and finished by a significant parapet. Ground floors often have expansive area areas of glass interrupted by structural columns with transoms to allow light into the interior. Upper floor windows tend to be smaller and vertically proportioned.

  Buildings with traditional architectural expression are composed of simple rectilinear forms upon which elements such as bay windows, cornices, and ornamental woodwork are added. Walls are composed of brick, stucco, or wood/composite siding. Decorative moldings and/or applied ornament in stone or cast concrete are often used to express the vertical division between the base, body, and top of the building .

« *Figure 2.27: An example of a traditionally-styled, mixed-used, multi-story building with a facade divided into base, body, and top.*

Source: OGGMP

- **Openings:** Storefronts have large expanses of glass with tall windows. Storefront frames are made of wood, metal, or aluminum and are typically recessed about a foot from the façade. They must remain free of advertising and other obstructions.

  Window types include double hung, casement, French casement, and fixed. They shall have vertical proportions

« *Figure 2.28: A traditional recessed doorway with a multi-paned window, a paneled door, a transom, and gold lettering address signage above.*

Source: GGMP

with clear glass panes. When windows are ganged a minimum a wide mullion should be used to separate each window. All windows should have a sill. The sill should not be integrated into a "picture frame" surround.

- **Site Definition:** Awnings, galleries, and canopies typically extend over the sidewalk to provide shelter for passing pedestrians, to attract people to the ground floor uses and add visual interest to buildings.

  Landscaping that emphasizes entry points to the building and is often minimal located in pots or other movable planters.

  Signage is often integrated into the façade design as either painted signage or is made of materials used on the building exterior, such as wood.

Figure 2.29: A more traditional use of landscaping. The entry points are emphasized by pots and movable planters. The placement of landscaping considers the pedestrian's comfort. Source: BDSP Volume IV

- **Color palette:** The colors tend to be muted, and complementary to the natural materials used in the construction. The paint colors are often earth tones, although some traditional styles, such as Victorians, incorporate more vibrant colors.

Contemporary architectural expression in Washington has drawn from a few industrial precedents and clusters of more modern structures along the riverfront. Some of these structures share common proportions and basic forms with their neighboring traditional buildings, while other's massing and scale completely differentiate them from the rest of the district. They share in common many of the following contemporary characteristics described below.

- **Massing and Composition:** Buildings with contemporary architectural expression are composed of simple rectilinear forms to which external elements such as box bays, cantilevered sunshades and roof canopies are added. They generally provide a more playful approach to combining facade elements and materials then seen in traditional structures. Buildings typically have a clearly delineated base however the top is often understated or streamlined. Window treatments tend to emphasize

Figure 2.30: An example of contemporary architectural style building, combining modern facade elements and materials, such as exposed metals, and emphasizing the vertically composed elements to create accents and contrast. Source: GGMP

horizontal lines, building corners, and asymmetrical patterns. Their façade composition typically emphasizes asymmetrical patterns and places a strong emphasis on horizontally or vertically composed elements placed to create accents or contrast. Additionally, a high proportion of glazing to wall surface is common.

Roof are typically flat or low-sloped with understated parapet walls. Walls are often composed of stucco, composite paneling, corrugated metal, or siding, while wood is only used as an accent material. Corrugated metal treatments are typically either galvanized or use a stainless steel finish. The surfaces are often left unpainted.

- **Openings:** Storefronts often have large expanses of glass with tall windows; transom windows are occasionally utilized but often in unique and expressive ways. Entry ways are observed as equally recessed as those flush with a storefront window or corner entry. Storefront frames are typically made of metal or aluminum.

  Window types typically include casement, awning, double-hung, and fixed and are typically vertically proportioned. Windows are often ganged to form horizontally or square proportioned punched openings or to wrap the corner of a building to create façade interest.

Figure 2.31: An » industrial inspired modern oversized doorway, with square proportions, and an exposed metal suspended awning.

Source: GGMP

Figure 2.32: A contemporary shopfront building with irregular windows, recessed awnings, a multi-colored palette and raised-relief cabinet signs . Source: BDSP Volume IV

- **Site Definition:** Awnings, or canopies typically extend over the sidewalk to provide shelter for passing pedestrians. Canopies are deep, cantilevered elements typically made of simple wood or metal members, with roofs in corrugated metal, glass, or wood.

  Landscaping is minimal, structured and ornamental. It provides a connection to nature, softens hardscape and is at the pedestrian scale.

  Light fixtures do not use gold or brass finishes.

  Signage is often integrated directly into the façade design and made of materials used on the building exterior, such as metal, aluminum or steel.

- **Color palette:** The colors tend to be varied ranging from earth tones to vibrant and saturated colors. The more lively colors often used accent colors for the purposes of contrasting against the materials used in the construction or to emphasize a component of the façade composition.

RECOMMENDATIONS

Based on the evaluation of the streetscape frontage types included in existing West Sacramento planning documents, updates to the WSP streetscapes design sections are recommended to include the frontage types listed above.

Traditional architectural approach is recommended within the historic core. The design framework for the areas outside the historic core, should be consistent with the vision and philosophy expressed in the existing plan, permitting contemporary structures that are compatible with the existing historic context. New construction with contemporary and modern massing and composition should be required to incorporate traditional elements such as materials, signage and be limited to a more traditional color palette. Examples of how modern structures can be altered to fit this distinction are included in Appendix N.

It is helpful to the development and design community to provide clear standards for how new construction is designed to be compatible with the existing context. . As described in the Existing Conditions Assessment section above, the WSP provides design guidelines or suggested approaches to achieve the goals or objectives set forth in the plan. Guidelines use the term "should" or "may" to denote they are considered relevant to achieving the stated findings, but are not typically considered mandatory. In contrast, design standards establish prescriptive criteria that provide a specific set of directions for achieving the findings. Standards denote issues that are considered essential using the term "shall" to indicate that compliance is mandatory.

Standards will ensure design consistency and provide certainty and predictability for property owners and developers about design/materials. The gray text box at right describes the challenges of applying a roofing material guidelines as written in the current plan.

In order to be attract new investment, the Plan should be updated to incorporate the Regulating Plan shown in Figure 2.33 and described its accompanying tables which will serve as the foundation for a form-based approach . The regulating plan will govern the interface of private buildings with the public realm, the allowable building form types, and the allowable architectural approaches. The regulating plan organizes the Washington neighborhood into five planning overlays and six new streetscape corridors with enhanced public improvements. The five planning overlays are: Modern Riverfront, Historic District, Transition Zones, Fifth Street, and Grand Gateway Influence. The six enhanced streetscapes are: the Civic Streetcar Route, the Washington

"The visible portion of sloped roofs should be sheathed with a roofing material having texture meaningful at the pedestrian scale, such as wood shingle, concrete flat tile or shingle, clay flat or barrel tile. Composition roofing is acceptable but discouraged." - WSP VII-27

This sentence is confusing and ambiguous of what is ultimately intended. This presents difficulty for staff to convey this type of roofing material is unacceptable to a resident or a developer. Composition tile is a modern roofing material not consistent with historic design properties. The development community reads it as a permissible material if the regulations are not implicit. As currently stated, it provides staff little ability to regulate specific materials. Through this specific plan update providing clarity to the property owners and developers is tantamount. It is recommended to prohibit composition singles as a permissible roofing material as this type of material provides no relevance to historical designs. Specifically identifying the types of roofing material that is permissible provides direction and eliminates confusion over what is recommended versus what is required.

Phase Streetcar Route, the Riverfront Corridors, the Historic Corridors, the Riverfront Access, and the Grand Gateway Corridors.

The planning overlays are grouped into areas that should have similar and discernible architectural attributes. The Regulating Plan, articulates seven design principles for each of the planning overlays: scale, proportion, rhythm, location and orientation balance, massing and materials. It also articulates the desired building form and architectural style for each planning overlay area. See Table 2.8 on pages 80 and 81 for additional information regarding the application of each of these design principles for all of the planning overlays .

Based on the street hierarchy and combined layered street network described in the Transportation Management Analysis chapter, the enhanced streetscapes shown on Figure 2.33 represent rights-of-way of special significance to either the historic preservation or transit-oriented development objectives described throughout this document. The attributes of the street's design contribution to those objectives are described in Table 2.9 on pages 82 and 83 The topics addressed for each of these seven street types are: allowable frontage types, street furnishings, lighting, landscaping, and signage.

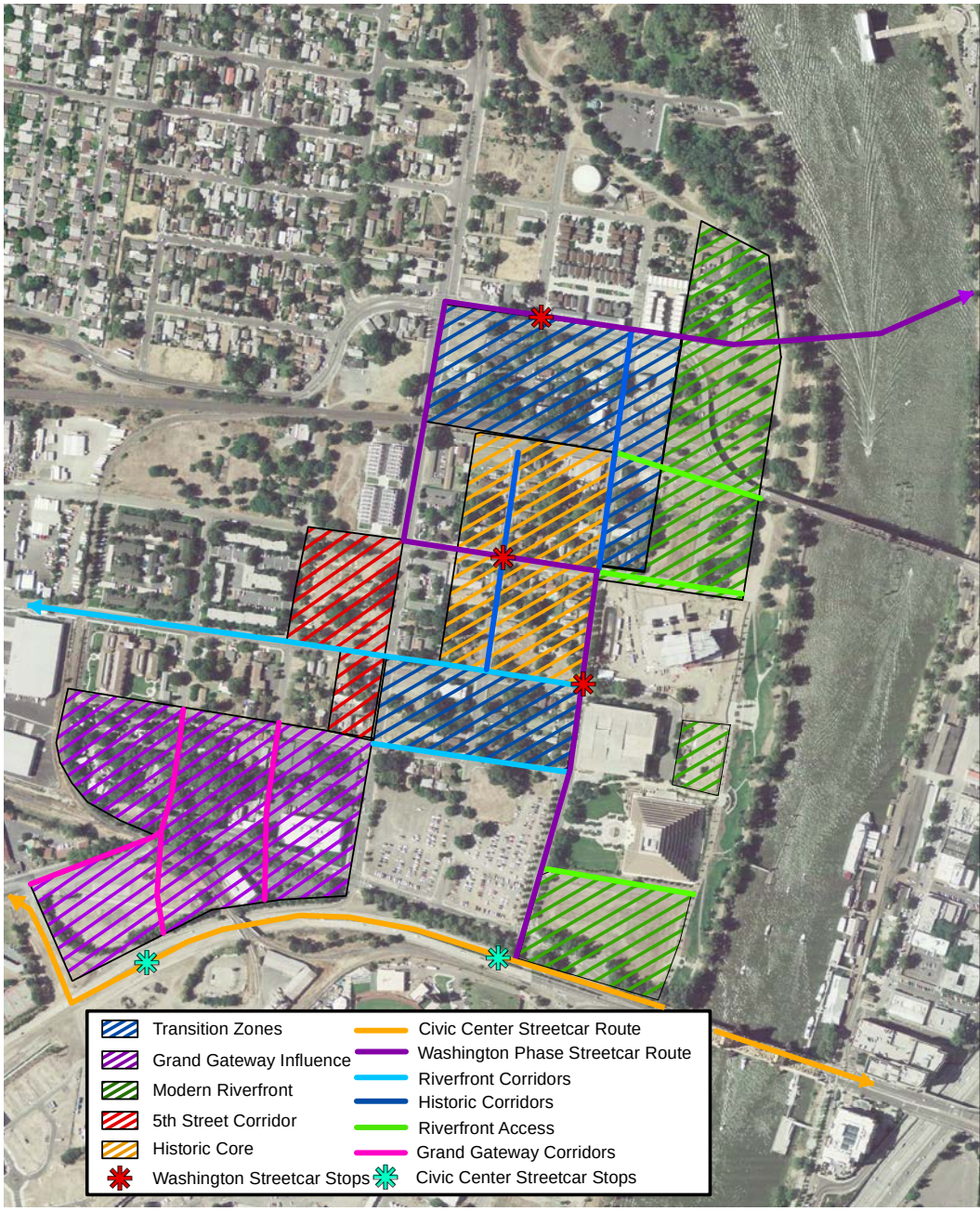


Figure 2.33: The Streetscape Frontage an Planning Overlay Regulating Plan

PARKING BARRIERS

TABLE 2.8: PLANNING OVERLAY SUMMARY

Planning Overlay	Proportion The relationship between a prescribed or desired architectural element to the building	Rhythm The recurrence of certain architectural elements designed for place making (differing from monotony)	Location and Orientation How buildings interface with the street and each other.	Balance Symmetry or the lack of symmetry is associated with certain architectural styles
Historic Core	Narrower and deep structures are permitted, including a mixture of asymmetrical and symmetrical elements such as those associated with a the existing historic styles in the WSP	Elements will be spaced equally apart along a street establishing a rhythm, enhanced by consistent fencing, landscape elements, and the sidewalk	No off-street parking in front of house, garages shall be located in the rear	Styles articulated in the WSP
Transitional Zones	A mixture of narrow buildings and larger developments that disguise the large buildings by designing portions of the building to mimic the historical widths for each unit or breakup of the façade	The elements will be a mixture between historical rhythm and modern	Off-street parking allowed in front with setback, include landscaping that softens hardscape and provides texture or equivalent.	Contemporary structures scaled to fit with historic buildings, embellished with historical elements
5th St Corridor	The proportions of new development should reflect the building proportions characteristic to that block and the Grand Gateway Influence block on 5th Street	A mixture of primarily modern and traditional elements	Off-street parking allowed. Surface or structured lots should be internal to the building with special attention paid to degree of visibility from 5th Street traffic. Lots or structures must included landscaping that softens hardscape and provides texture or equivalent.	A balance between architectural variety, consistency in proportion
Grand Gateway Influence	For blocks on 5th Street see above. For the remaining portions, concrete unique building proportions that bridge and connect the existing rights-of-way and those proposed	An eclectic array of focused entry statement building styles	Off-street parking located behind buildings or in the core area	
Modern Riverfront	Elements proportions will provide design unity, present a consistent image, and invoke local character	Statement buildings	Limit off-street parking to encourage others modes of transportation enhance walkability	

Massing The shape and volume of the building	**Building Form**	**Architectural Style**
Limit one-two stories, historic rooflines	Single family or multi-family residential (attached and detached)	The five traditional styles identified in the WSP
Areas that face historic structures limited to two stories max, then setback before going higher in order to prevent massive tall buildings from overshadowing adjacent shorter structures	A combination single family and multi-family residential types (attached and detached as allowed by zoning), such as townhouses, courtyard, and live/work as well as complementary commercial structures. For the northern zone along the streetcar route mixed-use	The five traditional styles identified in the WSP for single family residential. As residential density intensifies, the façade will be required to incorporate traditional elements such as brick or stone and will be limited to more traditional color palette. For live/work or commercial structures, the ground-floor must include the same elements plus traditional signage and large, rectangle, low-glare windows
Height and massing shall be influence by surrounding properties	A combination multi-family residential types (attached and detached as allowed by zoning), such as townhouses, courtyard, live/work, and low-to mid-rise condominiums as well as complementary commercial and parking structures	A mix of traditional and modern aesthetics. In situations where the context requires additional sensitivity to the traditional context, traditional elements must be incorporated such as materials, signage and be limited to more traditional color palette.
For the blocks that front onto 5th Street, height and massing shall be influence by surrounding properties. For remaining portions, unlimited height and significant articulation	For blocks on 5th Street see above. For remaining portions, see above plus ground-floor mixed-use. commercial and parking structures	Contemporary or modern aesthetics are more compatible with the existing or anticipated context. Modern materials and other elements can be used on the upper floors. The ground-floor must use more traditional materials, signage and awnings, etc.
Unlimited height and significant articulation	High-rise commercial and residential uses or hotel with ground floor commercial, service or retail uses. Buildings need to be layered, sculpted and scaled. Include aesthetic breaks a building's bulk into smaller components to emphasize the drama of overlapping and layered vertical and horizontal components.	The use of modern architecture with significant articulation, overt functionality, potentially the need for 4 sided designs. Eliminate the use of monolithic block style buildings.

TABLE 2.9: STREETSCAPE CONTRIBUTION TO HISTORIC PRESERVATION OR TOD OBJECTIVES

Streets	Ground Floor Types	Furnishings Style
Civic Center Streetcar Route	Stoop, Dooryard, Shopfront, Terrace	Well designed and themed bus-and streetcar-stop shelters
Washington Phase Streetcar Route	Townhouse, Stoop, Dooryard (only allowed on C Street), Shop front and Terrace (only allowed on C Street and 3rd Street)	Well designed and historic themed bus-and streetcar-stop shelters
Riverfront Connections	Townhouse, Stoop, Forecourt, Dooryard, Terrace	Street furnishings that communicate durability, permanence and a connection to the river. Utilizes colors and materials that are highly visible in contrast to the naturalized edge of the river. A wide range of colors and materials are available to the designer. Consider variations of the theme based on sign type or location within certain neighborhoods or districts order to provide lasting interest and identity.
Historic Corridors	Townhouse, Stoop, Dooryard (only allowed on 3rd Street), Terrace	Strong ties to old world feel, functional, timeless and durable. Simple designs are preferred and draw from historic references.
Riverfront Access	Shop front, Terrace	Street furnishings that communicate durability, permanence and a connection to the river. Utilizes colors and materials that are highly visible in contrast to the naturalized edge of the river. A wide range of colors and materials are available to the designer. Consider variations of the theme based on sign type or location within certain neighborhoods or districts order to provide lasting interest and identity.
Grand Gateway Corridors	Townhouse, Stoop, Dooryard, Shop front	Modern designed furnishings that compliment the vision and scope of the downtown core area.

	Lighting (Apply CPTED standards)	Landscaping	Signage
	Lit for appropriate safety.	Large well placed planters along the street and stops.	Keep existing signage
	Use fixtures the create a "warm" lighting on historical light poles	Surface level planters or low level shrubs to maintain good visibility.	Signage regarding the street car and the stops in WS.
	Lit for appropriate safety.	Provide physical and visual connection to the greater open space system in the design of all public open space. Ensure that the landscaping communicates a connection to nature and the river.	Additional signage that takes a nautical/river themes sized to pedestrians
	Use fixtures the create a "warm" lighting on historical light poles	Street trees with large canopies. Minimize large massing landscaping that create walls. Design new landscaping compatible with the scale and design of the district and neighborhoods. Use historically authentic planting and ornamentation.	Accentuate that you are now entering the historical area WSP sized to pedestrians
	Effective lighting for safety but does not become overbearing of the open space.	Utilize the natural landscaping when possible and incorporate species typical adjacent to rivers. Ensure that the landscaping communicates a connection to nature and the river.	Additional signage that takes a nautical/river themes sized to pedestrians
	Well placed lighting fixtures to provide a sense of safety and downtown vitality.	The use of large planters with minimal low level interference, Provide for a mix of evergreen and deciduous trees located in planters and raised "pots" to create an open and inviting area.	Provide effective signage to foster connectivity with West Capitol Ave., on the paseo, and the riverfront.

PURPOSE

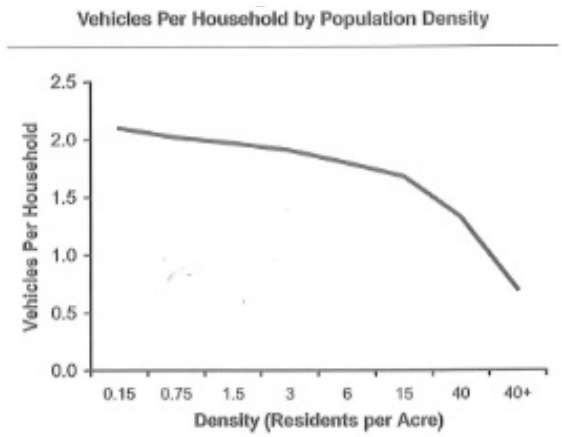
A key aspect of vehicular circulation is the provision and management of parking facilities. Parking will be accommodated in the District via on-street parking, shared parking facilities and exclusive use parking facilities. The purpose of this analysis is to address demand projections, demand management, supply and financing of parking for commercial and residential properties in the District. Additionally, strategies that support the overall vision for the District of providing a compact, urban, mixed use, walkable, transit oriented environment are identified for future Specific Plan amendments.

EXISTING CONDITIONS ASSESSMENT

The existing WSP does not adequately address parking policies and strategies as provision of land use influence and as a land use unto itself. Nor does the WSp identify the City's role in management and provision of shared parking resources to achieve TOD patterns.

- The current Specific Plan applies a primarily suburban parking standard.
- The build out projections in the District indicate that there will be a need for a significant number of additional commercial and residential parking spaces that must be accommodated in a structure in order to achieve the dense urban scale needed for TOD.
- While overall parking demand will increase, as density increases the parking demand per use will decrease up to 20% as shown in Figure 2.34 at right.
- Washington currently has 2,940 parking spaces, 1,089 on-street and 1,851 off-street
- Not all of the current parking supply is publicly available.
- There are significant financial and land use challenges to accommodating the parking need based on application of the current Zoning Code formula.
- Over building parking does not encourage TOD in the District.
- Parking management strategies will reduce the future need for parking and are especially relevant for TOD areas.

The current supply of parking in Washington is 2,940 spaces (1,089 on-street and 1,851 off-street.) The on-street parking currently serves the residents and small commercial uses



Vehicle ownership declines with density. Households in medium-density urban neighborhoods (10 to 30 residents per acre) typically own 20 percent fewer vehicles than those in suburban locations; much greater reductions occur in high-density areas (with more than 30 residents per acre).

Source: BTS, 1995.

Figure 2.34: Vehicles Per Household by Population Density

in the neighborhood. The only regulation for on-street parking currently is the Residential Parking Permit Program B which was implemented to protect the residents from spillover parking from office developments along the riverfront and Raley's Field.

Current off-street parking that could be considered for shared night and weekend use is in two locations, the Ziggurat parking garage and the surface lot at Raley's Headquarters, shown in Figure 2.35 at right. CalSTRS parking garage was not included in the current supply because it is not currently open to the public and due to design constraints it is not feasible as a public parking option.

Figure 2.35: Current Off-Street Parking in Washington

CURRENT PARKING SUPPLY	
On-Street	1,089
Off-Street	1,851
Total	2,940

The key assumptions is these supply calculations are:

- 1,089 parking spaces on-street; and
- Currently serving the residents and small commercial uses of the area; and
- Residential Permit Parking Program stops spillover from adjacent office development along riverfront and Raley's Field; and
- Currently there are 1,851 off-street spaces in the district (not including current residential); and
- Current inventory includes the Ziggurat Garage and Raley's HQ surface lot; and
- Not all of the current parking assets in Washington are open to the public currently; and
- CalSTRS Parking garage was not included in the current assets due to constraints of opening it to the public; and
- Ziggurat Garage is currently open to the public on a limited basis.

As Washington develops into a TOD area, on-street parking will be a key component of successful retail and contribute to the economic feasibility of early projects. Along commercial corridors on-street parking will serve as short term, easily accessible, higher cost parking. The pricing of on-street parking will be an important tool of parking management to ensure availability of street parking. Much like it is used currently, the Residential Permit Parking Program will be an effective tool to protect residential uses from the spillover parking from adjacent commercial corridors and the riverfront development.

- As the City reclaims portions of the existing ROW, to address streetcar, bicycle and pedestrian improvements there will be a reduction in the number of on-street spaces. (See the Transportation Management Analysis chapter Figure 2.61 for the recommended street cross-sections on page 122.)
- Along retail and commercial corridors on-street parking will function as short term, easily accessible, higher cost parking to serve these uses. In those areas of the District, expected to develop neighborhood serving retail, restaurant and office uses, on-street parking was given a priority in the analysis and design of the cross sections for the layered street network.
- Pricing management should be implemented to ensure space availability.

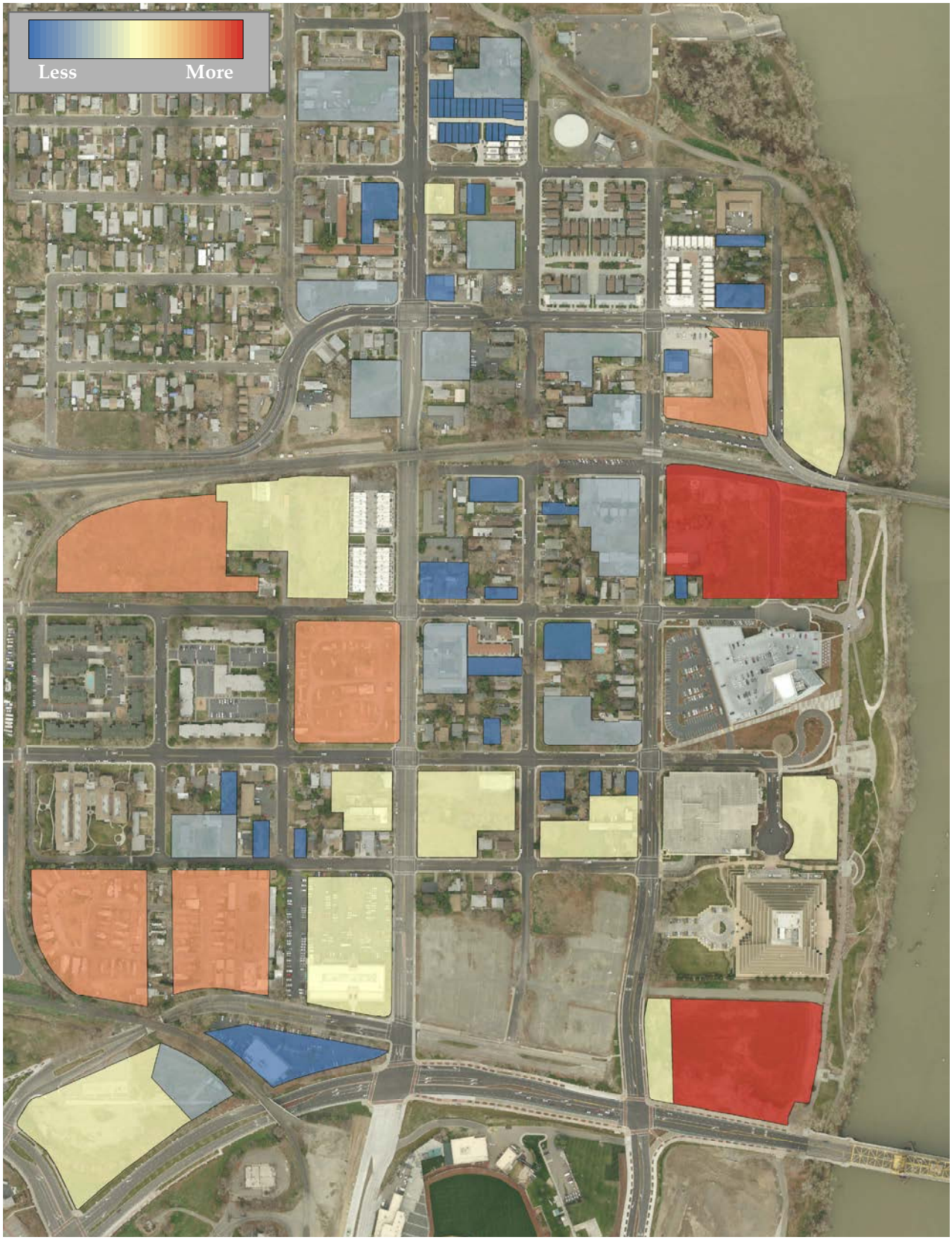


Figure 2.36: The Intensity of Future Off-Street Parking Demand in Washington

- Residential Parking Permit Program should be continued along non-retail and commercial corridors to avoid spillover parking.

Future parking demand in the District based on build-out projections were analyzed based on existing zoning code. These generation rates indicate that anticipated development in Washington will significantly increase the amount of parking needed in the District. Most of the parking demand will need to be met with off-street parking. Applying the current urban parking minimum requirements to the expected amount of development will result in the need for 5,634 off-street spaces in Washington. The current supply of off-street parking in Washington is 1,851 spaces and 1,089 on-street parking spaces for a total of 2,940. This leaves a need for 2,694 additional parking spaces in the District. While it is expected that new development will be responsible for constructing parking for their projects, the Washington District is comprised of both large and small parcels that are either vacant or underutilized. To build the required parking on-site on smaller parcels would be a significant hurdle to development in Washington and would significantly discourage density.

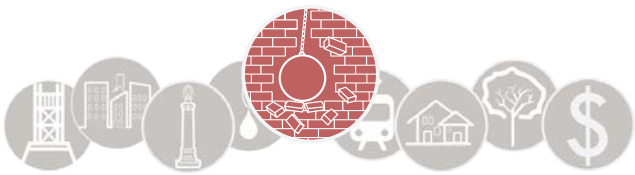
It is anticipated that new shared public structures would be needed to meet the parking demand and that larger parcels in the District could build shared parking with public participation mechanisms. Smaller, private development could also build additional parking on-site but instead of that parking being exclusively for its own use, a portion of it would be a shared parking resource to meet the needs of the District as a whole. This strategy would allow reductions or removal of minimum parking requirements from smaller parcels to ensure the TOD pattern the City has envisioned.

Allowing an abundance of parking is counter to the TOD goals and strategies for circulation in the District and tends to encourage vehicle modes of travel. Additionally, there are financial and economic realities to providing the extent of parking that the zoning code would generate. From a land use perspective large parcels should be prioritized for dense urban scale residential and commercial development to support streetcar ridership.

Future parking supply in the District should be planned in three stages of development with each phase planned for the capacity of parking garages and surface lots. The potential location of lots and garages should be identified in the WSP amendments. Parking requirements should recognize that later phases of new development will generate less demand for additional parking due to the density and variety of uses and the quality of available transit service.

Not every property will be able to contribute land or a structure, have a feasible garage site available or generate enough parking demand to make improvement of a parking lot or structure feasible. An in lieu fee option must be available for these circumstances. A basic premise of this strategy is that a core basic amount of parking will be publicly financed and operated on a shared basis, so that all properties and users with the District can take advantage of it.

In the interim the city should include provisions for controlling and managing surface lots in the District in the WSP. Due to land availability constraints, this analysis has assumed that shared parking resources will be integral to achieving the development density necessary to support streetcar and transit circulation elements. However requiring parking structures places a huge economic burden on projects and structured parking should be phased in as market conditions permit. Currently structured parking costs average about $30,000 - 40,000 per space to construct. This would add a burden of $110 - $150 million in development costs in Washington.



- Anticipated demand at build-out with current parking requirements applied is 5,634.
- This anticipated demand will require 2,694 new spaces in the district
- Developments on larger parcels are expected to accommodate needed parking on-site.
- To ensure more density on smaller parcels where parking may not be economically feasible off-site in-lieu fee options or reductions of parking requirements may be used.

FUTURE PARKING DEMAND	
Office	1,984 parking spaces
Retail	748 parking spaces
Residential	2,901 parking spaces
Total	**5,634 parking spaces**

The revised goals and policies described below shall provide the city with a means of managing parking to guide the vision of the Washington Neighborhood.

- The City shall develop and manage both on- and off-street parking that balance Washington goals of vitality and growth with a livable neighborhood.
- The City shall use active parking management strategies to both reduce the need for parking while ensuring that sufficient parking is available and maintain the flexibility react to shifting demographics.
- The City shall manage the transition of parking assets to shared parking facilities.
- The City shall manage any non-residential surface parking lots.
- The City shall require a percentage of all new commercial parking to be publicly available.
- The City shall aim to limit the amount of land exclusively used for parking to reserve valuable land for development and reduce infrastructure costs.
- The City shall manage spillover parking into adjacent residential areas.

RECOMMENDATIONS

By managing both the supply and demand of parking the City will incentivize higher density development and ensure the efficient use of parking assets in the District. Described below are three types of parking management strategies; techniques to ensure the efficient use of space, financial incentives to reduce parking storage and automobile trips, and supportive strategies that reinforce the necessary parking regulations.

Efficiency Techniques

- **Enhanced monitoring of supply and demand will ensure an Efficient use of parking spaces.** The City or Parking Authority actively monitor the supply and demand of parking in the Washington District.
- **Creating an environment that encourages shared parking could result in a 10%-30% reduction in required parking.** Parking spaces will serve multiple uses and destination. To the extent possible, all new parking in the Washington District would be shared parking open to the public.
- **Enhanced and flexible parking standards could result in a 10%-30% reduction in required parking.** The City should adjust parking standards to reflect demand in a particular situation. Allowing greater flexibility in parking ratios will provide more choices for meeting the parking demand.
- **Adopting parking maximums could result in a 10%-30% reduction in required parking.** By eliminating minimum parking requirements and establishing a parking maximum will allow the City great control in the amount of land used for parking in the Washington District.
- **Adopting a in-lieu fee could result in a 10%-30% reduction in required parking.** Developers will be able to pay into a parking fund in lieu of building on-site parking. This will provide developers the flexibility to meet the demand for parking by helping to fund public

parking resources in the Washington District.

- **Adjustments to existing design standards could result in more efficient use of space.** Adjust the current dimensions of parking spaces to fit more spaces in less space.

Financial Incentives

- **Parking Pricing: 10%-30% reduction in required parking and trip reduction benefits.** Charge motorists directly and efficiently for use of the parking facilities.
- **Unbundle Parking: 10%-30% reduction in required parking and trip reduction benefits.** Rent or sell parking facilities separate from building space. This allows motorists to buy the amount of parking they need which can increase the affordability of residential units in areas with higher densities.
- **Alternative Commute Incentives: 10%-30% reduction in required parking and trip reduction benefits.** Provide financial incentives to shift travel mode such as a parking cash out or transit pass subsidy. This incentivizes motorists to choose other modes of travel to commute to work.

Supportive Strategies

- **Improved Enforcement:** Insures that parking regulations are enforced and that enforcement is efficient, considerate, and fair.
- **Manage Residential Spillover:** Use management, enforcement, and pricing to protect adjacent residential neighborhoods for spillover parking from commercial corridors.

Circulator street car similar to Sacramento and West Sacramento Downtown Streetcar Project plans.

02 TRANSIT ORIENTED DEVELOPMENT **STRATEGY**

TRANSPORTATION MANAGEMENT ANALYSIS

The objective of this chapter is to create a comprehensive network plan for improving circulation and transit service in Washington and eliminating physical barriers to alternate transportation choices. The outcome of this analysis establishes a comprehensive urban street network that addresses all existing modes of transportation. The network is a hierarchical framework for the needed improvements based on future transit-oriented development which prioritize new transit and alternate modes routes.

Tasks

- ***Assess Existing Washington Planning Document and Conduct an Existing Conditions Evaluation***
- ***Propose New Transportation Polices and Goals***
- ***Analyze a Propose a Washington Phase Streetcar Route***
- ***Establish a Street Hierarchy and Ranking System***
- ***Design and Test New Cross-sections***
- ***Analyze Physical Barriers***
- ***Prepare a Street Base Map for 2035***

This chapter covers two interdependent topics related to circulation, the creation of new cross-sections for priority streets and the creation of subsequent street base map for 2035. The "Tasks" call-out box located on this page lists all the tasks completed in this chapter. Each subtopic of this chapter, "Development of Street Cross-sections" and "2035 Base Map", has its own purpose, existing conditions assessment, evaluation and recommendations subsections.

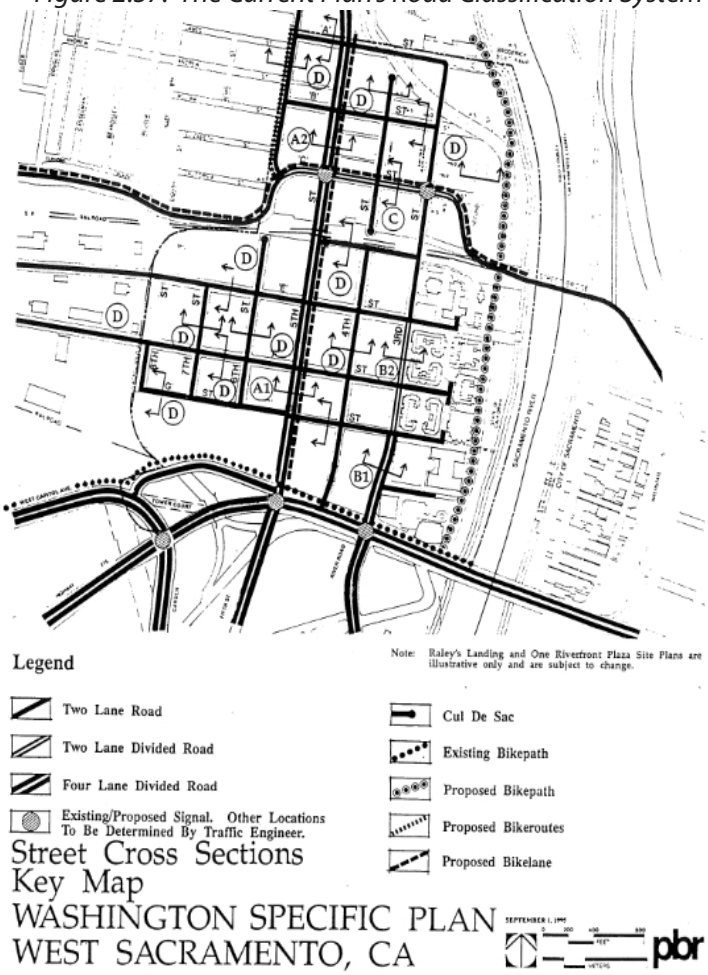
DEVELOPMENT OF STREET CROSS-SECTIONS

PURPOSE

The purpose of this section is to establish a road classification system that is based on the function of the street and its associated land uses. This approach will assist those responsible for implementing the new cross-sections. It provides a framework for making decisions when the uses or needs of a right-of-way cannot be met within the built environment (as not every road can serve every possible users at the optimal level). In order to prepare cross-sections in an infill environment, staff created a new street hierarchy and functional ranking system that lends itself to assessing value, ranking and ground- truthing the proposed streetscape improvements.

> ***"[The] design of the circulation system should strive to balance optimal access and level of service with improving neighborhood character and local quality of life" -WSP V-1***

Figure 2.37: The Current Plan's Road Classification System



EXISTING CONDITIONS ASSESSMENT

The WSP's road classification system shown in Figure 2.37 below is based on the size of the road (number of lanes) not function. This approach makes analyzing trade-offs in an existing neighborhood near impossible. In order to balance the various needs placed on the rights-of-way, the specific plan must define each roadway's priority uses through

Figure 2.38: The City's Transit Center

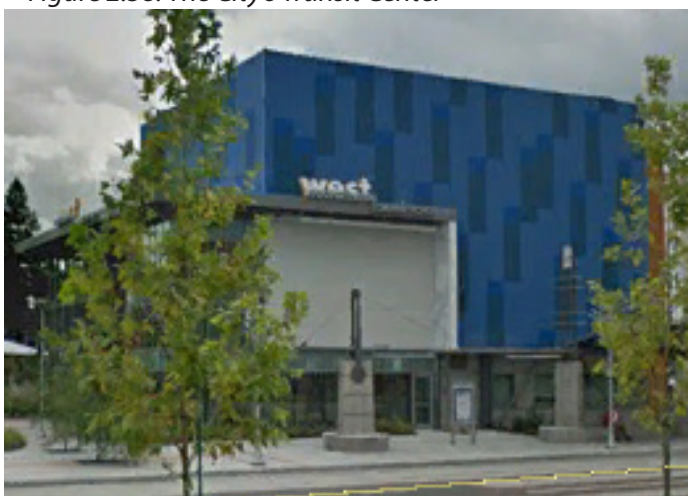


Figure 2.39: Future Streetcar On West Capitol Avenue

the establishment of a new street hierarchy and ranking system. This is the natural evolution of an existing principal in the WSP.

Additional challenges with the existing plan include:

- Existing cross-sections lack detail and do not speak to the importance of the interaction between the ground-floor of a building and the public realm in encouraging walkability. Limited information on frontage can be found in the WSP's urban design guidelines; and
- The existing WSP's transportation goals include a proposal for a transit center and for light rail throughout the district. As shown in the pictures at the left in Figure 2.38, Streetcar is planned to connect the City's existing Transit Center [built in 2009] across from City Hall. The City should leverage its existing improvements before investing in a transit center the Washington Neighborhood. The lower picture in Figure 2.39 shows what streetcar might look like in front of City Hall.

The roadway network is the primary means of transportation in the Washington District for automobiles, transit, bicyclists, and pedestrians. This section describes the existing characteristics of major roadway facilities that serve the neighborhood. The City of West Sacramento classifies its streets and highways by the definitions listed below. They are listed in order of less amount of traffic to most amount.

- **Local Roadways are intended to serve adjacent properties only.** They carry very little, if any, through traffic, and generally carry very low traffic volumes. While normally discontinuous in alignment, many of West Sacramento's local service roadways are laid out in a grid system, making through-travel possible but not desirable. Speed limits on local roadways normally do not exceed 25 miles per hour (mph).
- **Collector Roadways are intended to "collect" traffic from local roads and carry it to roadways higher in the street classification hierarchy (e.g., arterials).** Collector roads also serve adjacent properties. They generally carry light to moderate traffic volumes and speed limits are typically maintained in the 25 to 35 mph.
- **Minor Arterial Roadways are fed by local service and collector roads, provide intra-city circulation and connection to regional roadways, and often carry heavy traffic volumes.** Although their primary purpose is to move heavy volumes of traffic, arterial roadways often serve adjacent properties, especially in commercial areas. Speed limits on arterial roadways often range from 35 to 45 mph.
- **Major Arterial Roadways are fed by local, collector, and minor arterial roadways, provide for major cross-town and regional travel, and carry larger volumes of traffic.** They are divided roadways of four or six lanes and with a large median area which is used for auxiliary lane purposes at intersections. There should be no direct access to adjacent properties unless no reasonable alternatives exist. Such direct access should be limited to right turn-in and right turn-out movement only. Speed limits on major arterial roadways are typically 40 mph or higher.
- **Freeways / Expressways are intended to serve both intra-city and inter-city travel.** They provide no service to adjacent properties, but rather are fed traffic from collector or arterial roadways through the use of access ramps and, therefore, do not have at-grade intersections. Freeways provide connections to other regional highways and are capable of carrying heavy traffic volumes. Speed limits on freeways are usually the highest allowed by law. Business 80 / U.S. 50 and Interstate 80 (I-80) serve this function within West Sacramento.

There are six major roadways in the study area. They are Tower Bridge Gateway, West Capitol Avenue, C, F, 3rd and 5th Streets.

Tower Bridge Gateway is four-lane major arterial between Garden Street and the Sacramento River with a posted speed limit of 35 mph. The City recently completed a series of projects that converted this facility from a freeway to an arterial street with three signalized at-grade intersections. Tower Bridge Gateway provides access to Downtown Sacramento and I-5 to the east and West Sacramento City Hall, the Community Center and Business 80 / U.S. 50 to the west.

Figure 2.40: The Roadway Network's Current Speed Limits

Source: Fehr & Peers

West Capitol Avenue is a two-lane former major arterial between 5th Street and Garden Street with a posted speed limit of 35 mph. West of Garden Street, it is a four-lane roadway that passes by West Sacramento City Hall and the Community Center. Before the conversion of Tower Bridge Gateway, West Capitol Avenue provided the primary means of local access within the southern portion of the Washington District.

C Street is a minor arterial with four lanes between 6th Street and 4th Street and three lanes between 4th Street and the I Street Bridge. The posted speed limit is 35 mph. To the east, C Street provides access to the downtown Sacramento via the I Street Bridge. To the west, C Street continues as Sacramento Avenue / Reed Avenue, connecting to I-80.

F Street is a two-lane collector between 3rd Street and 8th Street with a posted speed of 25 mph. West of 8th Street, it serves as an importance connection to Jefferson Boulevard.

5th Street is a four-lane collector with a posted speed of 35 mph between A Street and Tower Bridge Gateway. North of A Street, 5th Street continues as Lighthouse Drive, collecting and distributing traffic in the Broderick neighborhood. South of Tower Bridge Gateway, 5th Street is the main thoroughfare for the Bridge District redevelopment area. Along with 3rd Street, 5th Street provides access between arterial facilities on C Street and Tower Bridge Gateway. With the recent construction of the Mike McGowan Bridge, 5th Street extends to Southport.

3rd Street is a collector with a posted speed of 25 mph between C Street and Tower Bridge Gateway. Between

these intersections, the roadway fluctuates in terms of number of lanes – two lanes between C Street and E Street, three lanes between E Street and G Street, and four lanes between G Street and Tower Bridge Gateway. Along with 5th Street, 3rd Street provides access between arterial facilities on C Street and Tower Bridge Gateway.

Figure 2.40 at the left illustrates the speed limit and lane number characteristics of these roadway facilities, and all the local streets in the study area.

Although the Washington Area has been identified as a Transit Priority Area (see page 124 for additional information about TPAs), for the purposes of the baseline evaluation, level of service is still the most appropriate metric to determine the efficiency of the existing system. The City's current General Plan states that the City shall maintain LOS C on all streets except at intersections and on roadways within one quarter mile of a freeway interchange or bridge crossing of the Deep Water Ship Channel, barge canal, or Sacramento River, where LOS D shall be deemed acceptable. According to the policy, LOS D is acceptable at the following intersections:

Figure 2.41:Study Intersections and Roadway Segments

Source: Fehr & Peers

Within a quarter mile of Tower Bridge

- 3rd Street / G Street
- 3rd Street / Tower Bridge Gateway

Within a quarter mile of I Street Bridge

- 3rd Street / C Street
- 3rd Street / E Street
- 5th Street / B Street
- 5th Street / C Street

All other study intersections should operate at LOS C or better. The intersections studied are shown in Figure 2.41 above. Some of the studied intersections are signalized, while others are only stop-signed controlled. Criteria for

the level of services for both signalized and unsignalized intersections is located in the Baseline Evaluation Report located in Appendix _____.

Fehr & Peers conducted AM and PM peak hours intersection turning movements counts on a Thursday in November 2012 and February 2013, as well as daily roadway counts over three weekdays in February 2013. These counts are reflected in data provided in Tables 2.10 and 2.11 below.

TABLE 2.10
INTERSECTION PEAK HOUR LEVEL OF SERVICE AND DELAY

ID	Description	Traffic Control	AM		PM	
			LOS[1] / Delay[2]	Highest Delay Movement	LOS[1] / Delay[2]	Highest Delay Movement
1	3rd Street / C Street	Signalized	B / 12	-	B / 11	-
2	3rd Street / E Street	Signalized	B / 13	-	B / 14	-
3	3rd Street / F Street	Signalized	B / 19	-	B / 18	-
4	3rd Street / G Street	Signalized	C / 21	-	B / 15	-
5	3rd Street / Tower Bridge Gateway	Signalized	C / 21	-	C / 27	-
6	5th Street / B Street	SSSC[3]	B / 10	WBLTR	B / 11	EBLTR
7	5th Street / C Street	Signalized	C / 23	-	B / 20	-
8	5th Street / E Street	SSSC	B / 12	EBLTR	B / 13	EBLTR
9	5th Street / F Street	SSSC	B / 14	WBLTR	C / 15	WBLTR
10	5th Street / G Street	SSSC	B / 13	WBLTR	B / 13	WBLTR
11	5th Street / West Capitol Avenue	Signalized	C / 32	-	D / 54	-
12	5th Street / Tower Bridge Gateway	Signalized	C / 32	-	C / 32	-
13	7th Street / E Street	SSSC	A / 9	NBLR	A / 9	NBLR
14	7th Street / F Street	SSSC	A / 9	SBLTR	A / 10	NBLTR

Notes: [1] LOS = Level of Service
[2] In average seconds of delay per vehicle
[3] SSSC = side street stop-controlled
Source: Fehr & Peers (2013).

TABLE 2.11
ROADWAY SEGMENT AVERAGE DAILY TRAFFIC AND LEVEL OF SERVICE

ID	Description	Facility Type	Number of Lanes	Average Daily Traffic	Level of Service
1	5th Street between A Street and B Street	Arterial, low access control	4	3,200	A
2	5th Street between C Street and D Street	Arterial, low access control	4	5,500	A
3	5th Street between G Street and West Capitol Avenue	Arterial, low access control	4	6,400	A
4	C Street west of 5th Street	Arterial, low access control	2	7,800	A
5	C Street east of 3rd Street	Arterial, moderate access control	2	11,800	B
6	F Street west of 7th Street	Collector with access	2	1,900	B
7	West Capitol Avenue between Garden Street And 5th Street	Arterial, moderate access control	4	2,400	A

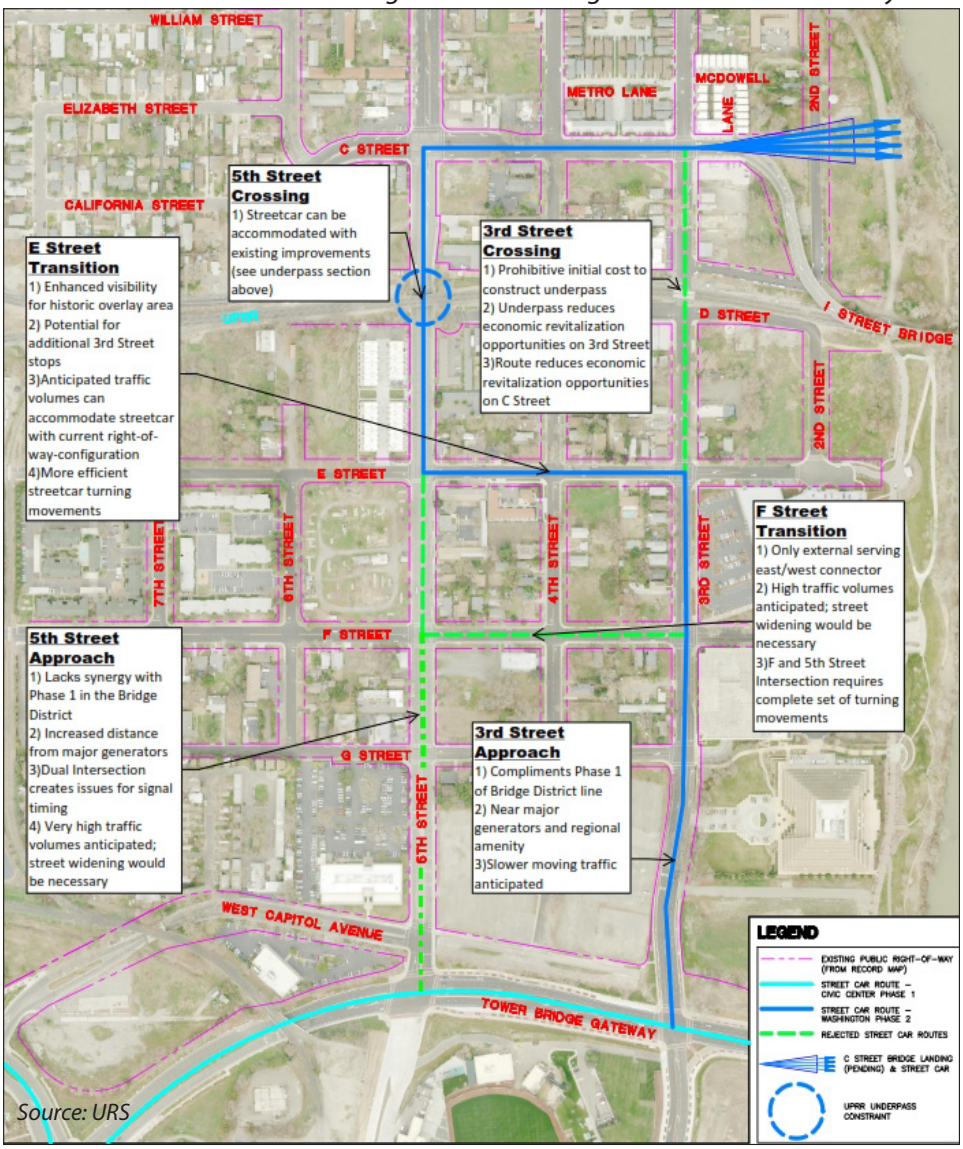
Source: Fehr & Peers (2013).

EVALUATION

The revised goals and policies for circulation described below serve as the basis for the new cross-sections. They ensure the development of a walkable and sustainable riverfront community that serves all ages and income levels. Changes to the existing policies that support that objective can be summarized as follows:

- The City shall seek to enhance the best of what exists and will respect and improve the existing characteristics of the neighborhood.
- The City shall plan and design a physical framework that supports revitalization within the neighborhood.
- The City shall design context-sensitive solutions for street design in an urban environment that recognizes and respects all users.
- The City shall manage parking as a means to guide the vision for the neighborhood.
- The City shall design, create and maintain a safe and connected pedestrian and bicycle network.
- The City shall link the riverfront to the community with convenient and public pedestrian and bicycle pathways.

Figure 2.42:Washington Streetcar Route Analysis



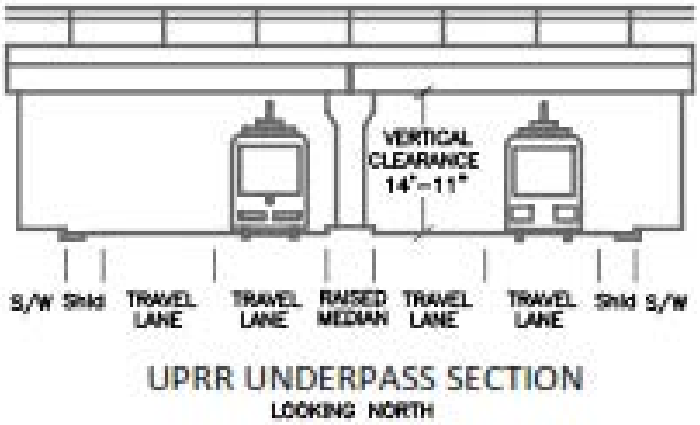
Source: URS

FUTURE STREETCAR PHASE

The City is currently working on the phase 1 of a streetcar project; the Civic Center phase shown on Figure 2.42 above starts with a 3.3-mile initial line that extends from the West Sacramento Civic Center to the midtown entertainment and retail district through Downtown Sacramento. As a future phase , staff, URS and Fehr & Peers analyzed various approaches, paths, and both one-way and two-way streetcar route connecting the Washington Area to Downtown Sacramento and the Railyards (across the proposed I St replacement bridge). The proposed Washington Streetcar route and a summary of the group's research and conclusions in included in Figure 2.42 above.

The 5th Street crossing is the only viable option for traversing the Union Pacific main line rail. As demonstrated in Figure 2.43 on below , the northbound streetcar will turn right from E Street onto 5th Street and will make a wide turn into the number 1 northbound lane travel to minimize impacts to adjacent properties. Once completing the turn the train will move into the number 2 lane and continue under the 5th Street underpass to C Street allowing a standard right turn with traffic onto C Street. Similarly, the southbound train will operate in the number 1 lane allowing it to make left turning movements onto 5th and E Streets with traffic.

Figure 2.43: 5th Street Crossing Underpass



STREET HIERARCHY

A new street hierarchy will provide the City with the means of identifying and organizing significant corridors within the Washington neighborhood.

Order No. 1-Streetcar Route - In order to support streetcar, the streetscape design must activate the pedestrian realm and create an inviting and safe environment that encourages ridership. See Figure 2.44 at the right.

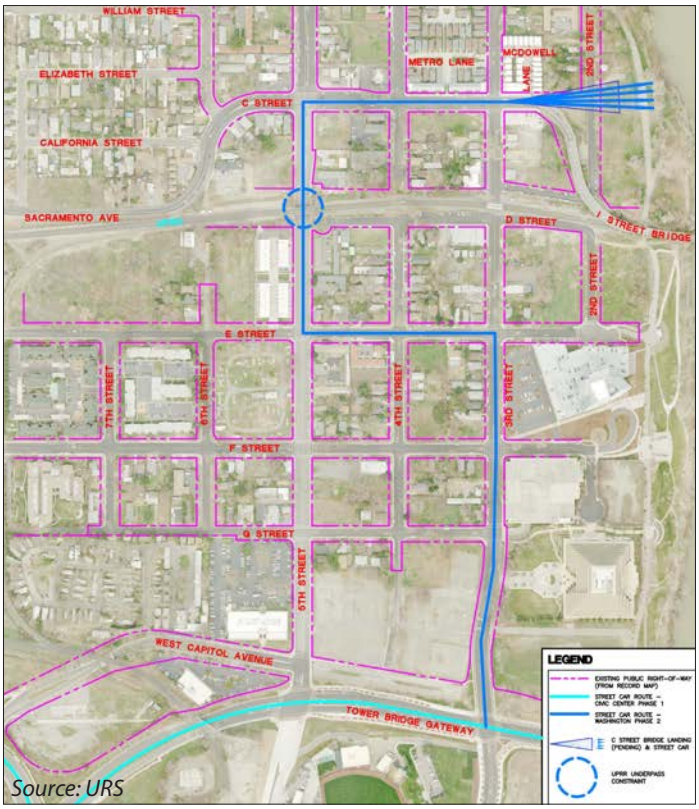
Policy basis - Pursuant to section 3.B.5 of WSP Chapter III, special consideration shall be given to proposed development projects adjacent to transit routes to ensure a compatible and supportive relationship.

Goals - Travel lanes must be engineered to accommodate streetcar. All other claims on the public right-of-way, except public safety, are secondary to the optimization of the streetcar. The public realm must activate streetcar. Adjacent uses must support streetcar ridership.

Standards - The City will ensure that the needs for streetcar are met through context-sensitive street cross-sections and land use designations, allowable building types and a regulatory and fee structure that promotes density.

Order No. 2-3rd Street Corridor - The completion of Third Street will set the tone for the remainder of the district. Any changes proposed to Third Street corridor should focus on completing the vision described in the plan, acknowledging the existing investment, addressing issues of scale and enhancing access to the riverfront. See Figure 2.45 at the right.

Figure 2.44: Order No. 1-Streetcar Route

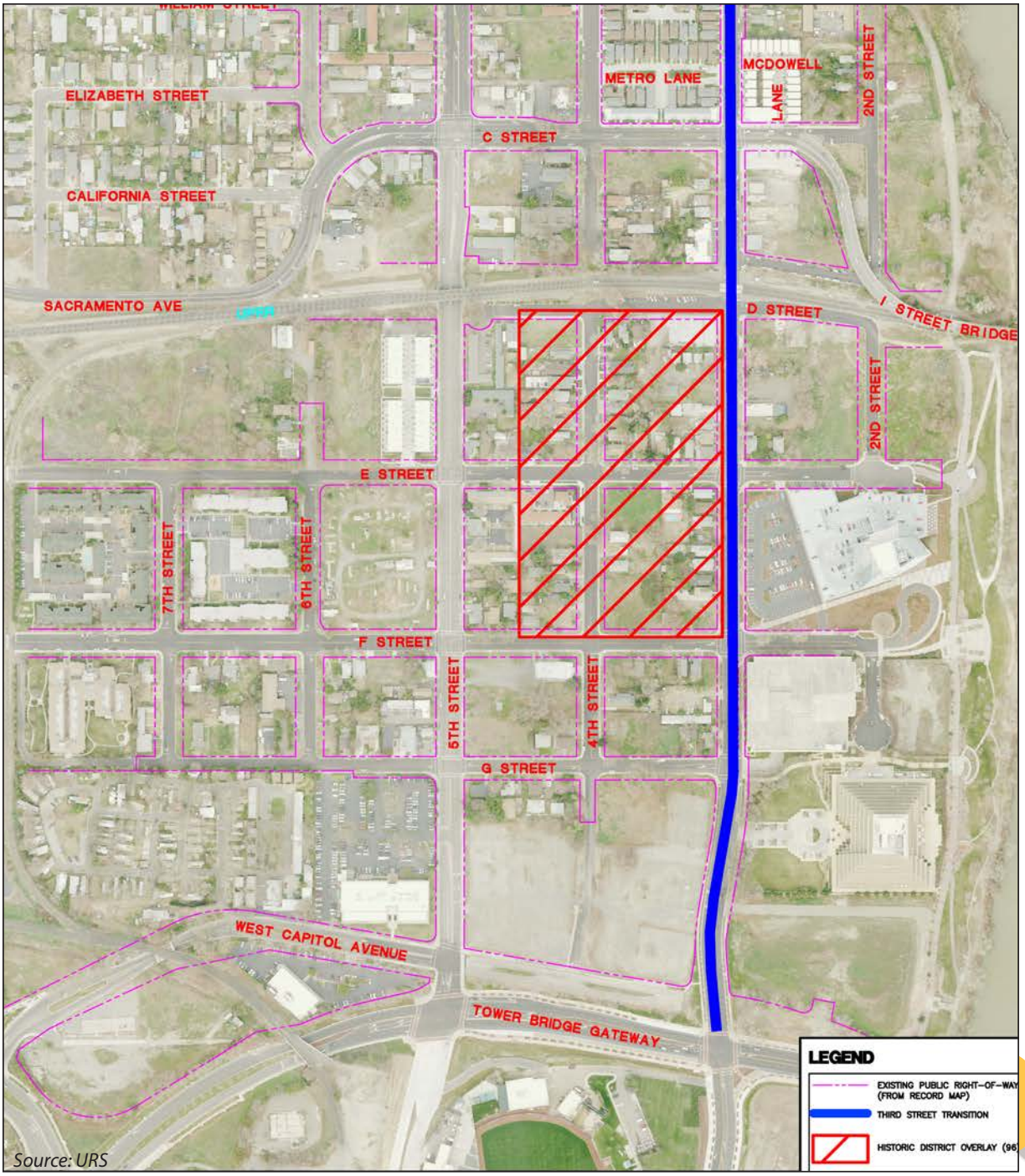


Source: URS

Policy basis - Pursuant to the special district overlays identified in the WSP (the Historic District and Commercial Services District) the design for the Third Street Transition shall balance the desire for large scale development while encouraging the revitalization and enhancement of existing smaller scale uses.

Goals - When possible, tie proposed improvements to

Figure 2.45: Order No. 2- 3rd Street Corridor



Source: URS

existing pedestrian friendly sidewalks. Protect the existing street tree canopy and on-street parking on the western side of the street.

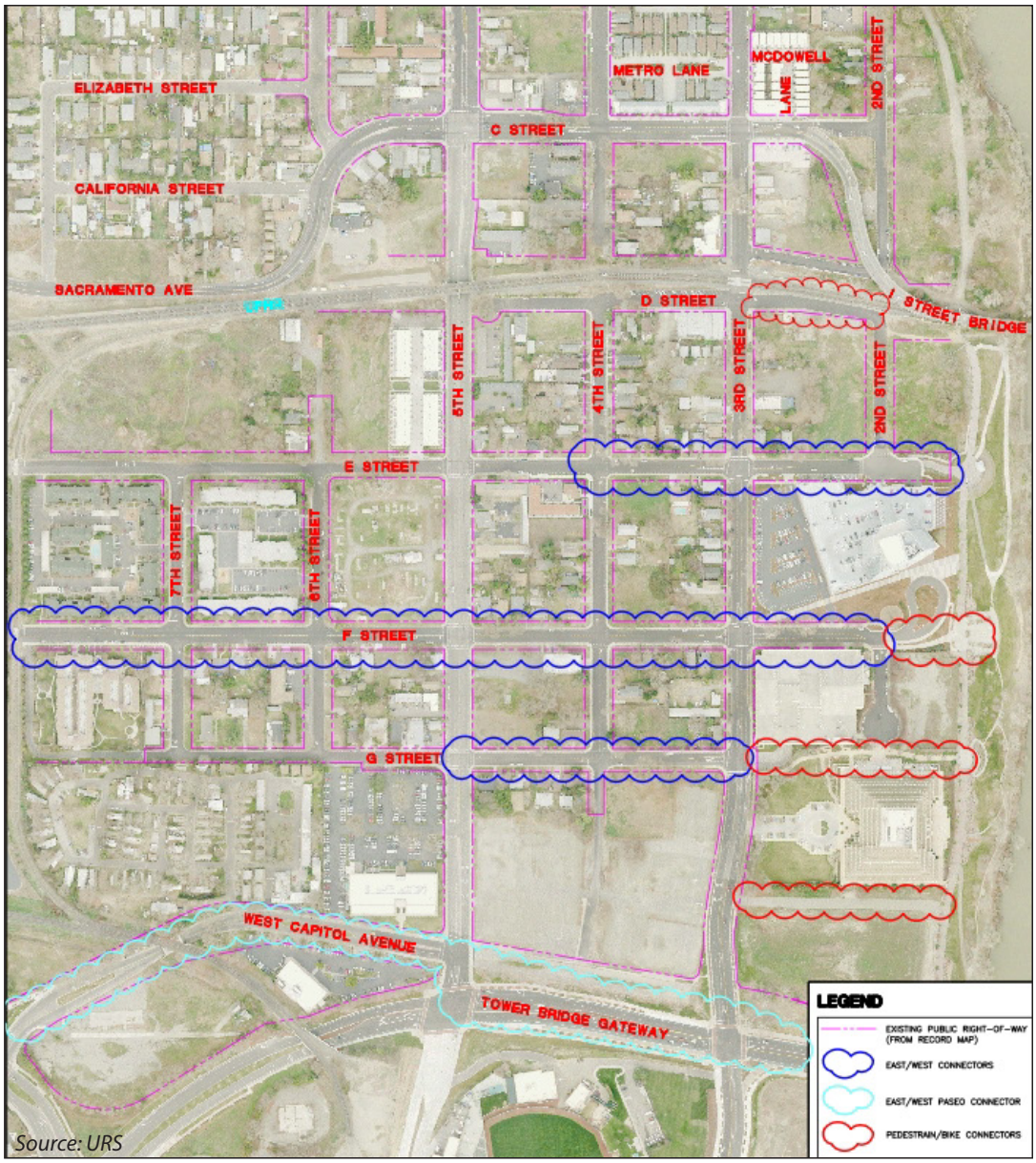
Standards - The City will ensure that the remaining portions of the right-way will be build-out in a manner consistent with the existing improvements and land use objectives.

Order No. 3-Riverfront Connections - These connections provide pedestrian, bicycle and vehicular access to the Third Street corridor and the riverfront. They provide an opportunity to engage the riverfront with the rest of the neighborhood. See Figure 2.46 below.

Policy basis - Pursuant to the proposed pedestrian circulation in the WSP, E and G Streets are identified as a component of the primary pedestrian system. These streets shall have enhanced improvements, including, wherever possible, 6-foot street tree wells to create separated sidewalks.

Goals - Provide a high quality walkway system from the western boundary of the Washington area to the riverfront. Comfortably convey pedestrian and bicycles to/from the

Figure 2.46: Order No. 3-Riverfront Connections »



Source: URS

River Walk and riverfront commercial properties.

Standards - The City will ensure that the pedestrian and bicycle improvements meet the minimum urban widths without encroaching on heritage trees or creating insufficient building setbacks for existing structures.

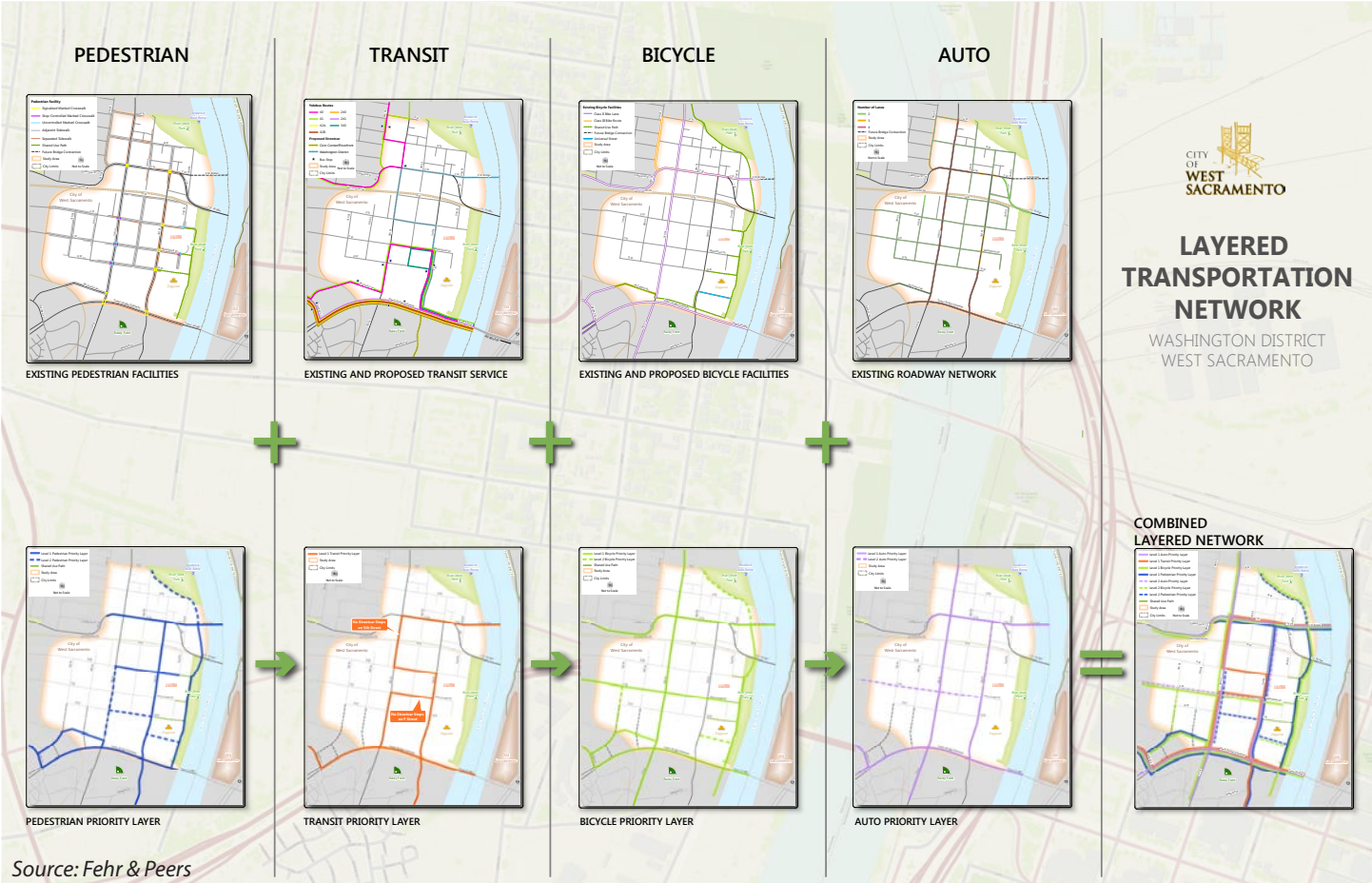
COMBINED LAYERED NETWORK

A layered street network approach, as shown in Figure 2.47 below, can be used for ranking the trade-offs of various functions within a right-of-way. A combined layered street network overlays all the priority pedestrian, transit, bicycle and automobile corridors in a network.

The Layered Network approach to of roadway systems planning takes a more holistic view of the system. Most importantly, the systems approach focuses on providing a variety of transportation options, whereby you can select from a host of mode choices, routes, or environments. While conventional roadway planning focused on mobility for cars, the new systems approach emphasizes mobility and access for people.

While the systems planning goal is to maximize the number of mode choices on each route, it is not always practical or feasible to provide optimum service across all mode types on every street. In fact, it is not unusual for one mode to

Figure 2.47: A Layered Transportation Network Approach



Source: Fehr & Peers

negatively affect another mode in the following ways:

- Wider roadways and increased automobile speeds reduce pedestrian safety; and
- Rail tracks can pose challenges for bicyclists; and
- Pedestrian-priority treatments can reduce capacity for vehicles including trucks and buses.

The Layered Network approach assures that all modes are addressed in the larger system of roadways, but acknowledges that trying to serve competing modes on individual streets sometimes fails to result in first-rate facilities for either. A Layered Network prioritizes modes on certain streets, providing continuity for the chosen mode while accommodating other modes or encouraging use on parallel streets. Providing selected treatments for a prioritized mode on selected streets can improve efficiency for that particular mode while ensuring increased safety for all modes.

A layered street network helps evaluate the trade-offs for various street functions within a right-of-way. The combined layered street network overlays all the priority pedestrian, transit, bicycle and automobile corridors into a single network. While each street should safely and routinely accommodate all modes as a complete street, layered network standards are designed to emphasize particular modes on particular streets in the context of a larger system. This approach facilitates the creation of bicycle-, transit-, and automobile-emphasis routes.

PEDESTRIAN PRIORITY LAYER

Pedestrian priority streets give first priority to enhancing the pedestrian experience. The pedestrian priority layer is based on existing pedestrian facilities (see Figure 2.48 at the right for details of the existing pedestrian facilities), the desired facilities in the WSP, and the proposed street hierarchy. The pedestrian-emphasis network will be made up of segments that are retail and transit corridors, residential areas, and open space.

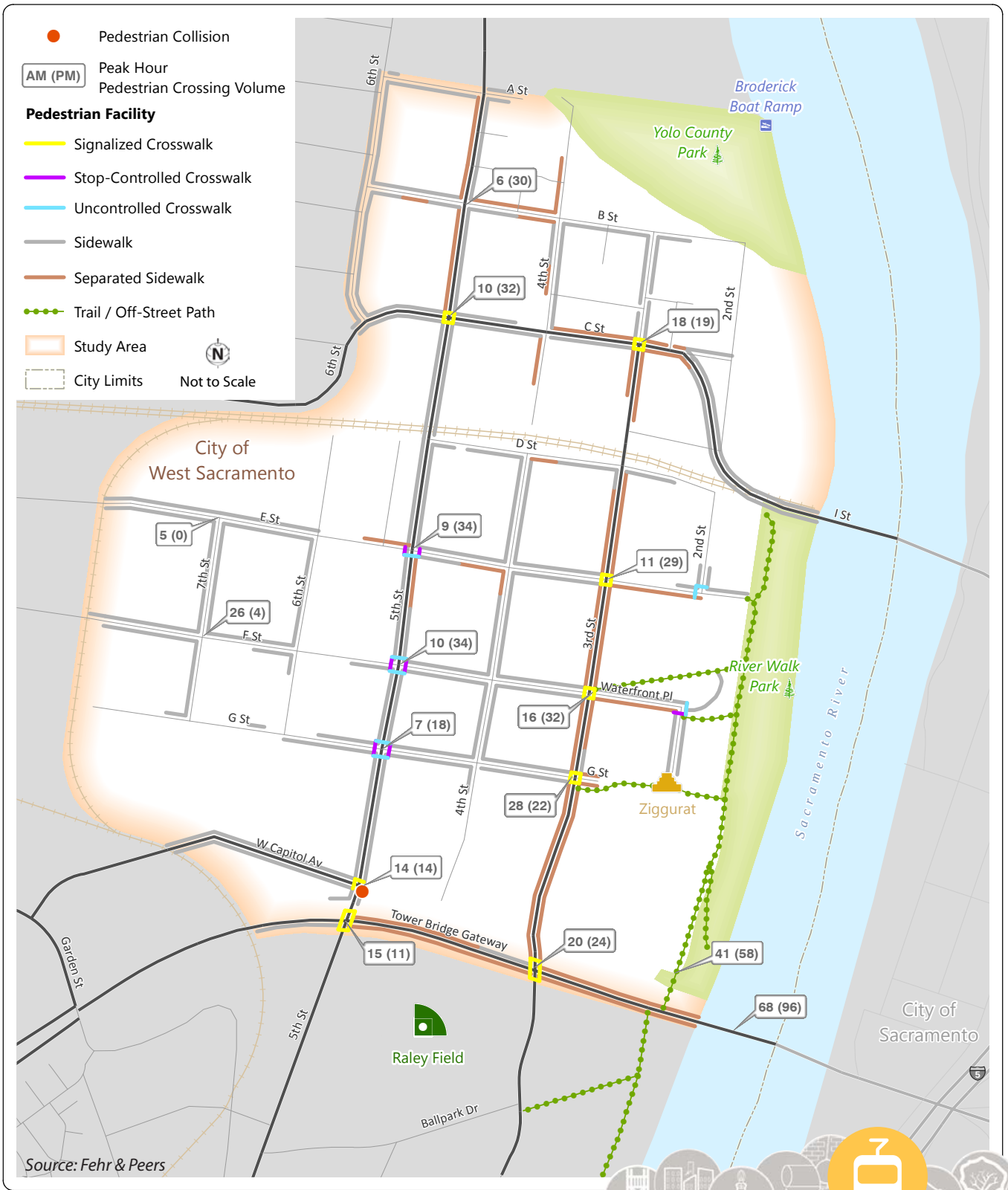
The Pedestrian Priority Layer shown in Figure 2.49 at the right identifies both primary and secondary areas of focus. It incorporates linkages to the riverfront and the proposed changes to street network in the 2035 Base Map discussed further on pages 124 to 137 of this chapter.

The pedestrian priority network focuses on streets which are anticipated to serve as major circulation, retail, recreational, and transit access streets. The pedestrian priority network consists of three north-south corridors (5th Street, 3rd Street, and the River Walk) and four east-west corridors (C Street, E Street, G Street, and Tower Bridge Gateway). For all streets, however, it is important to complete the disconnected sidewalk and street crossing network so that people may safely walk everywhere in the district. Enhancing riverfront access is a key objective; the shared use paths which connect to E Street, Waterfront Place, G Street, and south side of the Ziggurat shall be enhanced and expanded. To further enhance pedestrian circulation and reduce automobile delay, a pedestrian paseo shall be constructed to connect the Sacramento River, along the north side of Tower Bridge Gateway, to the Grand Gateway area.

Pedestrian priority streets should include a number of elements that will support walkability and a vibrant public realm. These elements include:

- Wide sidewalks, to provide ample space for walking
- ADA-compliant design, to make the street accessible to everyone

Figure 2.48: Existing Pedestrian Facilities



Source: Fehr & Peers

- Frequent, short, and high visibility crossings featuring curb extensions (bulb-outs) and appropriate curb radii, to make crossing the street safe and convenient
- Low vehicle speeds, to create a safe, comfortable environment
- On-street parking, to provide a buffer between pedestrians and vehicle traffic
- Limited curb cuts, to reduce vehicle-pedestrian conflicts and sidewalk disruptions
- Street trees, to provide shade and provide a buffer between the sidewalk and street
- Building designs and land uses that foster a lively, walkable environment
- Public art, benches, landscaping, fountains, parklets, and other amenities to enhance the public realm

Figure 2.49: Pedestrian Priority Layer

Source: Fehr & Peers

TRANSIT PRIORITY LAYER

The transit priority network emphasizes supporting a transit service that is reliable and provides competitive travel times with driving. To provide this level of transit service, it is important to prioritize transit on specific corridors. The transit priority layer is based on existing transit facilities, shown in Figure 2.50 at the right, the desired facilities described in the Washington Plan for the proposed streetcar route, and the proposed street hierarchy.

EXISTING BUS SERVICE, FACILITIES AND RIDERSHIP

The Yolo County Transportation District (YCTD) provides transit services in the study area, including local and regional express bus service (both referred to as Yolobus). Currently operating routes, shown and color-coded in Figure 2.50 at the right, include:

Route 40 (shown in pink) which provides hourly service, weekdays and weekends, between the West Sacramento Transit Center (at the West Capitol Avenue / Merkley Avenue intersection), downtown Sacramento, and a counterclockwise loop of the Bryte and Broderick neighborhoods.

Route 41 (shown in green) which provides hourly weekday service between the West Sacramento Transit Center (at the West Capitol Avenue / Merkley Avenue intersection), downtown Sacramento, and a clockwise loop of the Bryte and Broderick neighborhoods.

Route 42A (shown in yellow) which provides hourly service, weekdays and weekends, following a clockwise intercity loop of downtown Sacramento, West Sacramento, Davis, Woodland, and Sacramento International Airport, returning to downtown Sacramento. Stops provide connections to Sacramento Regional Transit, Unitrans Davis, and Woodland local Yolobus routes.

Route 42B (shown in brown) which provides hourly service, weekdays and weekends, following a counter-clockwise intercity loop of downtown Sacramento, Sacramento International Airport, Woodland, Davis, and West Sacramento, returning to downtown Sacramento. Stops provide connections to Sacramento Regional Transit, Unitrans Davis, and Woodland local Yolobus routes.

Route 240 (shown in orange) which provides hourly service, weekdays and weekends, between downtown Sacramento and the commercial / industrial area around the Reed Avenue / I-80 interchange, stopping at Raley Field on Tower Bridge Gateway.

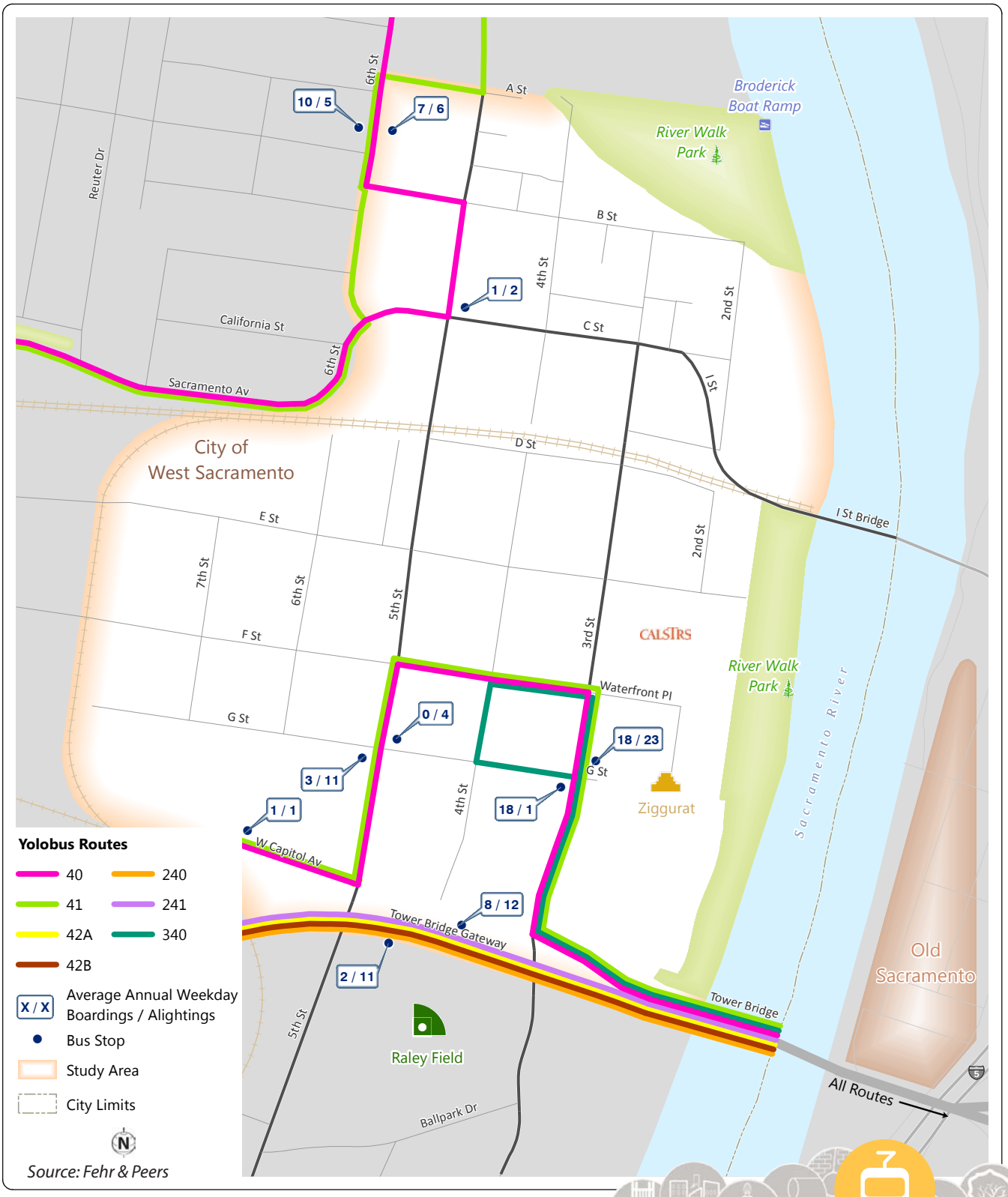
Route 241 (shonw in purple) which provides two morning and two afternoon commute trips on weekdays between Downtown and the Industrial Boulevard / Enterprise Boulevard area, stopping at Raley Field on Tower Bridge Gateway.

Route 340 (shown in teal) which serves peak hour commuters on weekdays between 3rd Street / G Street in the Washington District (Ziggurat building) and downtown Sacramento.

YCTD provided three years of monthly ridership data for the seven routes listed above that serve the Washington District (measured between July 2009 and June 2012). Boarding and alighting observations at all transit stops were also provided. Using these two data sets, average annual weekday boardings and alightings were estimated for all stops in the Washington District. Yolobus routes, stops, and average annual daily boardings by stop are presented in Figure 2.50 at the right. The busiest transit stop in terms of estimated weekday boardings and alightings is located at along northbound 3rd Street to the far-side of the G Street intersection (18 boardings and 23 alightings). This stop is located next to the Ziggurat Building and is serviced by Routes 40, 41, and 340.

Additional tranist ridership infomation was collected through a survey of Washington residents (see the Affordable Housing, Employment, and Education Needs chapter in

Figure 2.50: Existing Transit Service and Ridership



Source: Fehr & Peers

Volume III for additional information about the survey methodology and its complete results.) Of those surveyed, the residents working in nearby downtown Sacramento indicated that the bus system requires too many transfers to be useful. Of 72 working households surveyed, only one used transit as primary mode of transportation to get to the job. Respondents indicated that existing transit modes do not accommodate early morning or late evening shift workers, and require too many transfers to be convenient.

The Transit Priority Layer, shown in Figure 2.51 at the right, identifies the future Washington route for the streetcar and the likely main bus routes based on known trip generators as described in the 2013 Bike, Pedestrian, and Trail Master Plan (BPTMP) and shown in Figure 2.52 on page 110. The layer also considers engineering constraints for bus and streetcar stops discussed further in the chapter on pages 124 to 137 and as shown on the Constraints Map located in Appendix P.

The transit priority street designation is designed around proposed streetcar and bus routes that will better serve the growing needs of the population in the Washington District and its surrounding neighborhoods. It establishes a clear priority for transit vehicle operations and places convenient and accessible transit stops throughout the grid. It ensures that the transit connections also have a strong pedestrian accommodation to provide the people using transit with appropriate walk access and accommodations when their transit trip ends. The streets included in pedestrian and transit priority layers should prioritize pedestrian scale improvements, such as wider sidewalks for bus users to take, over roadway widening for travel lanes. Consequently, the transit-priority network closely corresponds to the pedestrian-priority network.

The transit priority network, includes two east-west corridors at either end of the Washington District: Tower Bridge Gateway, which will feature a streetcar line, and C Street, where a future streetcar line is planned and interim bus service may be implemented. Each of these streets will feature transit priority elements such as transit signal priority, enhanced stops, and special wayfinding to the river, which is discussed further in the Combined Public Art and Recreational Needs and Opportunites Analysis chapter.

The transit priority network also includes two north-south corridors in the district. Transit priority streets are designated for a future north-south streetcar line along 3rd Street, E Street, 5th Street, and C Street (with a future extension across the C Street Bridge to Railyards Boulevard). Presently, bus routes run on 3rd Street (between Tower Bridge Gateway and F Street), F Street (between 3rd Street and 5th Street) and 5th Street (between F Street and Tower Bridge Gateway). While this deviation may change as a result of future streetcar service and the C Street Bridge, it remains a transit priority street pending any future service changes. The transit priority street network identifies the transit routes that prioritize access to the most active destinations in Washington (Zigguart, CalSTRS and the River Walk Park.) It further prioritizes the comfort of travel by transit (direct routes, frequent stops, etc.) while still accommodating other modes of travel. Investments in these transit priority streets include treatments that signal their function, as well as improved stops, with features that may include:

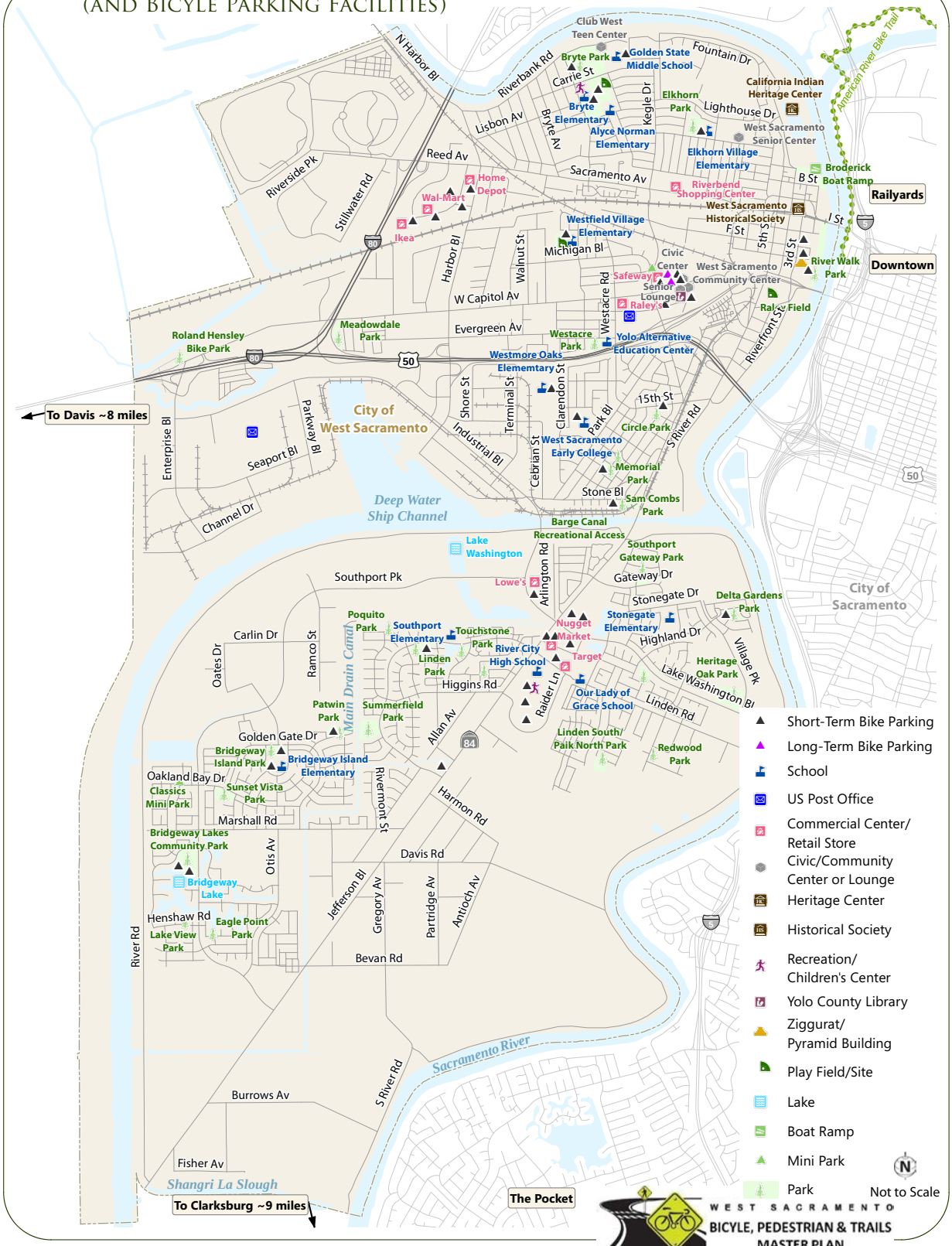
- Curb extension stops (bulb-outs)
- Large, distinctive shelters
- Highly visible signage
- Real-time arrival displays
- Maps and wayfinding information
- Ticket vending machines
- Lighting
- Security cameras
- Trash cans
- Themed shelters (see Table 2.9 on page 82 and 83 for street furnishings)

Figure 2.51: Transit Priroity Layer

Source: Fehr & Peers

Figure 2.52: 2013 Bike, Pedestrian , and Trail Master Plan - Trip Generators and Attractors

Figure 8 - Bicycle and Pedestrian Trip Generators and Attractors (and Bicyle Parking Facilities)



Source: Fehr & Peers

BICYCLE PRIORITY

The bicycle priority network strives to make bicycling a safe, convenient, and attractive means of transportation within the Washington District and to neighboring areas of West Sacramento and Sacramento. Bicycle priority streets emphasize the comfort and safety of bicyclists on the street. The bicycle priority network seeks to create an interconnected system of streets, dedicated rights-of-way, and transit corridors to enable bicycle access to employment centers, transit stops, education, retail, entertainment, and open space and recreational resources.

The bicycle priority layer is based on existing bicycle facilities, shown on Figure 2.35 on page 100, the desired facilities described in the Washington Plan, the proposed facilities in the BPTMP, shown on Figure 2.53 and 2.54 on pages 113 and 114, and the proposed street hierarchy.

EXISTING FACILITIES AND BICYCLIST COUNTS AND SAFETY

West Sacramento categorizes bicycle facilities by the following hierarchy (California Highway Design Manual,2012):

- Class I (Bike Path) - 'A facility separated from the roadway designed for the exclusive use of bicyclists and pedestrians with vehcile crossing points minimized.
- Class II (Bike Lane) - A restricted right-of-way within the roadway designated for the exclusive or semi-exclusive use of bicyclists. Crossflows for vehicle parking and pedestrians are permitted.
- Class III (Bike Route) - Bicyclists share the road with vehicles. Designated by signs.

The major bicycle facilities in the Washington district are located along the following corridors:

- **C Street** which provides east-west access between the I Street Bridge and the Broderick and Bryte neighborhoods in West Sacramento. C Street features bike lanes west of 6th Street and a bike route to the east. Marked bicycle facilities do not currently exist on the I Street Bridge.
- **Tower Bridge Gateway** which provides enhanced green bike lanes between Garden Street and the Tower Bridge, continuing across to Downtown Sacramento. This facility is part of a continuous route from Downtown Sacramento to Davis that consists almost entirely of bike lanes and bike paths.
- **West Capitol Avenue** which provides bike lanes to the west of the Union Pacific Railroad overpass, continuing westward through the West Sacramento civic center. East of the overpass the facility is a bike route.
- **5th Street** currently provides no bike lanes within the Washington area. Bike lanes terminate at the northern (C Street) and southern boundaries of the Washington District (Tower Bridge Gateway).
- **River Walk Park Trail** consists of a bike path that runs north-south along the crown of the levee of the Sacramento River from the Tower Bridge to the existing I Street Bridge. There are multiple access points at various locations along 3rd Street.

The BPTMP provided a more detailed assessment of the West Sacramento bicycle network, and served as an additional resource for the Washington District. The additional bikeways proposed by the BPTMP and shown on Figure 2.54 on page 114 include:

- Bike lanes on 5th Street, filling the current gap between A Street and Tower Bridge Gateway.
- Bike lanes on C Street, upgrading the bike route between 6th Street and the new I Street Bridge.
- Extension of the River Walk Park Trail from the current terminus south of the existing I Street Bridge to the Broderick Boat Ramp along the Levee Access Road alignment.
- Bike lanes and a bike path on the new C Street Bridge.

The bike lanes will connect the Washington District to the Railyards. The bike path will connect the River Walk Park Trail and the American River Bike Trail.

Bicyclist turning movement volumes were counted for the study intersections during the AM and PM peak hours in November 2012 and February 2013. Peak hour segment counts were also conducted on the River Walk Path north of Tower Bridge Gateway and on the Tower Bridge midblock between the River Walk and Front Street. These data sets were used to develop bi-directional peak hour bicyclist volumes. Peak hour bicyclist volumes are presented on Figure 2.55 on page 115. The highest peak hour bicyclist volumes were observed on Tower Bridge Gateway just west of Tower Bridge during the PM peak hour (105 bicyclists). In general, Tower Bridge Gateway and the River Walk Park Trail have the highest bicyclist volumes.

During the peak evening hours, 1 in 10 trips made across the Tower Bridge are made by bicycle. In comparison, only 2 out of 100 trips are made by bicycle during the same time throughout the rest of the City.

evaluated through two methods: analysis of recent bicyclist collisions in the study area and their circumstances and review of online survey results collected for the BPTMP. Collisions data for a three-year period (January 2008 through December 2010) was obtained from the California Highway Patrol Statewide Integrated Traffic Records System. In total, nine collisions involving one or more bicyclists occurred in the Washington District during that time period.

The development of a bicycle priority network, shown in Figure 2.56 on page 116, involves reducing barriers to bicycling including high traffic volumes, high auto speeds, frequent driveways, on-street parking, and disconnected street grids.

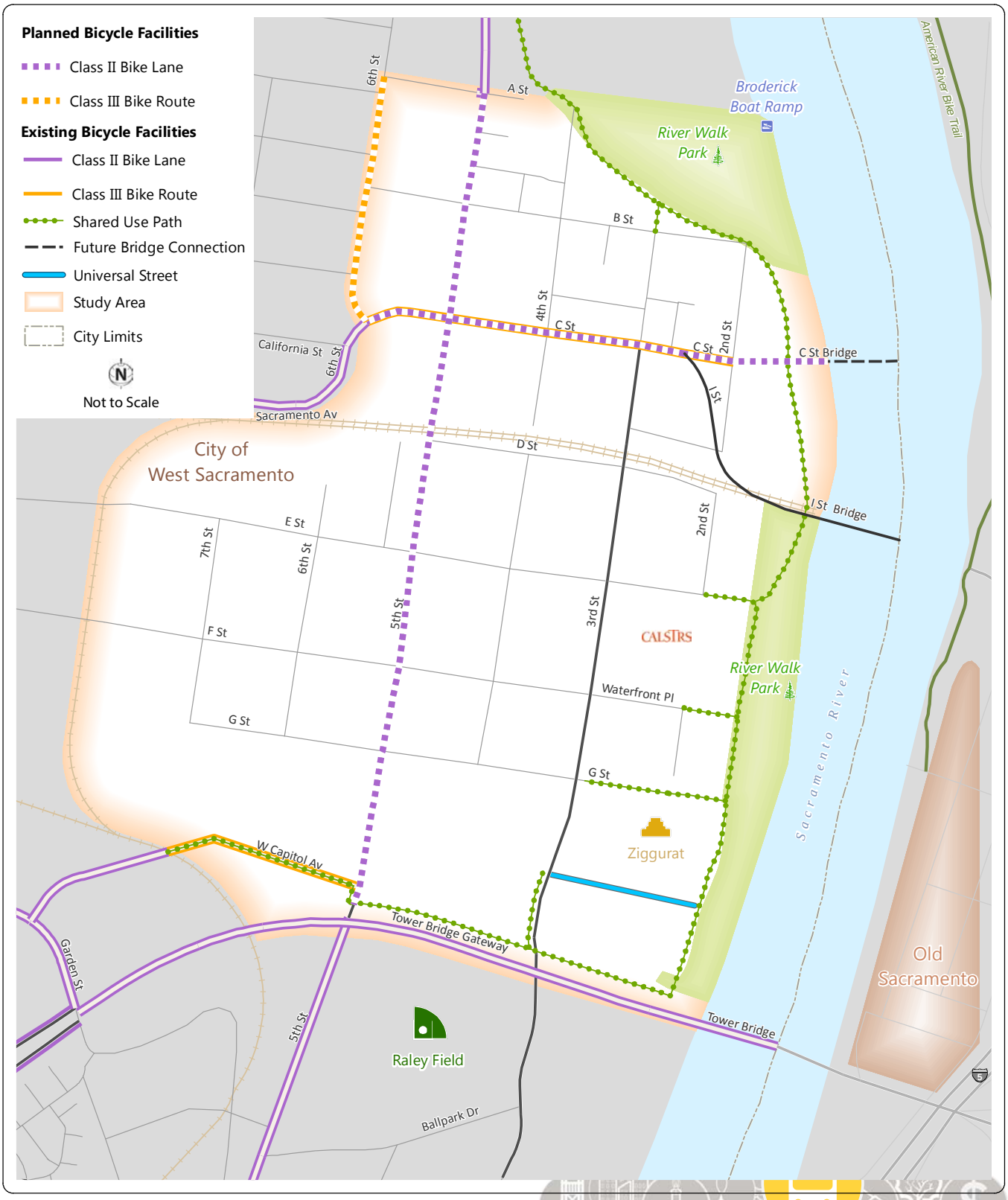
The bicycle priority network seeks to complete key bicycle connections at gaps in the existing bicycle network, particularly along 5th Street and C Street. The network seeks to facilitate uninterrupted low-street bicycling from The Rivers to the Bridge District and beyond, and from West Sacramento to Sacramento. The bicycle priority network includes two primary north-south corridors (5th Street and the River Walk) and three east-west corridors (Tower Bridge Gateway, F Street, and C Street). A key consideration for bicycle priority streets is the avoidance of rail tracks due to the potential for tires to become stuck in the tracks; only a short segment of 5th Street is shared with a potential streetcar route. Like the pedestrian priority network, the bicycle priority network also emphasizes connectivity to the riverfront.

Streets in the bicycle priority network should include design elements such as:

- Bicycle lanes, featuring buffers where possible
- Bike storage
- Bike share stations
- Clear signage indicating the presence of bicycles
- Network connectivity
- Bicycle detection at traffic signals
- Limited conflicts with rail tracks

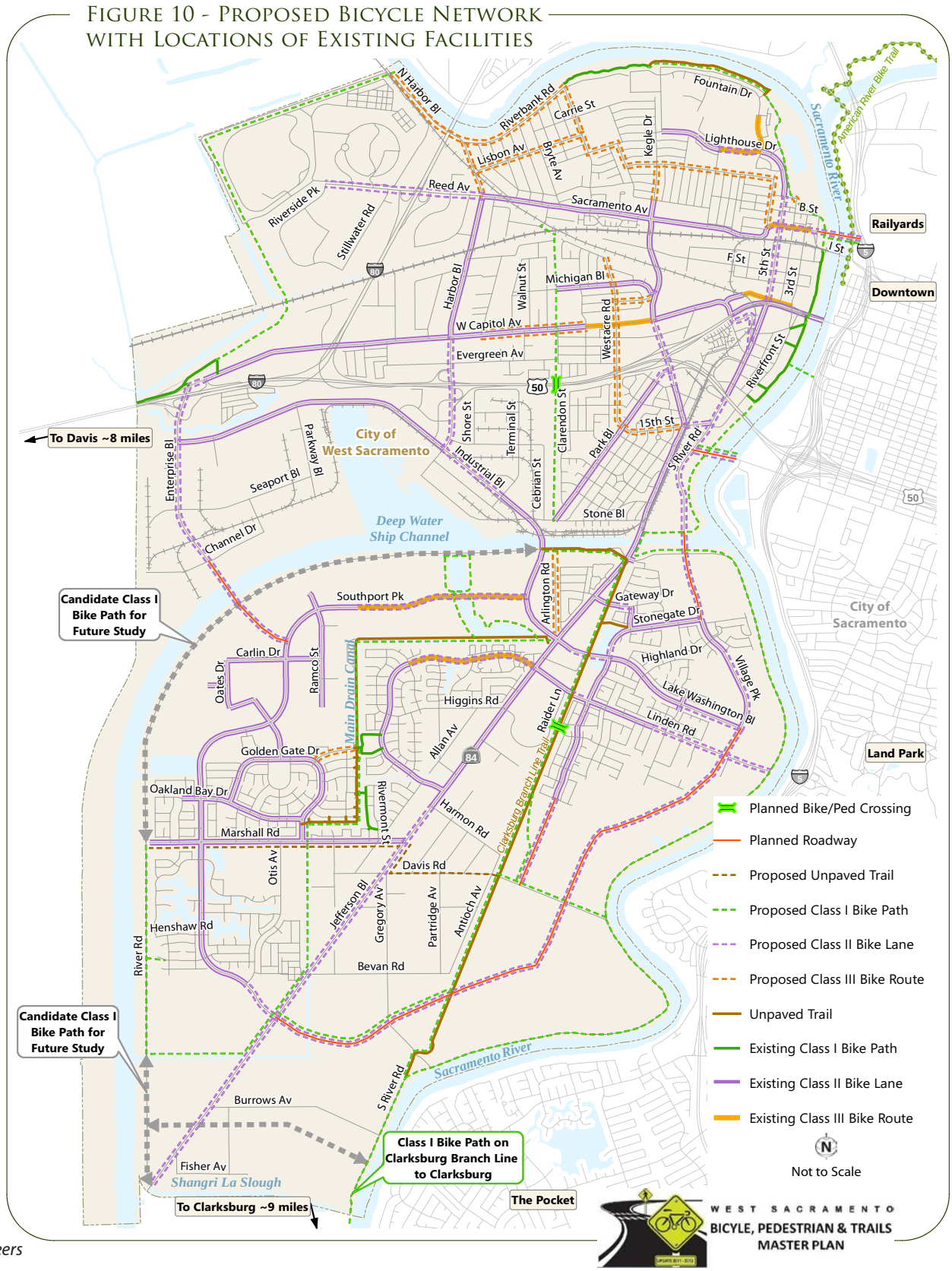
Missing from the original discussion on the bicycle priority network was a discussion about the impacts of the I Street Bridge Replacement Project. Although the current I Street Bridge is lacking in adequate bicycle facilities (see Figure 2.57 on page 117), it does provide and important and direct connection into downtown Sacramento and their existing riverfront trail system. This connection will be lost unless an alternative solution is found. Additional discussion on this topic is located in the Combined Public Art and Recreational Needs and Opportunities Analysis chapter.

Figure 2.53: Existing and Proposed Bicycle Facilities



Source: Fehr & Peers

Figure 2.54: 2013 Bike, Pedestrian , and Trail Master Plan - Proposed Bicycle Network Improvements



Source: Fehr & Peers

Figure 2.55: Peak Hour Bicycle Counts and Collision History

Source: Fehr & Peers

Figure 2.56: Bicycle Priority Layer

Source: Fehr & Peers

Figure 2.57: Bicyclist Using the Travel Lane on the I Street Bridge

AUTOMOBILE PRIORITY

The automobile priority network is comprised of streets that emphasize automobile and truck traffic. This emphasis is consistent with existing street standards that prioritize meeting automobile performance measures. The automobile-emphasis streets are designed to efficiently accommodate large volumes of traffic through the network as well as to parking facilities along 3rd Street for existing and planned high-density riverfront development. The automobile priority layer is based on existing right- of-way widths, number of existing lanes, shown in Figure 2.58 at the right, the existing rights-of-ways widths depicted and described in Figure 2.59 and its accompanying table located in Appendix Q, the vehicular circulation policies and objectives in the Washington plan, the proposed C Street Bridge, anticipated traffic volumes, and the proposed street hierarchy.

This section summarizes various planned land use and transportation projects that will impact transportation conditions in the Washington District. These projects will be taken into consideration for the future / build-out conditions evaluation and needs assessment tasks. Major land-use and recreation projects planned in and around the Washington District include:

- **Capitol Yards** (formerly known as Capitol Commons) – An 8.5 acre, 350 unit multifamily development under construction on the site bordered by Tower Bridge Gateway, G Street, 5th Street, and 3rd Street.
- **Rivers 2** – A 67.9 acre, approximately 800 unit residential development bounded by the Sacramento River on the north, Lighthouse Drive on the south, and Fountain drive on both the east and west.
- **The California Indian Heritage Center** – A 51 acre cultural center and California State Park to be located on the riverfront property north of the Broderick Boat Ramp site. The site will be accessed via 5th Street north of the A Street intersection. Pedestrian or multi-use trail connections to the Broderick Boat Ramp will potentially be provided along the riverfront and Levee Access Road.
- **The Bridge District** – A 188-acre mixed-use infill redevelopment project sharing the southern boundary of Washington. Its bounded by Tower Bridge Gateway and Highway 50 and fronts along the Sacramento River. Phasing of the transportation infrastructure improvements will occur with future development.
- **The Railyards** – An infill brownfield project of approximately 240 acres in Sacramento that includes a major transit hub and a district with historic "central shops" buildings. Based on its existing specific plan the area is entitled for very urban scale, dense mixed use development weighted towards new residential.

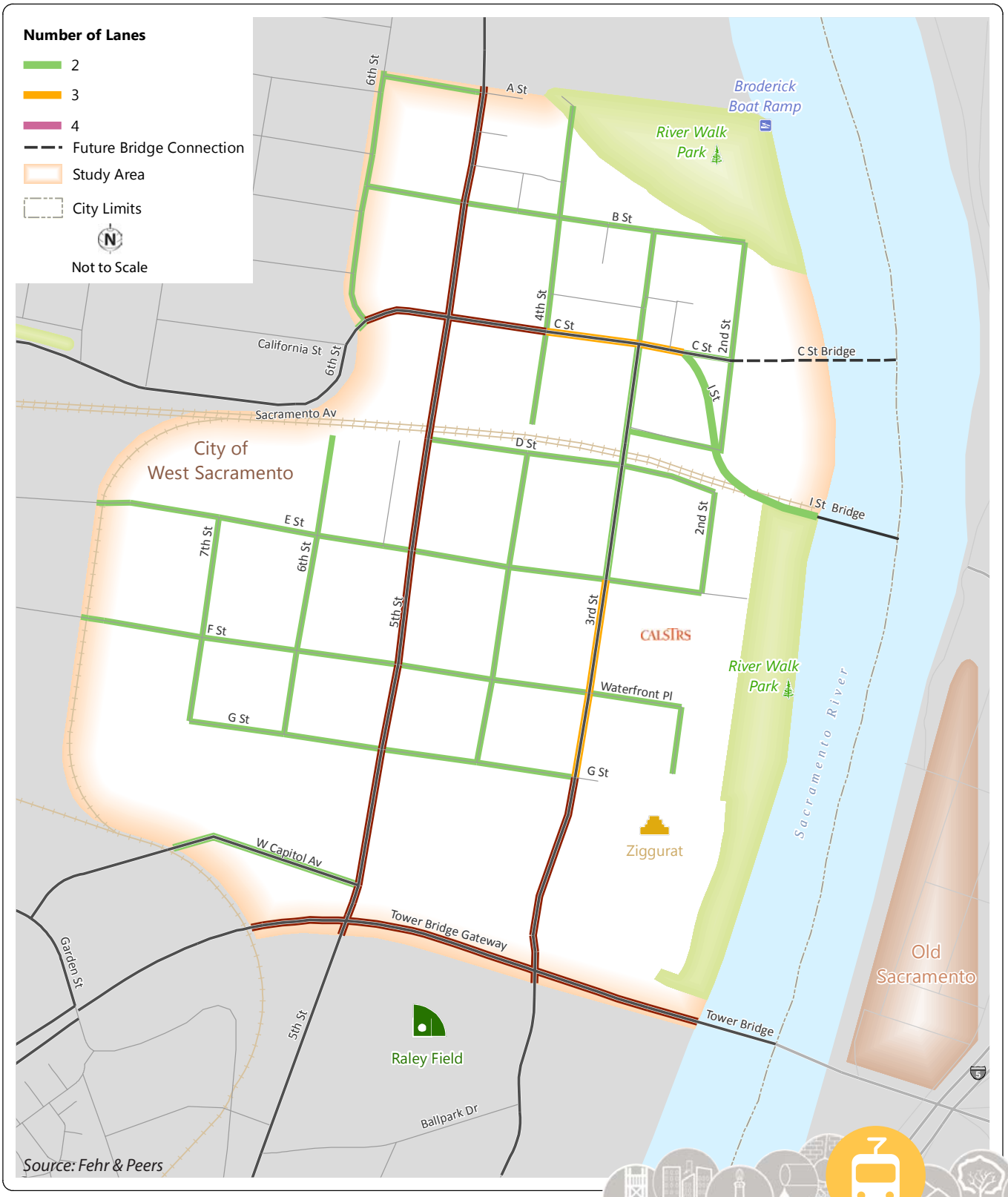
Major transportation capital improvement projects include:

- **I Street Bridge Replacement** – Construction of new bridge connecting West Sacramento's C Street and Sacramento's Railyards Boulevard. The bridge will have improved automobile, pedestrian, bicycle (bike lanes), and ADA access.

The purpose of the automobile priority network, shown in Figure 2.60 on page 121, in the Washington District is to facilitate east-west circulation from West Sacramento to Sacramento (and vice versa) across the C Street Bridge and Tower Bridge, as well as providing for north-south circulation along 5th St and 3rd St to the Bridge District and The Rivers. The automobile priority network therefore includes two north-south corridors (3rd St and 5th St) and two east-west corridors (C St, and Tower Bridge Gateway). Additionally, F St is designated as a secondary automobile priority street as it provides east-west access to and from the riverfront area to Jefferson Boulevard.

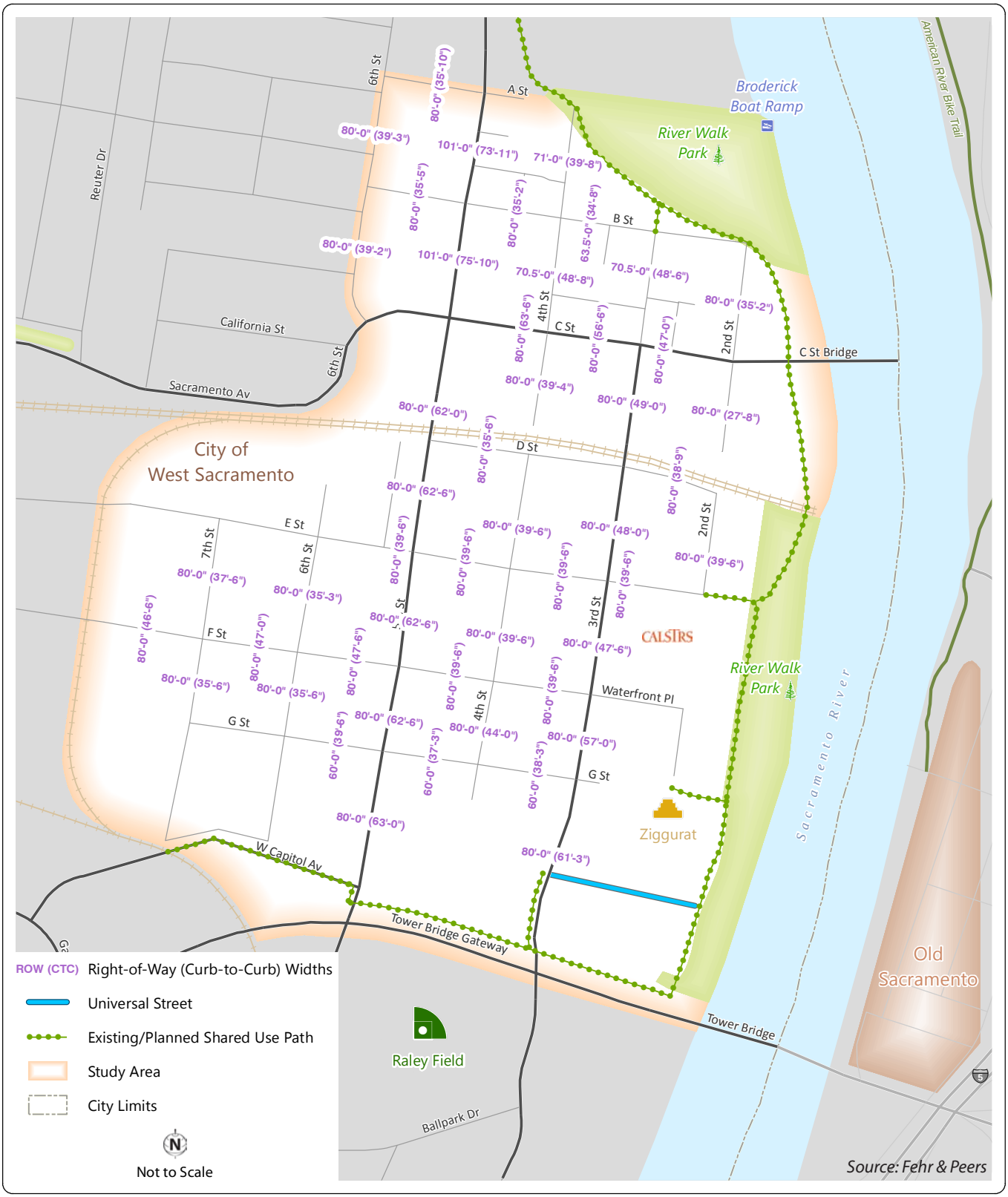
The Auto Priority Later was prepared with input from public safety and generally reflects the anticipated traffic volumes in SACOG's regional traffic model.

Figure 2.58: Roadway Network- Number of Lanes



Source: Fehr & Peers

Figure 2.59: Roadway Network- Right-of-Way Widths



Source: Fehr & Peers

Figure 2.60: Auto Priority Layer

Source: Fehr & Peers

RECOMMENDATIONS

In addition to incorporating the changes to the existing WSP's policies described on page 97 , new street cross-sections in Washington should be developed and predicated on the following:

- The proposed future route for streetcar as shown in Figure 2.42 on page 97; and
- The layered street network shown in Figure 2.62 to the right; and
- The Constraints Map located in Appendix P which depicts the known constraints impacting the current rights-of-way;and
- The urban lane width parameters located in Appendix R ;and
- The new cross-sections for the priority streets identified in the street hierarchy, combined layered street network and the new land use regulating plan (see key Figure 2.61 at the right) located in Appendix M. Each cross-section sheet in the appendix includes a photo of the street, a drawing of the existing cross-sections and a drawing of the proposed cross-section with dimensions.

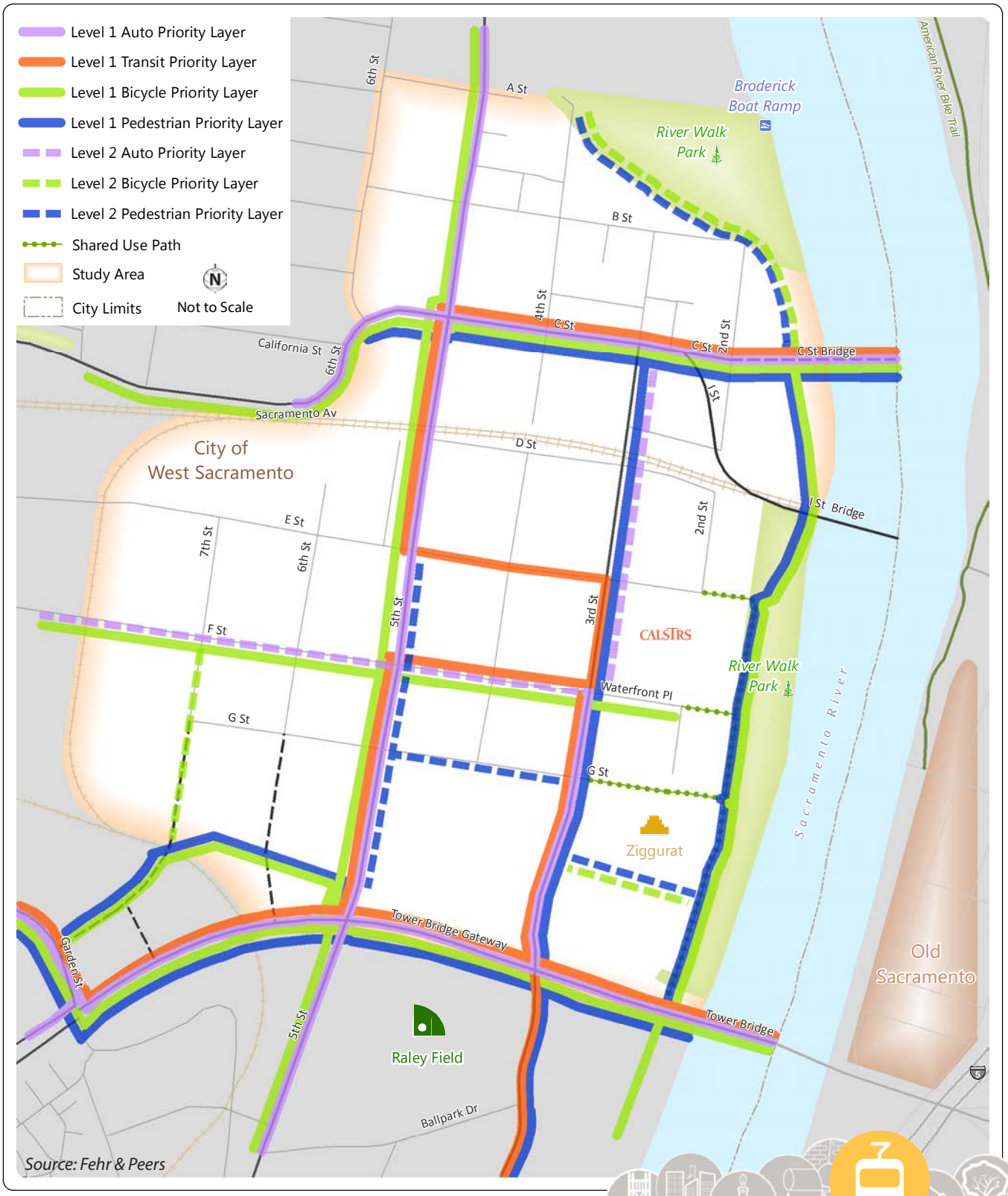
.

The results of the layered street network approach shown in Figure 2.62 at the right can be used for ranking the trade-offs of various functions within a right-of-way. A combined layered street network overlays all the priority pedestrian, transit, bicycle and automobile corridors in a network.

Figure 2.61: Proposed Cross-section Key

Source: Fehr & Peers

Figure 2.62: Combined Layered Street Network



Source: Fehr & Peers

2035 BASE MAP

PURPOSE

The Washington area has been identified as a TPA in SACOG's MTP. The MTP has identified Washington as a community that will be within a ½-mile of high quality transit a rail stop or a bus corridor with at least 15-minute headways during peak hours by the year 2035. A important advantage of being in a TPA is the significant California Environmental Quality Act (CEQA) regulatory streamlining incentives provided under SB 375. The purpose of this subtopic is prepare the 2035 Base Map needed to take advantage of the district's TPA status. This will be accomplished by:

- Describing the existing physical barriers that impede all modes of travel in the Washington area; and
- Analyzing solutions to resolve this barriers; and
- Anticipating the impacts, if any, to the base map with the new bridge connection at C Street; and
- Completing the preliminary engineering of the proposed cross-sections.

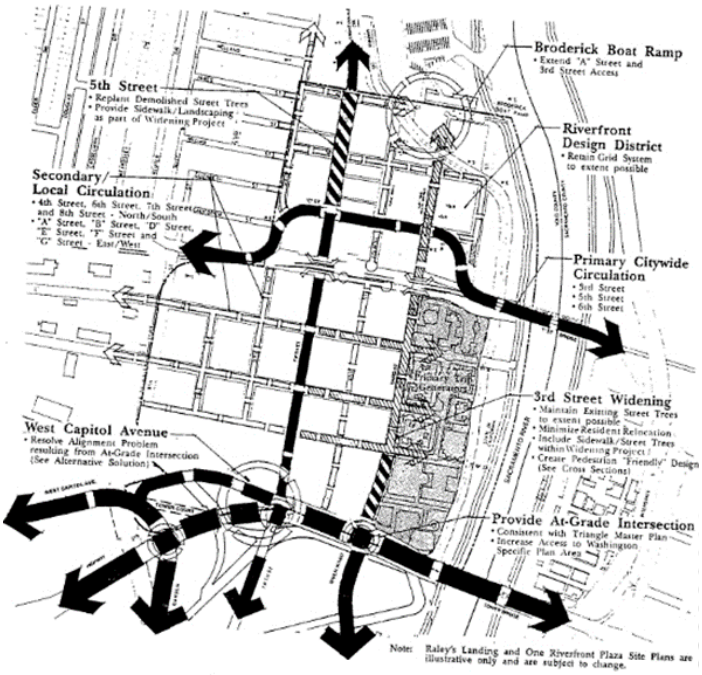
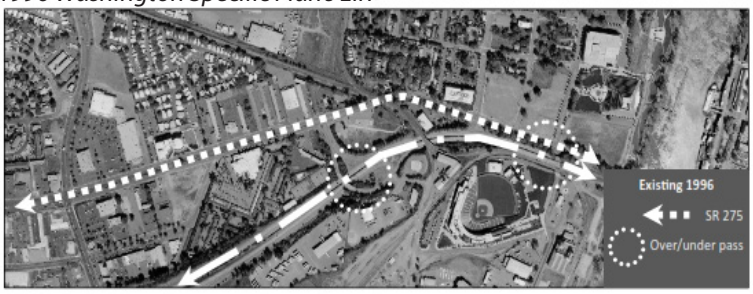


Figure 2.64: Current Plan's Circulation Diagram

Figure 2.63: West Capitol Avenue Alternatives Studied in 1996 Washington Specific Plan's EIR.



Not Selected: The alignment remains unchanged.

Not Selected: West Capitol Avenue is relocated east of the UPRR overpass to align with G Street. G Street would terminate at 6th Street. SR 275 is converted to Tower Bridge Gateway (TBG).

Selected: West Capitol Avenue curves south to meet at the intersection of Riske Lane and SR 275 (Tower Bridge Gateway). A new T-Intersection would be created at West Capitol Avenue and 5th Street. The remainder of West Capitol Ave would be eliminated. SR 275 is converted to Tower Bridge Gateway (TBG).

EXISTING CONDITIONS ASSESSMENT

An existing objective of the plan is to maintain the grid street pattern, to the extent possible, as the grid reflects the heritage. As redevelopment of some of larger blocks occur this principle must be considered.

The WSP's Environmental Impact Report (EIR) analyzed three alternatives for West Capitol Avenue shown in Figure 2.63 above and determined that routing through-traffic from West Capitol Avenue onto Tower Bridge Gateway was the least disruptive option to the existing uses east of the UPRR bridge. Consistent with the EIR, an alignment that funnels

Figure 2.65: Grand Gateway Master Plan- Proposed Bicycle Network

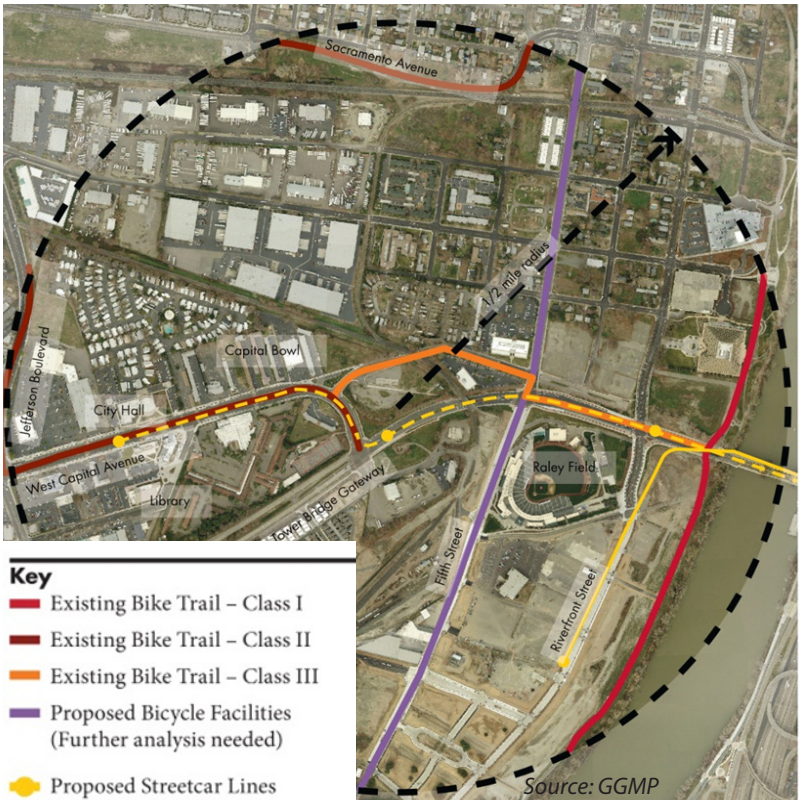


Figure 2.66: Grand Gateway Master Plan- Proposed Pedestrian Network

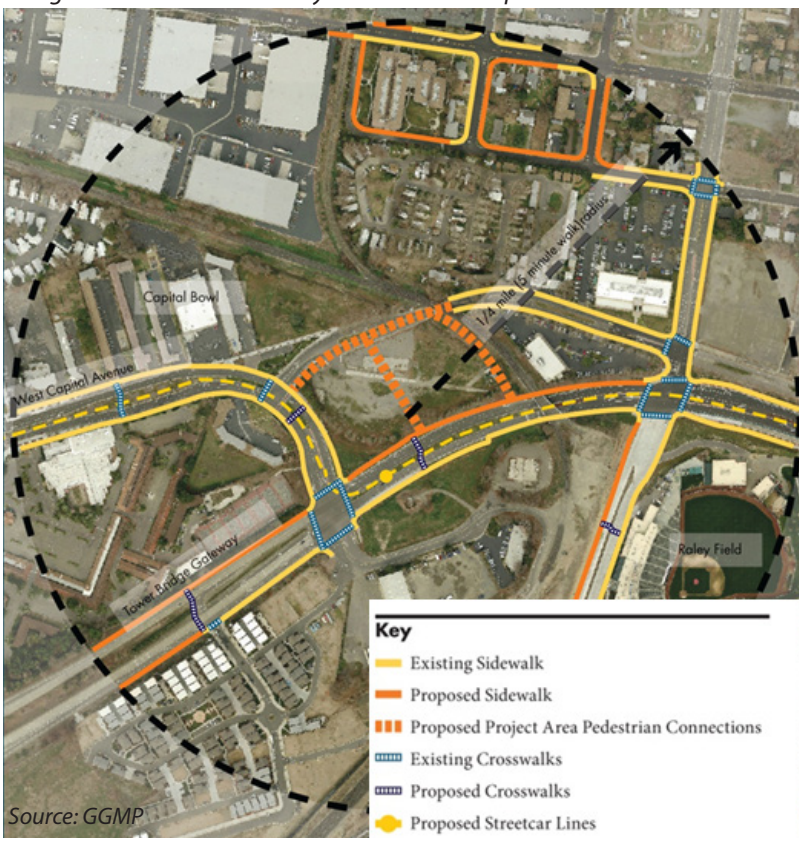


Figure 2.67 Enhanced Sidewalks and Parklets

Figure 2.68: Enhanced Bicycle Facilities and Parklets

traffic onto Tower Bridge Gateway was constructed in 2011. The WSP's Circulation Diagram, Figure 2.64 at the left, notes that any alignment that results in an at-grade intersection at 5th Street will result in an issue with a T-intersection at West Capitol Avenue.

The GGMP, approved by the City Council in early 2013, analyzed the pedestrian and bike connectivity (see Figures 2.65 to 2.68 above) of the portion of West Capitol Avenue that crosses under the UPRR bridge. At the time of the study, the City was contemplating improvements to the rail

overpass that would have eliminated vehicle travel on West Capitol Avenue. As a result, the GGMP included in its action plan a follow-up item to study the circulation options for the eastern half of the street [the portion that would have been isolated]. The contents of that report redefined the extent of the alignment problem at 5th Street.

The existing WSP does not anticipate a replacement of the I Street bridge or the neighborhood's loss of its connection to downtown Sacramento. The proposed replacement bridge will connect to the Railyards.

EVALUATION

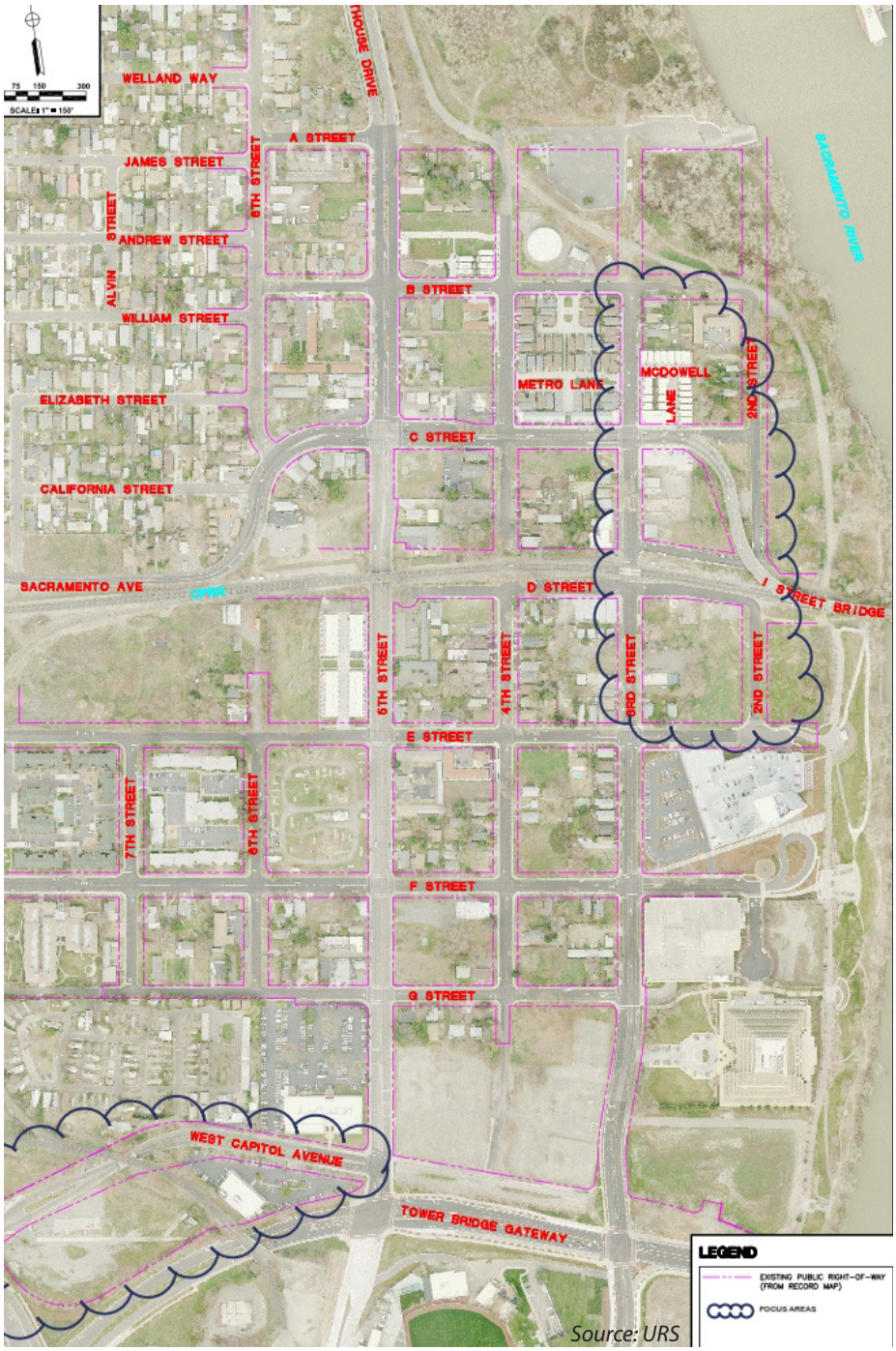
For two areas for Washington, shown in Figure 2.69 at the right, maintaining the existing network pattern may not possible or desirable.

Focus Area 1 - The proposed street network in the Bridge District Specific Plan relies on the implementation of the West Side Rail Relocation (identified as a Top Management Priority on the City Council's 2014 Strategic Plan Summary). Consistent with these planning objectives, staff will plan the extension of the underlying grid system in Washington in anticipation of rail removal and associated redevelopment of the adjacent isolated parcels.

Focus Area 2 - Due to the planned infrastructure improvements associated with the C Street Bridge maintaining 2nd Street in its current location could be challenging and may limit the development potential for the surrounding parcels. Staff will identify interim improvements that provide access to all the parcels in their existing configuration and propose guidelines for future development of the aggregated sites.

Focus Area 1

Figure 2.69: Focus Areas for 2035 Base Map



Source: URS

In April 2013, staff commissioned the West Capitol Avenue Connections Study (WCACS). (See Appendix S for the complete WCACS.) The purpose of WCACS was to:

- Analyze the impacts of the potential overpass improvements, (see Figure 2.70 at the right for current overpass) on eastern West Capitol Avenue shown in Figure 2.71 below; and
- Calculate the existing level of service of the current streets shown in Figure 2.72 on page 128.

The level of service was analyzed in both the existing condition and with the impacts of two adjacent projects, Capitol Yards (known at the time as Capitol Commons) and the proposed GGMP development. Even with

Figure 2.70: Union Pacific Overpass

Figure 2.71: Eastern Portion of West Capitol Avenue and 5th Street Intersection Analyzed in the West Capitol Avenue Connections Study

Figure 2.72: West Capitol Avenue Connections Study Area

Source: Fehr & Peers

no new projects, the West Capitol Avenue and 5th Street intersection failed at both peak AM and PM hours. Due to the existing capacity constraint shown in Figure 2.73 below, the WCACS proposed that eastern portion of West Capitol Avenue be limited to non-vehicular travel.

The WCACS's recommended near-term solution for resolving the failing intersection at 5th Street was converting West Capitol Avenue to a no-vehicular Universal Street similar to those described in the Bridge District Specific Plan (see Figure 2.74 below). By eliminating turn movements at the failing intersection, the remaining intersections would function at existing or improved levels.

This recommended solution also supported the paseo

Source: Fehr & Peers

Figure 2.73: West Capitol Avenue Connections Study Baseline

Figure 2.74: Bridge District Non-Vehicular Universal Street

concept described in the GGMP's preferred scenario (See Appendix T for additional information about the GGMP). These proposed improvements would better link the enhanced bicycle/pedestrian improvements already constructed on the portion of West Capitol Avenue in the City's Civic Center to those constructed along Tower Bridge Gateway (see Figure 2.75 below).

After presenting the WCACS near-term solution to the public and the Planning Commission, and after determining that the UPRR bridge improvements were no longer imminent, staff furthered its investigation and identified an alternative near-term solution for inclusion in the WCASCS. Staff and its consultant team determined that is was possible to maintain a limited amount of vehicle travel by using a street configuration that allows for one-way traffic, with the paseo improvements occurring only on the abandoned south lane. This configuration still achieved the improved level of service without sacrificing the bicycle/pedestrian enhancements. The preliminary engineering for this concept is shown in Figure 2.76 on the right. In 2014, the City was awarded a $87,000 grant through the State's Active Transportation Program, administered by the California Transportation Commission and CalTrans, for per-construction and design activities.

As a result of this baseline analysis, the scope of the WCACS was expanded to offer three long-term alternatives for reestablishing the street network and reconnecting this portion of the Washington Neighborhood to the Civic Center. Those three alternatives are shown in Figures 2.77 tp 2.79 at the right. These alternatives for Focus Area 1 were presented to the public, the planning commission and the City Council starting in May 2014.

Figure 2.75: Bicycle and Pedestrian Enhancements Connecting the Civic Center to the River

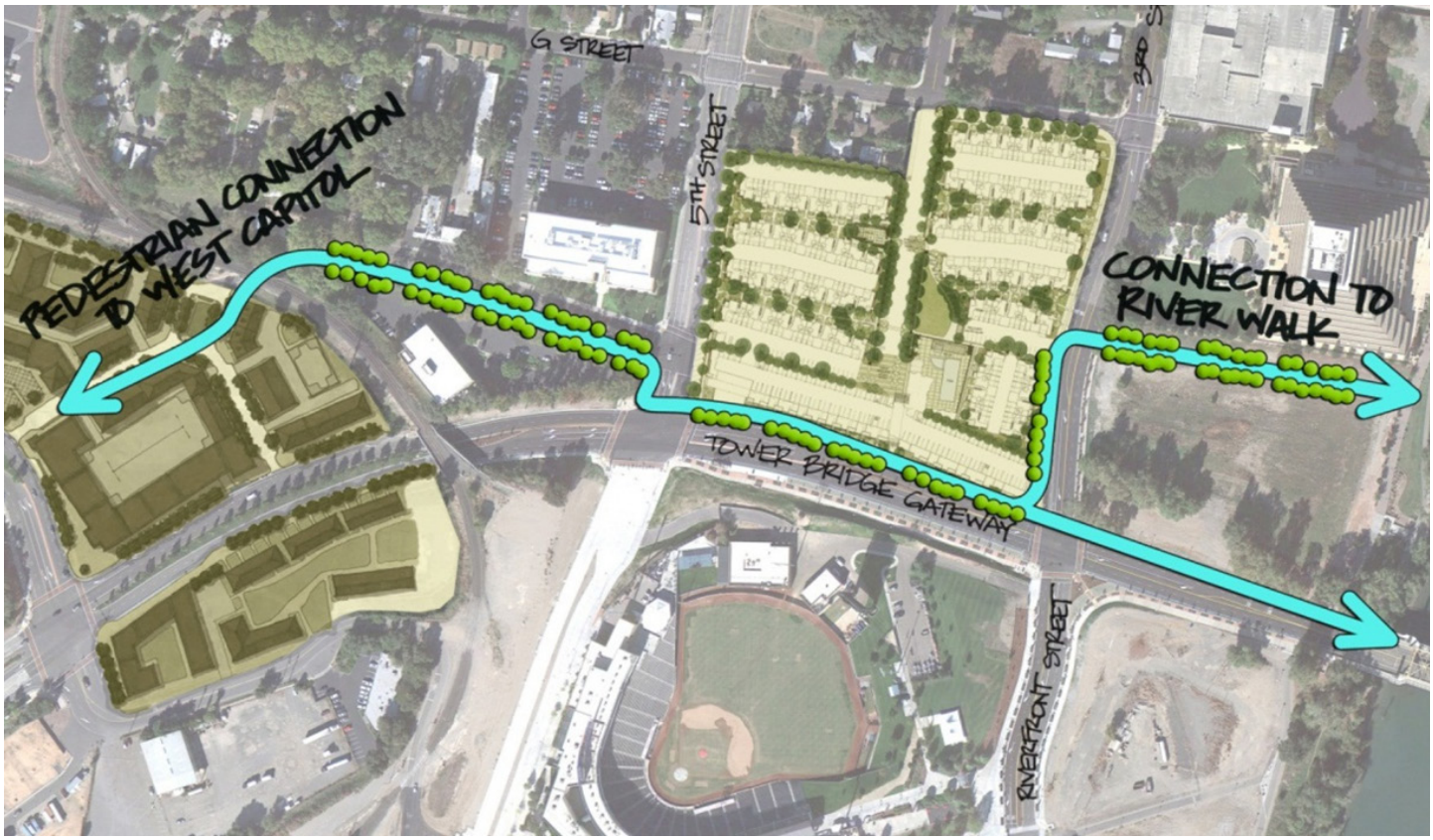
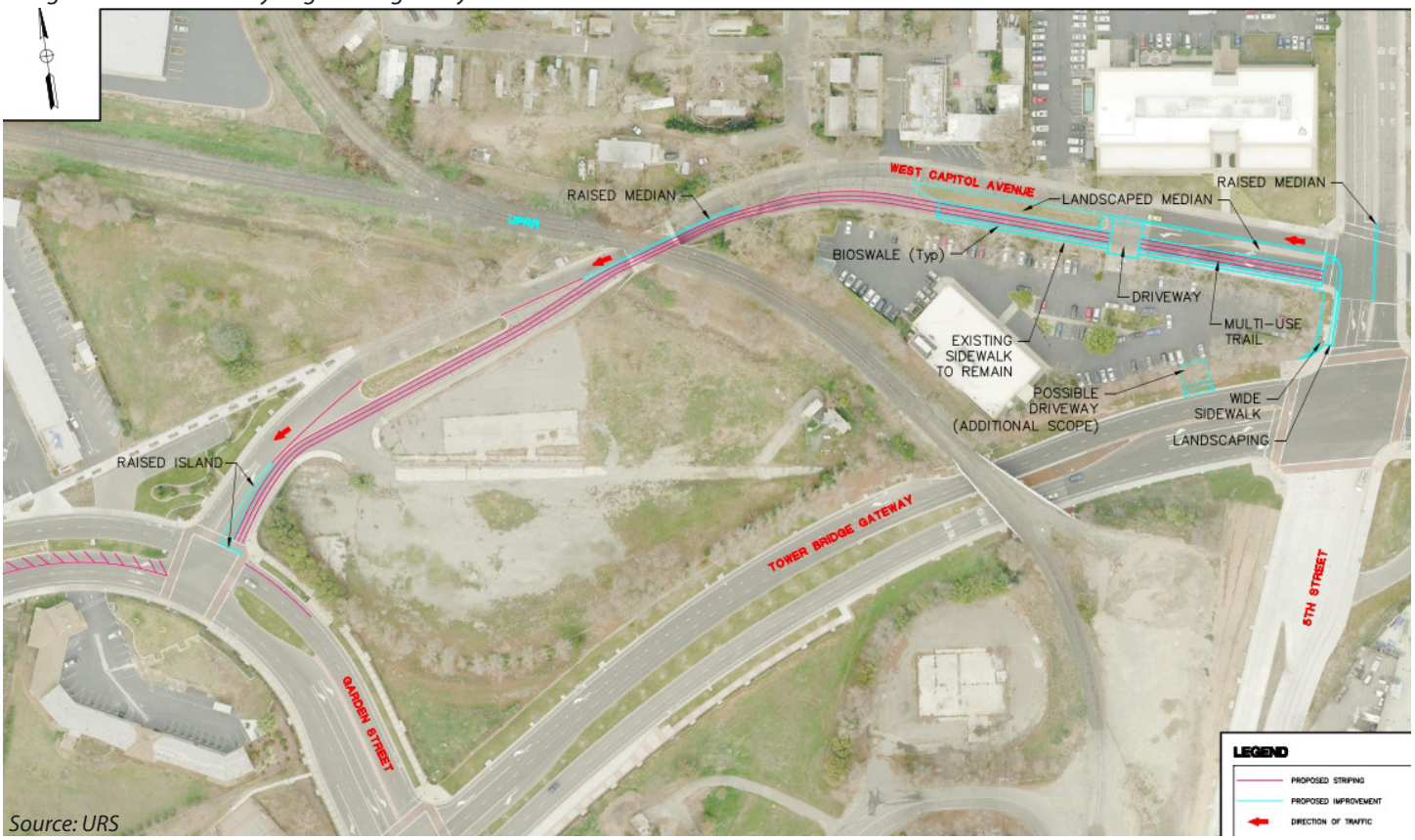


Figure 2.76: Preliminary Enginnering for Cycle Track/Paseo

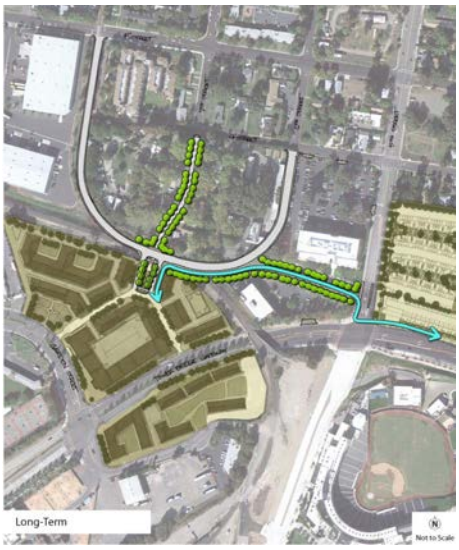


Source: URS

Figure 2.77: Long-term Alternative A

Figure 2.78: Long-term Alternative B

Figure 2.79: Long-term Alternative C



Focus Area 2

Staff and their consultant identified the parcel boundaries, the remaining segments of 2nd Street, and the total aggregate development area that would be shaped by the I Street replacement bridge in its preliminary conceptual alignment shown in Figure 2.80 below.

The anticipated impacts to 2nd Street are being analyzed as part of the I Street replacement bridge project. Vacant and blighted property conditions in Washington contribute to security problems and lack of new investment as outlined in the Infill Development Site Opportunity Analysis Chapter.

The southeast corner of the Washington area shown in Figure 2.80 below includes an existing levee barrier to connectivity, walkability and mobility. Additionally this area includes some of the most promising vacant Riverfront parcels with the potential to attract new high rise development. A 2nd Street alternative that appears to maximize the future redevelopment of adjacent parcels is shown in Figure 2.81 at the right.

Figure 2.80: I Street Bridge Replacement Bridge Redevelopment Analysis

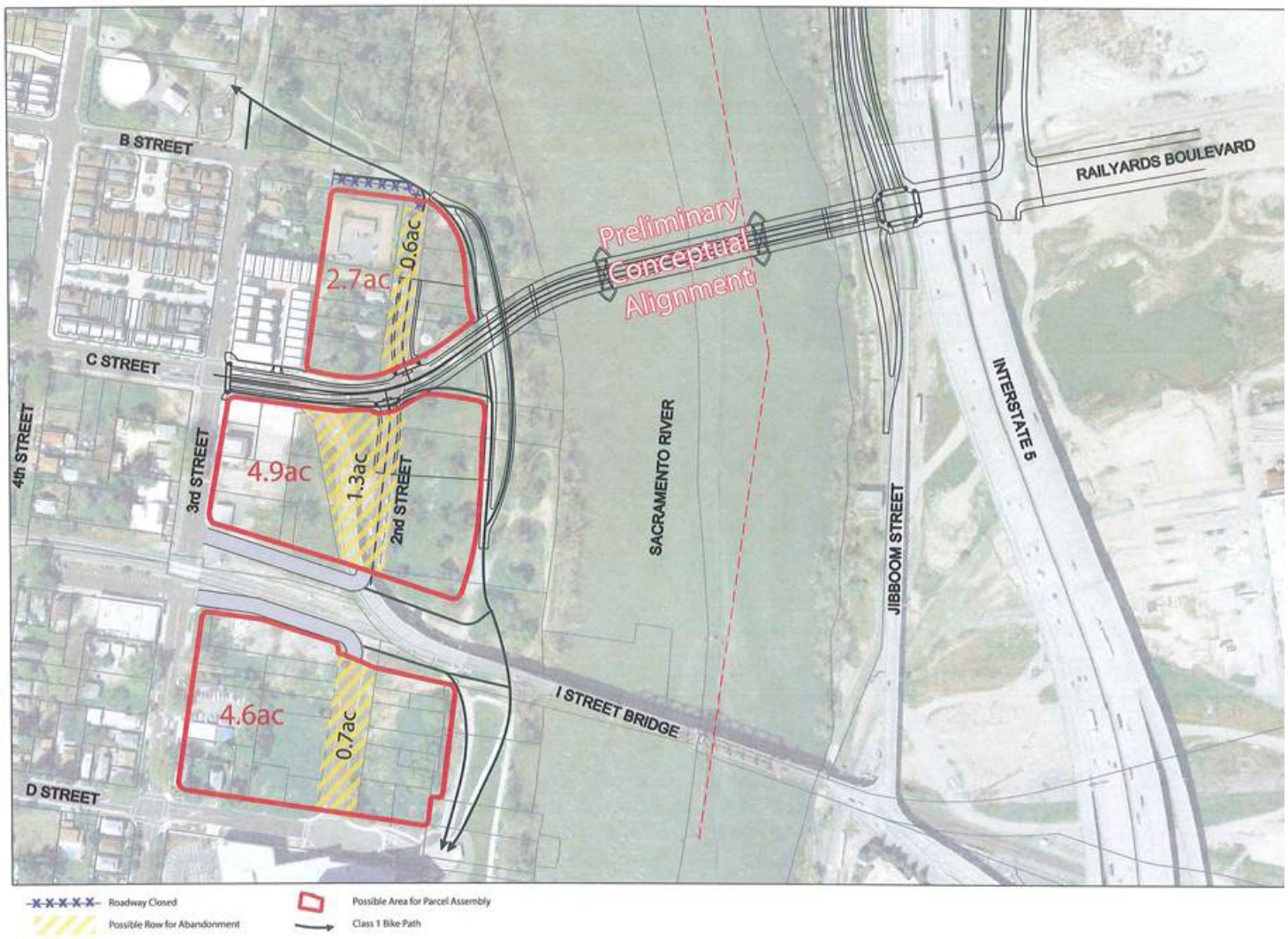
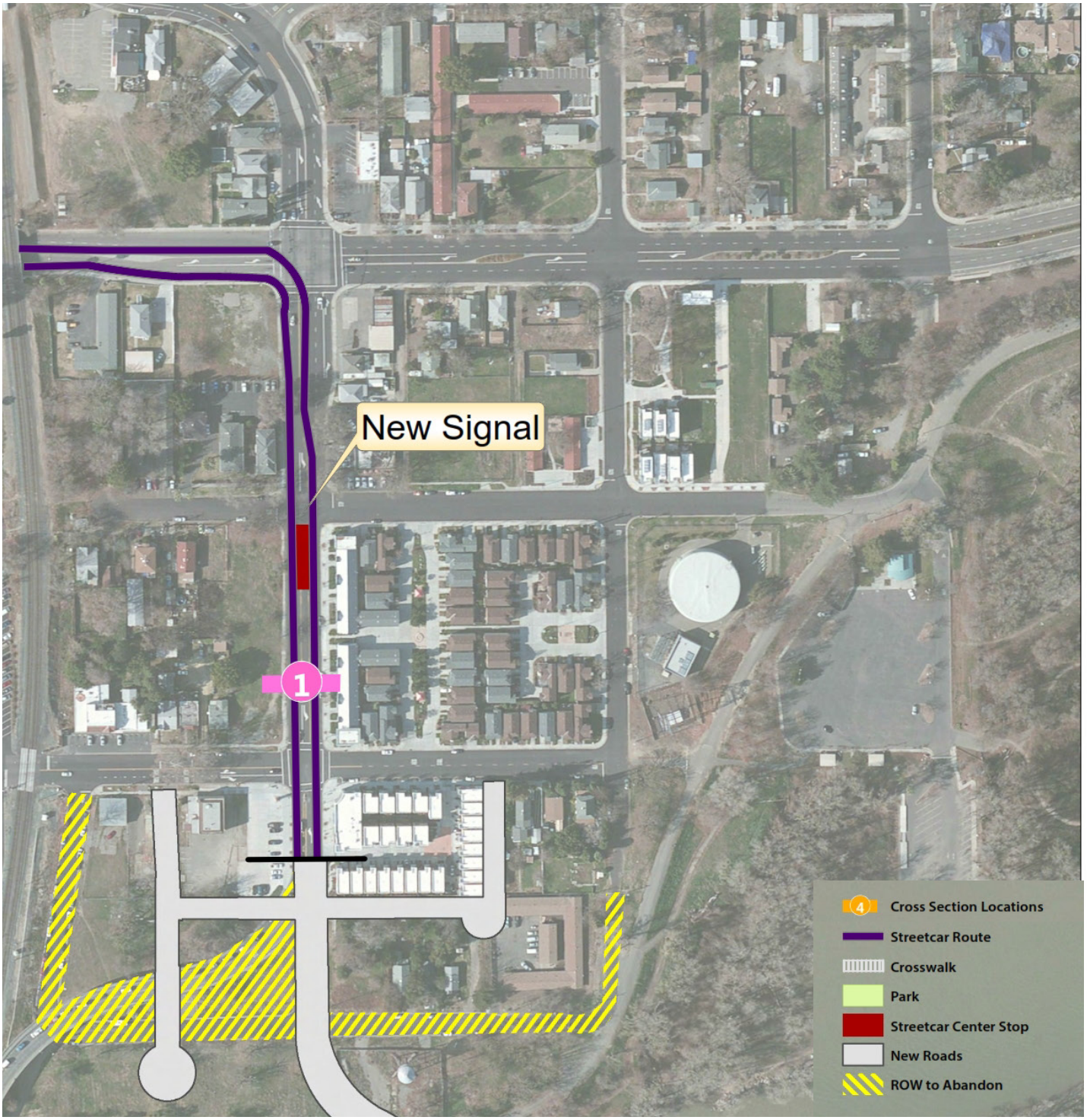


Figure 2.81: Proposed 2nd Street Reconfiguration



RECOMMENDATIONS

When the long-term alternatives for Focus Area 1 were brought to the Planning Commission and City Council, only certain features of three long-term alternatives (shown in Figures 2.77 to 2.79 on page 131) were supported. Those were re-establishing the 7th Street connection and constructing the bicycle and pedestrian enhancements described as a component of the paseo concept as shown on Figures 2.82 and 2.83 below.

Using the street layout described in the GGMP and these two elements, the City's transportation engineering consultant drew preliminary line work for three alternatives to the street grid for 6th Street. The preliminary results of staff's investigation into these three alternatives are located in Appendix U.

The long-term solution for Focus Area 1, for inclusion in the 2035 Base Map, is the 6th Street reconnection option that directly connects to Tower Bridge Gateway as shown in Figure 2.84 at the right.

Additionally, the near-term solution for Focus Area 1, resolving the failing intersection at 5th Street, should include the following:

Figure 2.82: Supported Elements of the Long-Term Alternatives

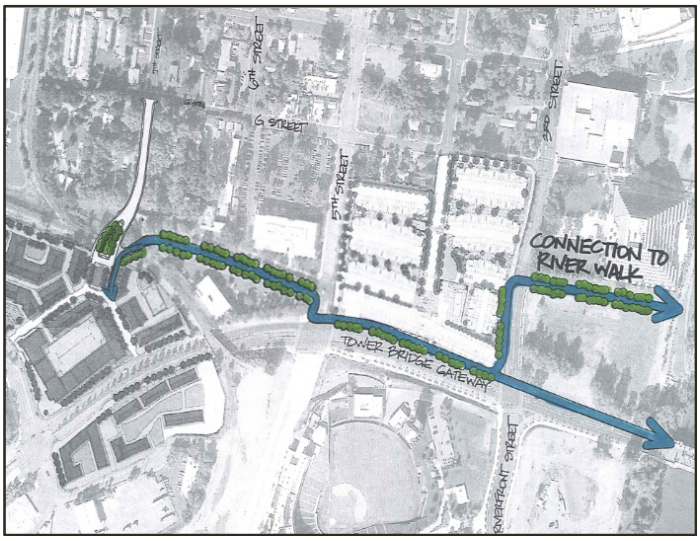
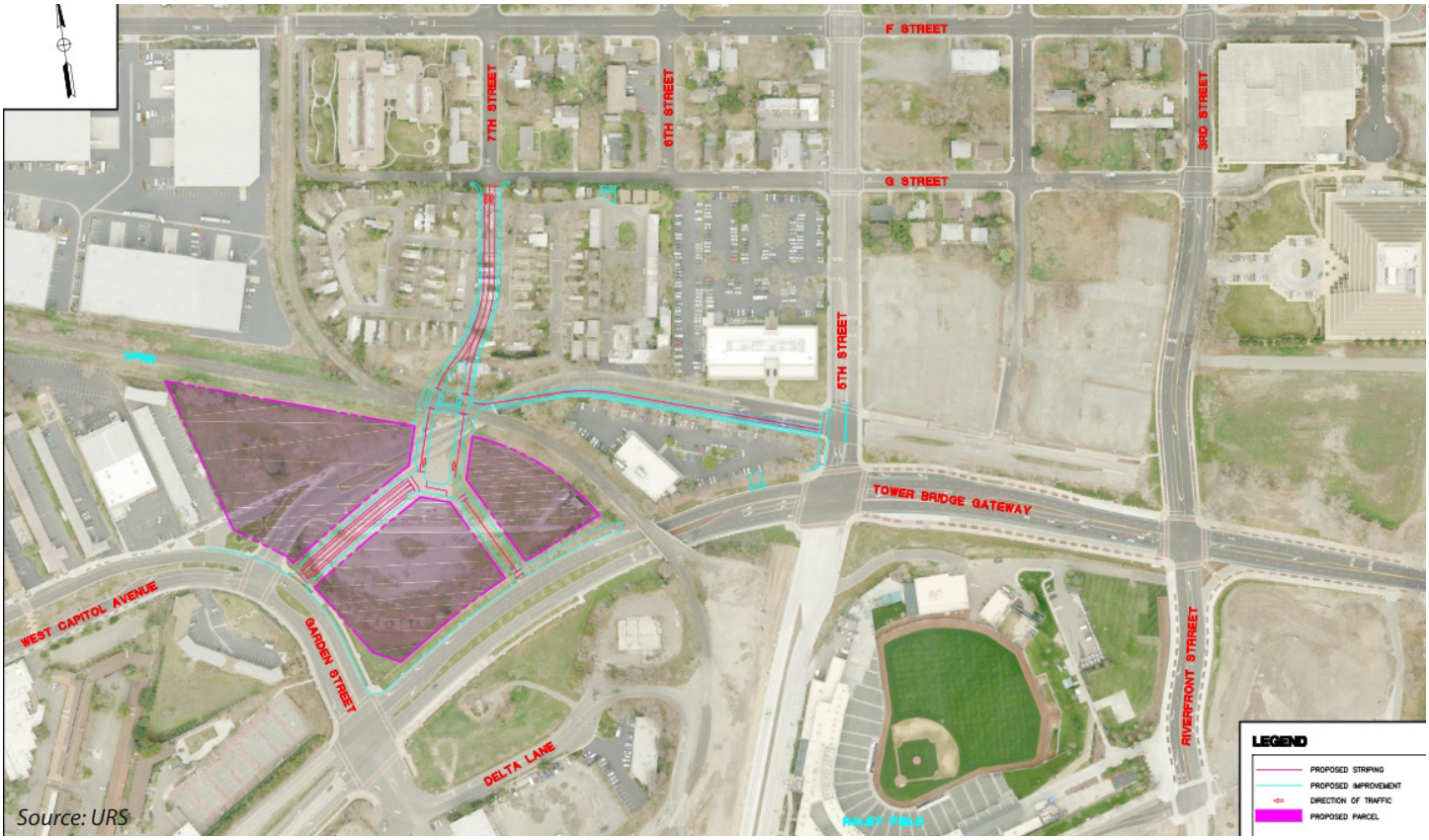


Figure 2.83: Preliminary Engineering of the Supported Elements of the Long-Term Alternatives



Source: URS

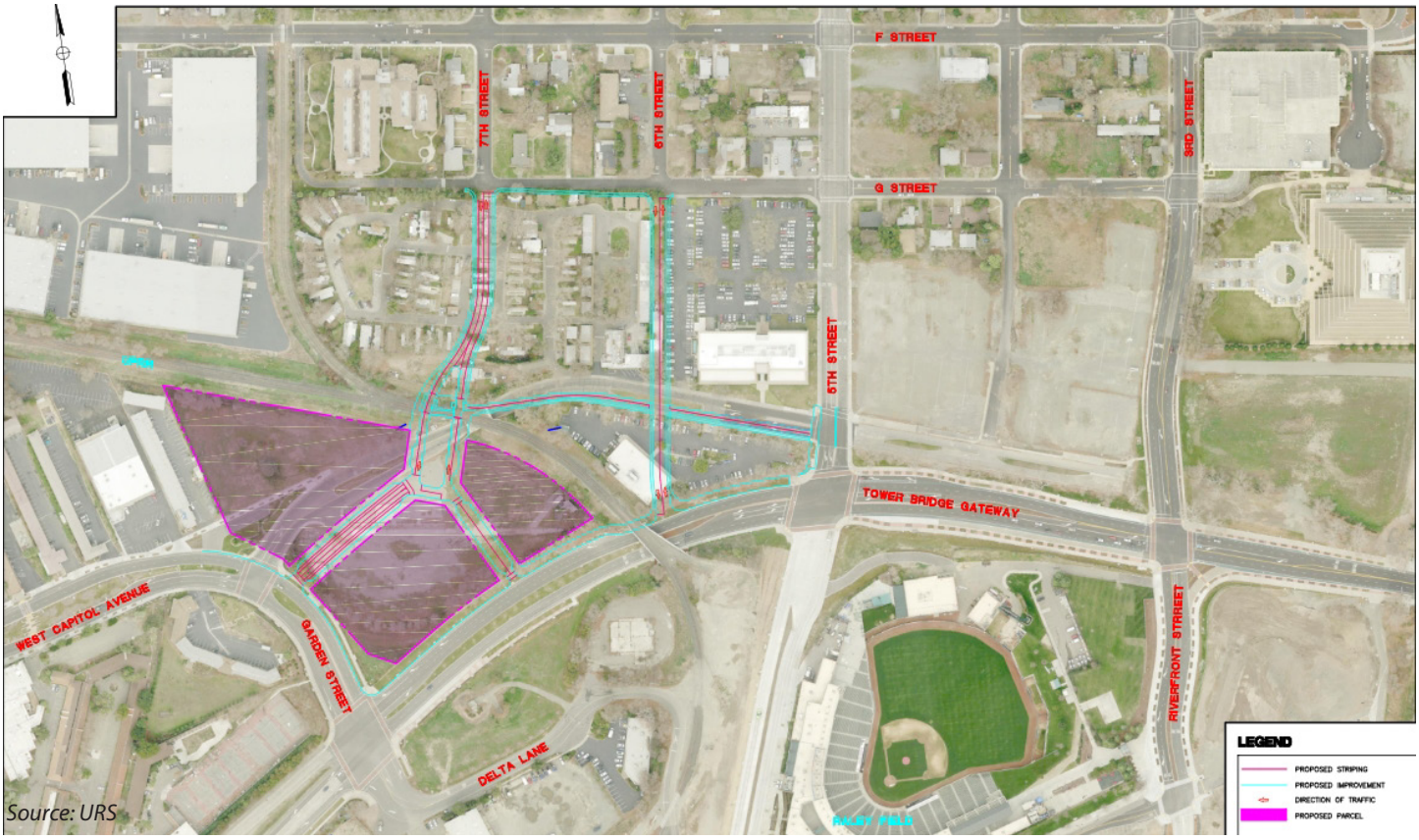
- The conversion of West Capitol Avenue to a one-way street; and
- The construction of enhanced pedestrian improvements and a cycle track on the remaining portion.

Currently, it appears that the I Street Bridge Replacement project will be analyzing a two-lane bridge. Based on the current bridge landing, the solutions for 2nd Street are limited. The near-term solution for Focus Area 2, should reflect a design alternative that restores circulation to parcels currently served by 2nd Street and supports the following criteria:

- Maximize access and connection to both existing roadways and the River Walk; and
- Protect and enhance the development potential including river vistas and view corridors of the parcels between 2nd Street and the Sacramento River.

The 2nd Street alternative shown in Figure 2.85, the Schematic Level 2035 Base Map, (which depicts the proposed cross-sections, streetcar route, riverfront paseo, and focus area change) accomplishes these objectives.

In addition to incorporating the concepts included in the Schematic Level 2035 Base Map, and the solutions developed for Focus Areas 1 and 2, the 2035 Base Map to analyzed for a specific plan amendment , should capture



Source: URS

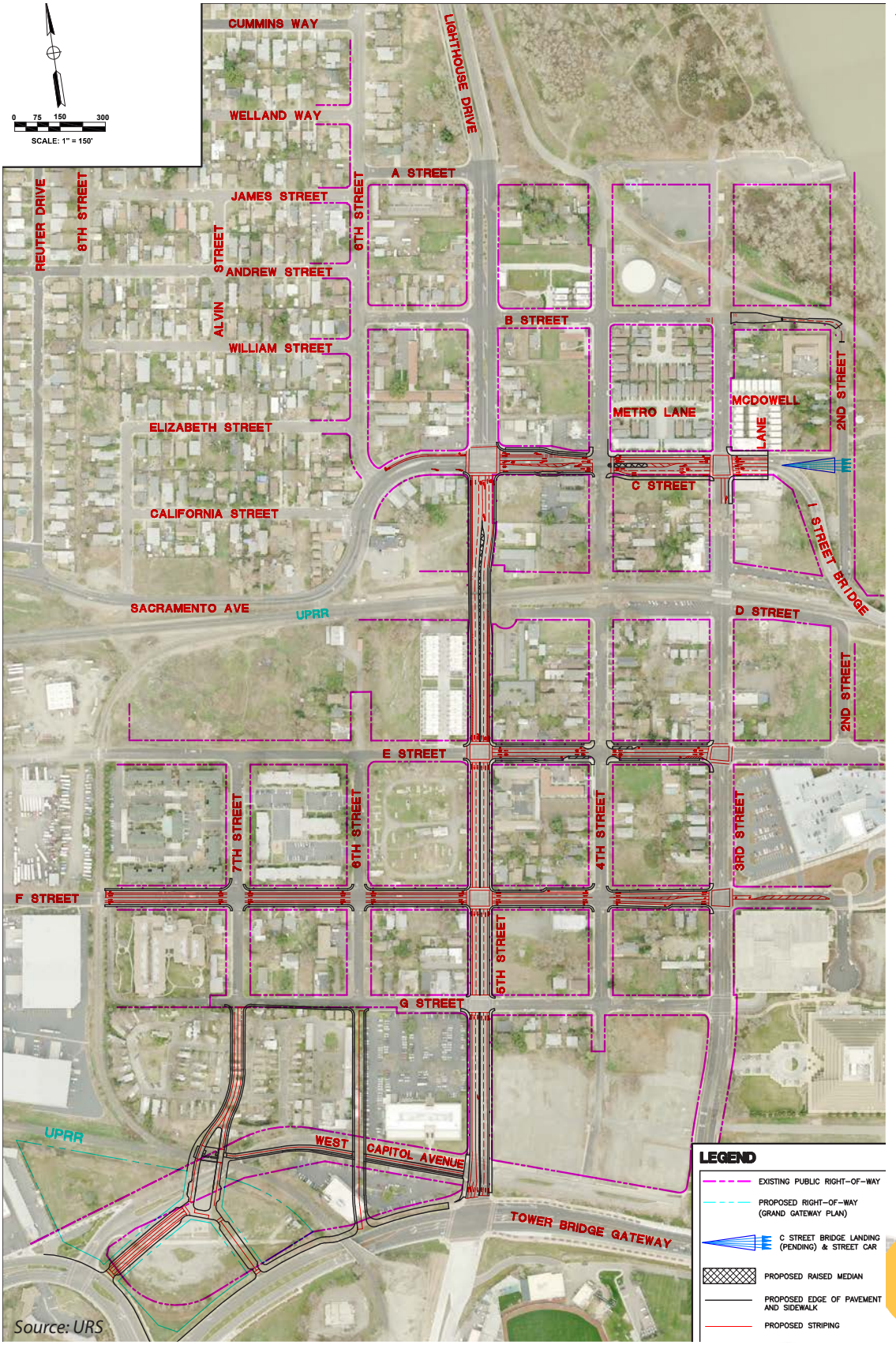
Figure 2.84: The Recommended 6th Street Reconnection

the following:

- A revised C Street cross-section, which includes second east-bound vehicle storage lane between 3rd and 4th Streets; and
- The preliminary engineering work shown in Figure 2.86 on page at the right.

The engineered 2035 Base Map for priority streets in Washington is included as Figure 2.86 at the right and depicts the transportation engineering work as these cumulative recommendations.

Figure 2.85 Schematic-Level 2035 Base Map:



Source: URS

« *Figure 2.86: Enginnered 2035 Base Map*

WASHINGTON REALIZED

VOLUME 3: COMPLETE COMMUNITY STRATEGY

The Third Strike Café, located at 630 3rd Street, opened in 2014 and is a prime example of renewed economic vitality in Washington.

03 COMPLETE COMMUNITY **STRATEGY**

AFFORDABLE HOUSING, EMPLOYMENT AND EDUCATION NEEDS ANALYSIS

PURPOSE

This analysis examines housing affordability and employment needs in the Washington neighborhood based on planned infill TOD over a twenty year planning period. Strategies are proposed to improve access to affordable housing, education and employment opportunities for lower-income residents to create a balance between the available workforce, housing opportunities, jobs created by mixed-use development, and job centers served by transit.

Tasks

- ***Assess existing housing affordability needs and future projections based on planned development.***
- ***Assess potential for gentrification and identify strategies to alleviate its effects on existing residents.***
- ***Assess adequacy of City's existing inclusionary housing policy to increase affordable housing supply in the neighborhood.***
- ***Conduct survey of Washington District properties, asses the need for sites for new affordable housing construction, the need for residential rehabilitation of existing units and the need for preservation of at-risk affordable units.***
- ***Identify existing barriers to employment including transit service deficiencies that prevent convenient transit to jobs and schools.***

EXISTING CONDITIONS ASSESSMENT

This analysis is the result of community meetings, a survey of Washington residents, two meetings with the Housing Advisory Commission, discussions with service providers serving the low income community, and research into best practices for addressing the needs of lower-income families living in high density, infill developments.

The Washington neighborhood has suffered from decades of neglect when West Sacramento was an unincorporated, low-income community. The area's industrial legacy has resulted in Brownfields and deteriorating housing stock, in addition to numerous vacant and underutilized parcels. In spite of a close proximity to economic generators in downtown Sacramento, economic conditions in Washington have remained stagnant for many years. Over one-third of households live below the federal poverty rate. However, there are indications that the character of the neighborhood is changing. New for-sale and rental housing projects are underway.

Unemployment, low educational attainment and poor English skills are common. The U.S. Census reports that 56% of adults speak english "less than well". Residents note that classes or training needed to increase household income are not available nearby or are not offered during convenient hours. Adult education classes have long waiting lists.

Homeownership rates are low compared with the rest of the City. Despite having an older and deteriorated housing stock and a high rental vacancy rate, 58% of residents pay more than 35% of their monthly income towards housing costs. Most Washington residents commute to work in individual cars (82%). Less than one-half percent use transit to get to work; primarily because they work early or late shifts that are not accommodated by existing transit, or they must travel a long distance for work and existing transit modes are not convenient. However, even persons working in nearby downtown Sacramento indicated that the bus system requires too many transfers to be useful. Responses from 72 working households revealed that only one used transit as a primary mode of transportation. More detailed demographic and information on neighborhood

Figure 3.1: Project Good next to older housing units

conditions are available in the study located in Appendix V.

Wooded stretches along the riverfront in Washington have provided secluded areas for homeless campsites for many years. A number of small motels along West Capitol Avenue cater to transients and persons receiving social security or disability income, although their checks are not enough to cover rent for an entire month. Private development will eliminate many of the campsites and may result in conversion of motels to higher end uses. In response, the City initiated a Homeless Action Plan in 2013 and recently worked with Yolo County, local service providers and a private landowner on a pilot program to move 60 homeless

Figure 3.2: Homeless encampment

persons off the riverfront and into services that could lead to permanent housing. See 2013 Homeless Action Plan, provided as Exhibit B in Appendix V for additional information on the issues faced by the homeless population in the neighborhood and the City's response.

The City's inclusionary housing ordinance has created hundreds of affordable units throughout the City, but may become a disincentive to infill development in Washington in the future without modifications to accommodate the costs of high density development. In the study area, there are 275 dwelling units restricted to affordability for lower income households. None of these units are at risk of conversion to market rate during the planning period. These units comprise 20% of the existing residential units, compared to 9% affordable units Citywide. Another 297 affordable units are located within a one-half mile radius, close enough to take advantage of jobs and transit resulting from infill development. An additional 294 affordable units are under development just to the south in the new Bridge District. However, families at the poverty level do not have sufficient income to qualify for "affordable" housing which is primarily targeted to households at 40% to 60% of area median income. Families in poverty will be vulnerable to displacement as development occurs.

High density, infill development expected in Washington over the planning period will bring new economic vitality to the neighborhood. But many existing residents are not prepared to take advantage of the employment opportunities that this activity will offer. Rising property values will increase household wealth for homeowners, but likely will result in the loss of existing rental units that are currently occupied by the lowest-income households. A few units may be lost to construction of infrastructure needed to support development. Many residents are concerned that they will not be able to afford to live in their neighborhood and will not have access to the economic benefits that are expected. Other residents worry about the concentration of poverty that a high percentage of affordable housing can

create in a small neighborhood such as Washington. Many believe that Washington's negative image has stymied development over the years; they see investment in transit and infrastructure as a positive influence and look forward to the increases in property values that it can bring.

One of the major benefits of TOD is a reduction in traffic and associated greenhouse gas emissions due to reduced dependency on single occupancy vehicles. For this to occur, residents must be able to find work within a convenient walk, bike ride or transit ride. New small businesses will be needed in Washington to provide jobs near affordable housing and transit routes. Restaurants and retail are needed along transit routes, in particular along the planned streetcar route, to generate a sufficient number of trips to ensure that frequent headways are financially viable. The lower wage positions created by these types of enterprises can provide entry level jobs to residents who have acquired basic job skills, but likely will not cover market rate housing costs as property values rise in the neighborhood.

RECOMMENDATIONS

The following strategies are recommended to fulfill affordable housing needs through 2035 while avoiding an over-saturation of affordable housing in one small neighborhood; to strengthen housing security for the lowest-income families; to enhance the employability of the neediest Washington residents; and to provide a ready workforce for future retail and small business development in support of TOD goals.

DEVELOP ENHANCED DISPLACEMENT POLICIES

Require developers of affordable housing to market available units to residents of the City's lowest income neighborhoods, including Washington, before marketing elsewhere in the Sacramento region. To address the potential for a loss of residential units due to infrastructure improvements, require that affordable housing complexes give priority to residents at risk of displacement due to City-sponsored projects, when allowed by the funding sources in the project.

PLAN FOR FUTURE AFFORDABLE HOUSING

Identify funding to obtain site control for one future affordable housing development of approximately 100 units, to maintain a balance of affordable housing as the neighborhood builds out. This does not preclude the development of more affordable units, but indicates that 100 is the minimum number to house new employees needed to work in lower-wage jobs created by TOD.

UPDATE THE INCLUSIONARY HOUSING ORDINANCE

Upon completion of the General Plan and resulting zoning changes, revise the City's inclusionary Housing Ordinance, Housing Trust Fund guidelines and related Book of Impost fee reduction schedule and fee reduction map to reflect changes to zoning in Washington and surrounding areas and to increase areas available for higher density affordable housing incentives. In addition, some inclusionary policies are in conflict with other incentives for high density development. These conflicts should be resolved when the ordinance is updated.

As housing conditions in Washington are expected to change dramatically in the future, staff will review the Inclusionary Ordinance, Housing Trust Fund guidelines and Book of Impost fees and fee reductions at least every four years.

UPDATE THE SHELTER ORDINANCE

Upon completion of new zoning, revise the Shelter Ordinance to adjust for zoning changes.

LOCATE SITES FOR SERVICE DELIVERY

Encourage the development of adult education and job training space on-site or near affordable housing projects. Common area space for workforce development services should be required in any affordable housing project.

COORDINATE WITH WORKFORCE DEVELOPMENT AND EDUCATIONAL SERVICE PROVIDERS

Work with local service providers and educators to site adult education and other classes within Washington. Support preschool for children from lower-income households. Assist with the creation and distribution of marketing materials for services that provide information in a culturally sensitive manner and for persons whose first language is not English.

TARGET EMPLOYERS

Work with employers to hire and train local residents and encourage employers to provide a "job ladder" to higher wage jobs in Washington.

SUPPORT ENTREPRENEURS

Collaborate with business development organizations to provide education and support for small business owners and persons interested in starting a business within Washington. Sponsor a roundtable for existing Washington business owners to gain their support for efforts to spur economic development.

PURSUE LOW-COST FINANCING FOR ECONOMIC DEVELOPMENT

Collaborate with community partners including Community Development Financial Institutions, banks seeking Community Reinvestment Act credits and others to spur private investment. The City's Community Development Block Grant (CDBG) funds can be used for business loans to assist in acquisition of commercial property. Support business owners who want to own their buildings as a hedge against future rent increases with the City's CDBG Business Loan Fund.

CONTINUE TO IMPLEMENT THE HOMELESS ACTION PLAN

The plan focuses on enhancements to public safety activities; improved coordination and communication between the City, the County and local service providers; seeking additional resources to address homelessness; and developing more effective and sensitive service delivery models.

PERFORMANCE MEASUREMENTS

Conduct a follow-up survey in two years to determine whether:

- residents are gaining employment skills;
- residents are successfully obtaining jobs and finding opportunities to progress in their careers;
- residents are finding jobs closer to their homes or within a convenient transit commute;
- business owners are able to find qualified employees from the Washington neighborhood; and
- anti-displacement measures are effective.

Riverwalk park provides outdoor recreational opportunities to the Washington community.

03 COMPLETE COMMUNITY **STRATEGY**

COMBINED PUBLIC ART AND RECREATIONAL NEEDS AND OPPORTUNITIES ANALYSIS

Washington Parks Master Plan Vision Statement

EMBRACING THE PAST + EMERGING INTO THE FUTURE

The Washington District is the region's best kept secret. Through strategic planning and implementation, the District will become a culturally diverse, sustainable, and walkable urban village that embraces historic charm and encourages modern development. A series of interconnected neighborhood and urban parks will offer a wide range of recreational amenities, while continually emphasizing a connection to the Sacramento River. The integration of strategically located public art will reinforce the District's cultural identity. A thoughtful blend of proposed residential, retail, commercial, and open space land uses will establish the foundation for long-term economic vitality and result in a vibrant riverfront district. Through these efforts, water front districts will emerge as the epicenter of art, architecture, culture, and history within the heart of West Sacramento.

Vision Statement Developed by Community Participants

PURPOSE

The objective of this analysis is to identify recreation amenities to meet the needs of existing residents and the demand of future development

EXISTING CONDITIONS ASSESSMENT

- The four (4) acre park site provided in the Washington Specific Plan and City's Parks Master Plan between 5th and 6th Streets and D and E Streets was not acquired and the parcel now has residential development covering approximately half of it.
- A large central park concept is not feasible given the need to: 1) attract and incentivize dense new development to the existing large undeveloped or underutilized parcels for street car; and 2) protect and preserve existing single family homes.

- There is not a sufficient emphasis on public connections to the River Walk in the Specific Plan and River Walk access specifications and requirements are missing.
- Requirements for community safety in the design of new park and recreation improvements are not provided for in the Specific Plan.
- District identity and placemaking (essential to successful TOD) are not adequately addressed in the Specific Plan.
- The land use requirements on the parcels adjacent to the Riverwalk should provide for activating the Riverwalk.

RECOMMENDATIONS

The Park and Recreation Strategy has been developed to 1) reinforce circulation goals; 2) concentrate uses to activate areas and promote security; and 3) shape identity for the District. The importance of art and engaging design in shaping the physical and social character of the District was considered throughout the planning process.

NEIGHBORHOOD PARKS

(All proposed park locations and acreages are preliminary, intended to denote a general vicinity rather than a specific parcel.)

A strategy for delivering smaller distributed park elements rather than the large park originally envisioned is recommended. The proposed Parks Master Plan establishes a series of four strategically located parks to serve the residents of the Washington District. Considerations for park placement and programming include community feedback, walkability, connections to the Sacramento River and activating the River Walk, long standing vacant or underutilized parcels, programming, historic district impacts, future streetcar route and land use planning.

The parks are linked through a series of walkable garden streets which lead to the River Walk and Sacramento River. Placement of art icons and enhanced landscaping is recommended along E Street and C Street to serve as wayfinding elements to the River Walk. Larger art beacons are recommended to be placed on the entry to the Riverwalk at C Street, E Street and an access corridor south of the Ziggurat building to signify existing and future access points to the River Walk. Public art icons and beacons will also create a distinct identity and character for the Washington District.

Washington District Parks Master Plan

Graphic Legend:

- Site Boundry
- Rail Road Route
- Historic District Boundary
- Preliminary Streetcar Route
- Proposed Garden Street
- Proposed Bicycle Paseo
- Proposed Pedestrian/Bicycle Access to the I Street Bridge as an Elevated Linear Park
- Proposed Park Sites - Locations are approximate (4.78 total Acres shown)
- Existing River Walk
- Public Art - Wayfinding Beacon
- Public Art - Wayfinding Icon

North

0 75 150 300

SCALE: 1" = 150'-0"
Date: 12.23.2014

CITY OF WEST SACRAMENTO

Figure 3.3: 2014 Parks Master Plan

Source: Schmidt Design Group

RIVERFRONT PARK (.71-ACRES)

Character:

Riverfront Park is located directly adjacent to the existing River Walk at the terminus of E Street. This park is intended to function as an open space "bridge" connecting the Washington District community to the River Walk. The overall form and character of the park should consist of organic and free-flowing forms to further reinforce the parks relationship to the Sacramento River and River Walk. This park will be designed to accommodate bicycle, pedestrian and ADA access connections to a potential future bicycle connection on the top tier of the I Street Bridge.

Program:

Potential program elements within the park include a large children's play area, a flexible lawn space, picnic areas, a community garden. The program within the park can be organized in a manner that responds to the existing site topography by establishing a series of programmed terraces that lead users to the River Walk. The large children's play area should be located at the peak of the levee in a manner that will encourage activity along the River Walk .

Washington District

Figure 3.4: Riverfront Park Concept
Source: Schmidt Design Group

Figure 3.5: Basketball Court

Figure 3.6: Riverfront Park Play Element

WASHINGTON PLAZA (.38-ACRES)

Character:

Located along 5th and E Streets, this small urban plaza in the heart of the District seeks to capitalize on the relationship between open space, future development, and the future street car line. The design of this location should be reflective of these elements to create an urban open space that blends with the proposed surroundings. Of the various open space recommendations, this plaza should be the most urban in character.

Program:

Due to its central location, several key elements should be considered in its future design. A signature art piece presents the opportunity to create an additional landmark reflecting the history and culture of the District. The plaza should be predominantly comprised of hardscape to offer flexibility and allow for a diverse range of community and civic uses. Other program considerations include a hardscape with a shade structure, interactive water feature, life size chess board, game tables (chess and checkers), a small lawn space, and various seating and opportunities.

Figure 3.7: Interactive Water Feature

Figure 3.8: Life Size Chess

Figure 3.9: Urban Plaza
Figure 3.10: Food Truck Parking
Figure 3.11: Signature Art Piece

HERITAGE GREEN (.75-ACRES)

Character:

Drawing from the agricultural history of the Washington District, Heritage Green seeks to establish a connection to the rich agricultural heritage of the area. A signature heritage tree, either newly planted or transplanted from within the District, should be the focal point of the park. Plant massing should be organized in a manner that reflects the form and structure of agricultural production fields.

This park will serve residents in the western portion of the District while also functioning as the terminus of the E Street garden corridor. This park provides open space to existing and proposed multi-family residential developments found in the western region of the district. Although this park's location is further from the center of the district, the overall design of this park should share the same urban character of all proposed parks .

Program:

Design elements to consider for this neighborhood-serving park include a picnic and gathering plaza, community garden plots, a small children's play area, a shade structure, game tables (chess and checkers), and open lawn space.

Figure 3.12: Turf Space

Figure 3.13: Community Garden

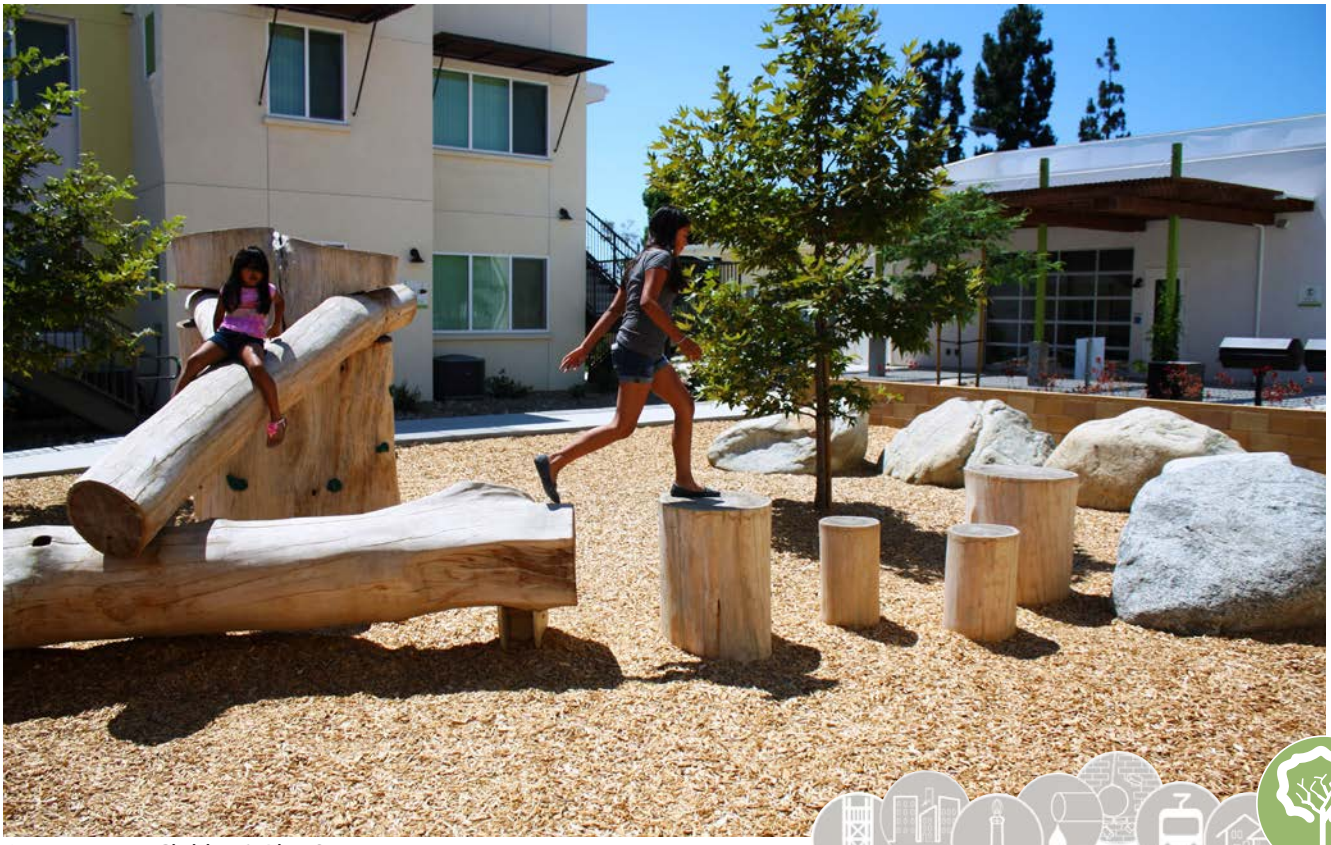


Figure 3.14: Children's Play Structure

CROSSINGS YARD (.75-ACRES)

Character:

Crossings Yard provides open space at the intersection of C Street and 5th Street. The character of this park should embrace it's location as a key intersection of rail, pedestrian, automotive, and street car transit networks. The forms, materials, and finishes within the park should be urban in character and establish subtle references to its relationship with these numerous modes of transit.

The property is currently owned by the City and offers an opportunity for near-term implementation. It's location and program will offer a recreational amenity to the residents north of the existing railroad tracks which bisect the District. This parcel anchors the western edge of roadway improvements projected to be completed with the new C Street Bridge entrance to the City and eventual street car track. It is a prime location for neighborhood serving retail or restaurant use in addition to a park. Alternative parcels within the vicinity may need to be assessed for a park depending on ultimate development plans for this parcel.

Program:

Program elements to consider for the design of this neighborhood park should include a picnic and gathering plaza, small children's play area, a shade structure, game tables (chess and checkers), and an open lawn space.

Figure 3.16: Chess in the Park

Figure 3.15: Urban Plaza and Shade Structure

Figure 3.17: Dog Park

DOG PARK RECREATION AMENITIES (1.5 ACRES)

Additional amenities have been proposed within the District including an off-leash dog park in the vicinity of the current Broderick Boat Ramp parking lot. This will provide a highly activated amenity in a portion of the District currently being utilized by the area's transient homeless population. Timing considerations for this off-leash dog park will have to include the pace of new development in this area of the District.

Program:

In addition to off leash dog park area, this park should be planned to include possible additional activities around the Broderick Boat Ramp such as picnic areas, possible lay down area for paddle boards and open space for frisbee games.

Figure 3.18: Discgolf with Dog

CIRCULATION/PARK AMENITIES

ART

The Parks Strategy addresses the important role of art in regeneration of the District. Art improvements are incorporated as essential features for walkability, identity (placemaking) and security and are integral to the circulation improvements within the Transit Oriented Development Strategy. Art beacons and icons are to be placed along the major east west connections to the waterfront for wayfinding, as well as along the street car route. In addition to wayfinding, strategically placed art icons create destination points that encourage residents and visitors to walk through the neighborhoods and down the Riverwalk, improving health outcomes and increasing the likelihood that residents and visitors will choose pedestrian, transit and bicycle travel. Public art will also foster a sense of community pride which, in turn, will deter undesirable activity within the District. Art communicates that the neighborhood is experiencing a renaissance, beckons towards a brighter future and provides an opportunity to tell a story about a place and its people.

Figure 3.19: Public Art Icon

Figure 3.20: Garden Street

Figure 3.21: Public Art Beacon

Figure 3.22: Public Art in Streetscape

CONNECTED RIVERWALK PATH

A public access corridor is recommended on the south side of the existing Ziggurat building. The corridor will be a multi-modal connection between 3rd Street and the river and offer the community an amenitized green link to access the River Walk. Program elements may include a pedestrian promenade, seating opportunities, and a series of fitness stations. The corridor must also be designed in a manner that will accommodate vehicular, bicycle and pedestrian access within the uncurbed roadway space to support future development.

A lit, paved path between the terminus of the River Walk at D Street and the Broderick Boat Ramp is recommended as an element of the pedestrian bicycle circulation improvements for the District within the Transit Oriented Development Strategy component. Additional investments in the northern waterfront section of the District should be focused on:

- Paved path connections that enhance security between D Street and the Broderick Boat ramp.
- Enhancing and reinforcing the public nature of circulation connections to the waterfront.
- Supporting and encouraging private development that activates the River Walk as the completion of the new C Street Bridge Improvements may open up opportunities.

RIVERWALK

The River Walk is a defining feature of the District. Future investments should be planned to leverage existing improvements, attract day and night users, activate the waterfront, and promote a sense of security.

I STREET RAILROAD BRIDGE PARK

The I Street Bridge is a historic metal truss swing bridge crossing the River between approximately I Street in Sacramento and D Street in West Sacramento. Currently a new replacement bridge upstream of the existing I Street Bridge is under design. The new bridge will cross the Sacramento River between the Sacramento Railyards and C Street in West Sacramento and provide new bicycle,

Figure 3.23: Riverwalk

pedestrian, automobile and future streetcar connections. The existing I Street Bridge would continue to be used by the railroad but the upper tier will no longer be in use and the approach viaducts will be demolished. The Cities are responsible for the approaches and the upper tier of the Bridge as long as the upper tier is used for highway purposes under agreements between the Cities and Union Pacific.

The potential for reusing the upper tier of the Bridge for pedestrian and bicycle circulation should be protected as park and transportation projects proceed in the District. There are multiple agreements that govern the Cities' use of the Bridge for highway purposes. As the new bridge project proceeds the Cities should engage with Union Pacific about agreement modifications that would allow the upper tier to continue as a bicycle pedestrian trail. The Riverfront Park has been designed to accommodate new stairway and ADA accessible ramps or elevator to continue the bicycle and pedestrian connections on the upper tier.

RALEY'S DOCK REPLACEMENT

Raley's Dock located on the River Walk Park just north of the Tower Bridge was historically used as a boarding area for steam powered paddlewheel boats. Use of the Dock had ceased and it was in a state of disrepair when Central Valley Flood Protection Board ordered removal of the floating platform. The City is completing design work to replace the dock as a landing, boat docking and fishing amenity. Replacement of the Dock for public uses including fishing, docking personal boats and commercial excursions will further activate the River Walk and encourage use of the River Walk as a gathering place for festivals and performances.

SAFETY

The design of all green spaces throughout the Washington District need to account for community safety given the transitional nature of the District. The design principles of Crime Prevention Through Environmental Design (CPTED) should be integral to the design of each new open space in the District. At a minimum, the following should be considered for each park:

Lighting: All future parks should be lit with an ample number of lighting fixtures. Examples of areas to be well lit are pathways, stairs, entrances/exits, parking areas, gathering areas, trash areas, etc. A minimum .5 foot candle average should be obtained at these areas. Cut off fixtures should be used to minimize the distribution of light onto adjacent properties. Lighting in pedestrian areas should be at a proper height so that faces are easily read.

Access Points: Point of entry/exit should be clearly identified in all open spaces. These areas can be secured by various means, including plants to discourage intrusion or elements such as low fences. However, these elements should not hinder overall visibility.

Visibility: The park designs should provide multiple view points to enhance natural surveillance throughout the parks. Utilize any adjacent street vehicular or pedestrian traffic as additional surveillance. Design elements should be laid out to encourage and distribute use throughout the parks so that no area is underutilized or suffers from a lack of natural surveillance.

Maintenance: Maintenance should also be considered for safety reasons. Regular maintenance on open spaces should be performed to prevent the deterioration of sites. Effectively maintained park spaces are more likely to promote a sense of community ownership while deterring vandalism and crime.

WASHINGTON REALIZED

VOLUME 4: FINANCING & IMPLEMENTATION PLAN

The Washington riverfront from downtown Sacramento.

04 FINANCING & IMPLEMENTATION PLAN

FINANCE

COST TABLES

These cost estimates and are a work in progress based on current data and Council direction. All costs are for public improvements and are eligible for public investment. The costs have been sorted into parcel, regional, district and other based on existing City policies:

- Regional: Costs allocated to this category represent backbone improvements that are predominately of citywide or regional benefit. Funding sources include impact fees, grants, Community Financing District (CFD) and or an Infrastructure Financing District (IFD).
- Washington: Costs allocation to this category represent improvements that are predominately of benefit to the Washington District in whole or substantive part. Funding sources include IFD, CFD, neighborhood park impact fees.
- Parcel: Costs allocated to this category represent improvements that are predominately of benefit to a specific parcel or set of parcels in the District. Current City policies identify frontage, and lighting on local roads as parcel costs. Funding sources include property owner/developer and CFD, IFD.
- Other: costs allocated to this category represent improvements that are predominately of benefit to parcels outside of the District but may occur concurrently with improvements within the District.

Infrastructure systems have been designed to serve the build-out scenario identified in the Infill Development Site Opportunity Analysis and Brownfields Inventory chapter. Cost estimates are based on 2014 standard unit costs for infrastructure. Tables will change and evolve as further designs are completed and property is acquired for park uses. The roadways costs are based on individual street assessments as to level of improvements needed to address walkability. Undergrounding of utilities is included on streets where utility poles will interfere with new street lighting and frontage. Detailed tables for water, sanitary sewer and storm drain systems are in Appendices. H, J, and L. Additional cost detail on roadways is also in the technical Appendix U.

Summary Facilities

TABLE 4.1: SUMMARY COST ESTIMATES

Improvement	TOTAL COST	Cost Allocation							
		Regional		Washington		Parcel		Other	
		Allocation	% of total	Allocation	% of total	Allocation	% of total	Allocation	% of total
Preconstruction	$1,000,000			$1,000,000	100%				
Transportation and Circulation									
Roadway	$4,240,000 [6]	$2,180,000	51%	$945,000	22%	$1,115,000	26%		
Frontage	$1,846,000					$1,846,000	100%		
Median	$202,000	$36,000	18%	$166,000	1%				
Street Lighting	$4,299,000					$4,299,000	100%		
Traffic Signals	$1,650,000	$1,650,000	100%						
Streetcar	$26,520,000 [1]	$26,520,000	100%						
Total Transportation & Circulation	$38,757,000	$30,386,000	78%	$1,111,000	3%	$7,260,000	19%		
Municipal Utilities									
Water	$1,038,000 [2]			$1,038,000	100%				
Sanitary Sewer	$905,685 [3]			$905,685	100%				
Storm Drainage	$350,000 [4]			$350,000	100%				
Joint Trench	$1,560,000 [5]					$1,560,000	100%		
Total Municipal Utilities	$3,853,685			$2,293,685		$1,560,000	40%		
Parks and Other Public Spaces									
River Walk	$4,928,080	$4,928,080	100%						
Neighborhood Parks	$7,956,736			$7,956,736	100%				
I Street Bridge Conversion-bicycle	$6,000,000 [7]	$3,000,000	50%					$3,000,000	50%
Art	$1,190,000	$750,000	63%	$320,000	27%			$120,000	10%
Total Parks and Public Spaces	$20,074,816 [8]	$8,678,080	43%	$8,276,736	41%			$3,120,000	16%
TOTAL FACILITIES	**$63,685,501**	**$39,064,080**	**61%**	**$12,681,421**	**20%**	**$8,820,000**	**14%**	**$3,120,000**	**5%**

1. *.78 mile Streetcar length through the District-- Based on the environmental document for the Downtown Streetcar project, track is $4-$5 million a mile-however it averages $34 million a mile when all the stations, site work, utilities, vehicles, support facilities, etc. are added in. Portland URS office (streetcar) suggest a ballpark of $50 million/mile for a general starting number when looking at a new system. Estimate is based on $34M per mile-2nd phase.*
2. *Source West Yost report Infrastructure chapter*
3. *Source Mark Collier Infrastructure chapter*
4. *Source Mark Collier Infrastructure chapter*
5. *Source URS Transportation chapter*
6. *Source URS Transporation chapter*
7. *50% of cost City of Sacramento*
8. *See Parks Cost Table*

TABLE 4.2: WASHINGTON DISTRICT TOD STRATEGY INFRASTRUCTURE COST ESTIMATE SUMMARY - ALT 02B

Facility No.	Location	Facility Designation		Roadway	Utility Trench	Petroleum Pipeline	Traffic Signals	Median	Pedestrian Area & Street Lighting	Minor Items Mobilization Contingency	SubTotal	Engineering Construction Management	Total	Adjusted Total
1a	Paseo between 7th & 5th	Regional	Paseo	$51,088	$0	$0	$45,000	$2,412	$191,916	$131,584	$422,000	$85,000	$507,000	$509,000
2a	5th between TBG & G	Regional	Major Access	$297,034	$0	$0	$0	$6,054	$145,098	$202,814	$651,000	$131,000	$782,000	$783,000
2b	5th between G & F	Regional	Major Access	$159,733	$30,000	$0	$180,000	$3,027	$79,179	$205,061	$657,000	$132,000	$789,000	$791,000
2c	5th between F & E	Regional	Major Access	$205,408	$40,000	$0	$180,000	$4,036	$101,152	$240,404	$771,000	$155,000	$926,000	$927,000
2d	5th between E & C	Regional	Major Access	$390,526	$90,000	$0	$0	$0	$183,042	$300,432	$964,000	$193,000	$1,157,000	$1,158,000
3c	C between California and 5th	Regional	Major Access	$22,170	$0	$0	$0	$0	$0	$10,830	$33,000	$7,000	$40,000	$39,000
3d	C between 5th and 4th	Regional	Major Access	$45,666	$0	$0	$180,000	$0	$139,026	$165,308	$530,000	$106,000	$636,000	$637,000
3e	C between 4th and 3rd	Regional	Major Access	$77,329	$0	$0	$0	$3,431	$112,282	$87,959	$281,000	$57,000	$338,000	$338,000
4a	F between UPRR & 7th	Area	Minor Access	$4,200	$0	$0	$0	$0	$74,000	$35,800	$114,000	$23,000	$137,000	$137,000
4b	F between 7th & 6th	Area	Minor Access	$17,746	$32,000	$0	$0	$0	$80,726	$59,527	$190,000	$38,000	$228,000	$228,000
4c	F between 6th & 5th	Area	Minor Access	$21,792	$32,000	$0	$0	$0	$112,893	$76,315	$243,000	$49,000	$292,000	$291,000
4d	F between 5th & 4th	Area	Minor Access	$65,771	$32,000	$0	$0	$0	$101,373	$90,856	$290,000	$58,000	$348,000	$348,000
4e	F between 4th & 3rd	Area	Minor Access	$70,703	$32,000	$0	$45,000	$0	$112,893	$118,404	$379,000	$76,000	$455,000	$456,000
4f	F between 3rd & 2nd	Area	Local Street	$1,841	$0	$0	$0	$0	$0	$1,159	$3,000	$1,000	$4,000	$4,000
5a	E between UPRR & 7th	Area	Local Street	$11,872	$0	$0	$0	$0	$104,139	$52,989	$169,000	$34,000	$203,000	$204,000
5b	E between 7th & 6th	Area	Local Street	$33,375	$40,000	$0	$0	$0	$137,816	$95,809	$307,000	$62,000	$369,000	$370,000
5c	E between 6th & 5th	Area	Local Street	$23,091	$32,000	$0	$0	$0	$112,893	$76,016	$244,000	$49,000	$293,000	$294,000
5d	E between 5th & 4th	Area	Local Street	$16,946	$32,000	$0	$0	$0	$92,246	$64,807	$206,000	$42,000	$248,000	$247,000
5e	E between 4th & 3rd	Area	Local Street	$17,246	$32,000	$0	$45,000	$0	$92,246	$84,508	$271,000	$55,000	$326,000	$327,000
5f	E between 3rd & 2nd	Area	Local Street	$5,470	$0	$0	$0	$0	$0	$2,530	$8,000	$2,000	$10,000	$10,000
6a	G between UPRR & 7th	Parcel	Alley	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6b	G between 7th & 6th	Parcel	Local Street	$23,591	$32,000	$0	$0	$0	$18,253	$34,156	$108,000	$22,000	$130,000	$130,000
6c	G between 6th & 5th	Parcel	Local Street	$14,046	$32,000	$0	$0	$0	$9,126	$25,828	$81,000	$17,000	$98,000	$97,000
6d	G between 5th & 4th	Parcel	Local Street	$6,000	$100	$0	$0	$0	$0	$2,900	$9,000	$2,000	$11,000	$12,000
6e	G between 4th & 3rd	Parcel	Local Street	$5,000	$32,000	$0	$0	$0	$0	$17,000	$54,000	$11,000	$65,000	$65,000
7a	4th between Capitol Yards & G	Parcel	Alley	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

TABLE 4.2: WASHINGTON DISTRICT TOD STRATEGY INFRASTRUCTURE COST ESTIMATE SUMMARY - ALT 02B

Facility No.	Location	Facility Designation		Roadway	Utility Trench	Petroleum Pipeline	Traffic Signals	Median	Pedestrian Area & Street Lighting	Minor Items Mobilization Contingency	SubTotal	Engineering Construction Management	Total	Adjusted Total
7b	4th between G & F	Parcel	Local Street	$28,556	$28,000	$0	$0	$0	$95,687	$69,757	$222,000	$45,000	$267,000	$266,000
7c	4th between F & E	Parcel	Local Street	$5,000	$40,000	$0	$0	$0	$86,200	$59,800	$191,000	$39,000	$230,000	$230,000
7d	4th between E & D	Parcel	Local Street	$0	$40,000	$0	$0	$0	$86,200	$57,800	$184,000	$37,000	$221,000	$221,000
7e	4th between D & C	Parcel	Local Street	$7,370	$32,000	$0	$0	$0	$70,966	$50,663	$161,000	$33,000	$194,000	$193,000
7f	4th between C & B	Parcel	Local Street	$22,722	$42,000	$0	$0	$0	$68,880	$60,398	$194,000	$39,000	$233,000	$235,000
8d	3rd between E & D	Area	Minor Access	$0	$0	$0	$0	$0	$109,962	$50,038	$160,000	$32,000	$192,000	$193,000
8e	3rd between E & D	Area	Minor Access	$1,703	$0	$0	$90,000	$0	$101,145	$88,152	$281,000	$57,000	$338,000	$337,000
8f	3rd between C & B	Area	Minor Access	$25,284	$17,000	$0	$0	$0	$33,646	$35,070	$111,000	$23,000	$134,000	$134,000
9e	B between 4th & 3rd	Parcel	Local Street	$5,000	$0	$0	$0	$0	$0	$3,000	$8,000	$2,000	$10,000	$9,000
9f	B between 3rd & 2nd	Parcel	Alley	$9,595	$0	$0	$0	$0	$43,450	$24,955	$78,000	$16,000	$94,000	$93,000
10a	Garden between Grand & 7th	Parcel	Local Street	$164,649	$36,000	$0	$180,000	$0	$115,254	$225,097	$721,000	$145,000	$866,000	$865,000
10b	Garden between 7th & TBG	Parcel	Local Street	$79,214	$25,000	$0	$0	$0	$88,333	$87,454	$280,000	$56,000	$336,000	$338,000
11a	7th between Garden & G	Area	Local Street	$213,088	$0	$0	$0	$95,214	$214,480	$237,218	$760,000	$152,000	$912,000	$913,000
11b	7th between G & F	Area	Local Street	$2,222	$0	$0	$0	$0	$87,306	$40,472	$130,000	$26,000	$156,000	$157,000
11c	7th between F & E	Area	Local Street	$0	$40,000	$0	$0	$0	$86,200	$57,800	$184,000	$37,000	$221,000	$221,000
12a	6th between TBG & G	Parcel	Local Street	$215,512	$0	$0	$0	$0	$92,909	$139,579	$448,000	$90,000	$538,000	$538,000
12b	6th between G & F	Parcel	Local Street	$19,242	$30,000	$0	$0	$0	$106,662	$71,096	$227,000	$46,000	$273,000	$274,000
12c	6th between F & E	Parcel	Local Street	$5,243	$40,000	$0	$0	$0	$25,808	$32,949	$104,000	$21,000	$125,000	$125,000
12d	6th between E & California	Parcel	Local Street	$5,000	$0	$0	$0	$0	$0	$3,000	$8,000	$2,000	$10,000	$9,000
12g	6th between B & A	Parcel	Local Street	$20,000	$0	$0	$0	$0	$0	$10,000	$30,000	$6,000	$36,000	$35,000
13d	8th between E & California	Area	Local Street	$5,000	$0	$0	$0	$0	$0	$3,000	$8,000	$2,000	$10,000	$9,000
14e	Metro between 4th & 3rd	Parcel	Alley	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL				**$2,422,046**	**$890,100**	**$0**	**$945,000**	**$114,174**	**$3,513,388**	**$3,590,293**	**$11,475,000**	**$2,313,000**		**$13,797,000**

Notes:

Roadway includes all items within pavement area.

Costs are in year 2014 dollars.

Adjusted Total accounts for rounding.

Costs do not include wet utilities or removal of UPRR tracks and underpasses.

This estimate is intended for programming use only

Transportation

Parks and Recreation

		Total Cost	Cost Allocation		
			Regional	Washington	Other
NEIGHBORHOOD PARKS					
1. Riverfront Park					
a	Land Acquisition - 0.71 acres	$442,134		$442,134	
b	Park Improvements	$923,000		$923,000	
	Total Riverfront Park	**$1,365,134**		**$1,365,134**	
2. Washington Plaza					
a	Land Acquisition - 0.38 acres	$662,112		$662,112	
b	Park Improvements	$494,000		$494,000	
	Total Washington Plaza	**$1,156,112**		**$1,156,112**	
3. Heritage Green					
a	Land Acquisition - 0.75 acres	$1,306,800		$1,306,800	
b	Park Improvements	$975,000		$975,000	
	Total Heritage Green Park	**$2,281,800**		**$2,281,800**	
4. Crossings Yard					
a	Land Acquisition - 0.75 acres	$0			
b	Park Improvements	$975,000		$975,000	
	Total Crossing Yard Park	**$975,000**		**$975,000**	
5. Dog Park					
a	Land Acquisition - 1.5 acres	$228,690		$228,690	
b	Park Improvements	$1,950,000		$1,950,000	
	Total Dog Park	**$2,178,690**		**$2,178,690**	
Total Neighborhood Parks		**$7,956,736**		**$7,956,736**	
CIRCULATION					
Public Art					
a	Art Beacons on Promenade - 3	$750,000	$750,000		
b	Art icons on C St, E St, Access C. - 14	$440,000		$320,000	$120,000
c	Garden features	0[2]			
	Total Public Art	**$1,190,000**	**$750,000**	**$320,000**	**$120,000**
I Street Bridge					
ramps, lights, resurfacing railings		$6,000,000 [1]	$3,000,000		$3,000,000
River Walk					
a	Land Acquisition	$388,080	$388,080		
b	Paved Path w lighting and furnishings	$2,200,000	$2,200,000		
c	Raley Dock Replacement	$2,340,000	$1,840,000		$500,000
	Total River Walk	$4,928,080	$4,428,080		$500,000
TOTAL PARKS		**$20,074,816**	**$8,178,080**	**$8,276,736**	**$3,620,000**

1. *full conversion-architectural ramps, deck paving, new railings and lighting,removal of lead based paint,new controls for opening*
2. *"Garden Street" enhancements in Roadway Costs*

At the end of this chapter is a table that identifies the timing for certain improvements, Table 4.4: Improvements Timing.

ACTION PLAN

Finance Action items after Washington Strategy is approved:

1. Five Year Capitol Improvements Program (CIP)-prioritize near term projects and prepare five year CIP for Council consideration including:
   a. Reuse of Firehouse transaction-off sites, property conveyance and legal costs, City owned parking lot improvements.
   b. Street Lights 2nd and B.
   c. Implement the National Endowment for the Arts (NEA) River Crossing Public Art Project (assuming the NEA grant is secured.)
   d. Address permitting needs and possibility of CDBG funds for constructing paved lit path on levee connecting north edge of River Walk with Broderick boat ramp to improve security and connectivity in this area of District.
   e. Efforts-I Street Bridge Replacement Project: identify if multi-modal connectivity to parcels is not funded with bridge relocation to C Street.
      i. Program funding of improvements needed between 3rd St and River (if needed).
      ii. Advocate for reuse of the top tier of historic I Street Bridge with stakeholders.
   f. Urban gardens and other temporary uses for vacant parcels.
2. CFD K formation for operations and maintenance of District (provided in Raley's Landing Development Agreement-expand to District).
3. Refine cost tables as needed for Specific Plan.
4. Form IFD.
5. Secure federal and state grant funds.
6. Further analyze economics and identify density incentive and blighted property mechanisms for Washington neighborhood for Council consideration.
7. Establish parking enterprise fund for metering and enforcement and enact in-lieu fee for projects not parked on site.

TABLE 4.3: IMPROVEMENT COST ESTIMATES

REGULATORY

GENERAL PLAN 2035 UPDATE

The regulatory action items include development and adoption of a new Washington Specific Plan. Although the project team can begin drafting the revised Specific Plan, the up-zoning for TOD densities will occur with approval of the General Plan 2035 updates. [See vacant land section for the complete discussion of zoning changes] The timing of the General Plan 2035 updates, provides both opportunities and challenges for WSP efforts and EIR analysis.

By definition, a specific plan is a refinement of a general plan and therefore must be consistent with it. Since 2007 the City of West Sacramento has been completing planning and CEQA analysis for a comprehensive General Plan Update that was originally scheduled for completion in 2012. The renewed General Plan efforts, collectively referred to as the General Plan 2035, will implement adjustments to citywide policy and land use, including the Washington area. These changes include raising allowable densities in most land use designations that will support densities associated with Transit-Oriented Development. In order for the modern, amended Washington Specific Plan to be consistent with General Plan 2035, the General Plan 2035 approvals must be completed first, including an EIR.

The General Plan 2035 is expected to be complete by the end of 2015. Washington Specific Plan revisions will trail General Plan 2035 (and tier from the EIR utilizing the streamlining provisions of CEQA afforded to TPAs provided by Senate Bill 375). Staff has addressed this timing challenge by accepting the small degree of uncertainty associated with the General Plan 2035 updates, while considering its impacts on finalizing each work product associated with revising the Specific Plan.

The timing of General Plan 2035 is reflected in the recommendations for the seven chapters of this document. For example, the Infrastructure Needs Analysis chapter finalized its analysis and included cost estimates for the infrastructure improvements predicated on the pending up-zoning. This is appropriate, even given the uncertainty of General Plan 2035 pending updates, because the modeling technique used for the wet utilities favors more conservative inputs. In contrast, the parking analysis included in that chapter requires a more precise set of inputs, and therefore, the subsection's recommendations are more policy focused at this time. While City General Plan 2035 updates are finalized and the Governor's Office of Planning and Research clarifies its guidance for implementation of SB 375, staff will continue to refine the proposed amendments for the more input-sensitive subjects. This chapter provides an outline of the regulatory actions and the source of funding to accomplish these future deliverables .

ACTION PLAN

(Approved Funding -- Washington CIP, Fund 106)

1. Specific Plan--Solicit and retain planning and engineering consultant team to draft new Washington Specific Plan based on Washington Strategies-Consultant team will lead:

    a. Complete engineering for the Washington Roadway grid: Run SYNCRO modeling [intersection –based] to determine key intersection [5th and C Street/5th and F Street/5th and Tower Bridge Gateway capacity and operations. Identify signal timing or other improvements including roadway reconfigurations to improve vehicle performance.

    b. Prepare Bike and Pedestrian Level of Service Analysis to confirm public realm circulation parameters.

    c. Develop and workshop Architectural Design Standards:

i. Establish form-based regulating plan for ground-floor frontage standards and the cross-sections in preparation for urban streetscape standards (this tasks combines portions from the Transportation Management Analysis)

ii. Refine and enhance catalog of examples for urban frontage standards and architectural standards for completion of Specific Plan.

iii. Complete analysis of applicable design standards including historic preservation and allowable architectural styles. Collate existing context, desirable palates, styles and applications for testing in a 3D environment.

d. Solicit and retain CEQA consultant and prepare CEQA document to accompany the Specific Plan development- current plan is to tier off General Plan CEQA; completion of additional performance modeling of vehicle, pedestrian and bicycle circulation with CEQA effort.

e. Develop regulations for managing and controlling surface parking lots, unbundling parking and transitioning to shared public lots and structures.

2. Inclusionary Housing and Shelter Ordinance updates

a. After re-zoning is completed, revise Inclusionary Housing Ordinance and associated Housing Trust Fund Guidelines and Book of Imposts fee schedule to retain incentives for high-density, infill development.

b. After re-zoning is completed, review Shelter Ordinance and revise if needed.

3. Land assembly-consider Joint Powers Authority with Port or economic development corporation mechanisms to provide City legislative authority for acquiring parcels for the purpose of assembling into developable/marketable sites.

PROGRAM

1. Housing and Employment Program

a. Transit-oriented Development Housing Choices Policies:

i. Revise regulatory agreements for future affordable housing projects to prioritize serving residents at risk of displacement and to allow access to common areas for educational and job training activities for all neighborhood residents.

ii. Prioritize 2015 Affordable Housing Sustainable Communities funding applications for Washington project(s). Projects selected for application are dependent on notice of funding available requirements (anticipated by January 30, 2015).

b. Ensure Affordable Housing

i. Use CDBG Program Income for infrastructure in support of Delta Lane Phase 1 affordable housing project.

ii. Target marketing of Homeownership Assistance Program to renters in Washington.

iii. Apply for funding in support of Delta Lane Phase 2 affordable housing project.

iv. Seek funding for land aggregation for future affordable housing project.

c. Increase Preschool Attendance:

i. Allocate CDBG Program Income to United Christian Centers preschool expansion to allow for an additional 24 free preschool seats.

ii. Target marketing of preschool tuition assistance program to Washington residents, including marketing in Spanish and Russian.

d. Strengthen Financial Stability of Residents

   i. Locate sites within Washington for microenterprise, money management and job readiness classes.

   ii. Collaborate with the Workforce Investment Board, the Small Business Development Center, Los Rios Community College, and the Yolo County Office of Education to target marketing of educational and job training opportunities in Washington, including in Spanish and Russian.

   iii. Incorporate public benefit discussions in negotiations with developers.

   iv. Include discussion of the benefits of local hiring when recruiting new businesses to Washington.

   v. Work with employers to hire and train local residents and encourage and support employer training programs that provide a "job ladder" to higher wage jobs.

e. Support Entrepreneurship and Employment Opportunities

   i. Meet with CDFIs and banks interested in CRA credits to explain plans for Washington and encourage private investment in the neighborhood.

   ii. Target marketing of CDBG business loans to the Washington neighborhood.

   iii. Evaluate the potential for development of a Community Land Trust for retail/commercial space to provide long term affordability of commercial rent to small businesses.

   iv. Sponsor a roundtable discussion with current Washington business owners to gain their perspective on how the City can support businesses.

2. Manage Parking

   a. Workshop pilot project for near term metering and enforcement (probably around Firehouse reuse project –see Public Works Council Retreat paper).

   b. Execute contract for services or identify City staff for metering and enforcement.

   c. Install signage and meters.

   d. Establish parking enterprise fund.

   e. Enhance grade B permit control and management.

3. Parks and Recreation

   a. Implement "River Crossing" Project with Sacramento Arts Commission and Crocker Art Museum.

   b. Determine permitting requirements for constructing paved, lit path between Broderick Boat ramp and north terminus of River Walk and design project if feasible.

4. Underground Infrastructure

   a. Prepare phasing plan for underground infrastructure and identify funding priorities around near term planned investments.

   b. Analyze and determine creation or expansion of undergrounding district.

TABLE 4.4: IMPROVEMENTS TIMING

Transit-Oriented Development	Proposal	Strategy Requirement	Trigger/Timing
Cross-sections	• 5th & 3rd Streets very limited proposed widening • E & F Streets widening through reclaiming ROW (front yard encroachments)	• Maintaining minimum level of service for public safety • To cure lighting and sidewalk deficiencies • In anticipation of streetcar and increased traffic volumes	• When resident/ employee populations thresholds require it • Washington line streetcar is built
West Capitol Avenue Area (near-term)	• Interim improvement with vehicles • Interim improvement without vehicles	• Increase bike/ pedestrian connections • Resolve dual intersection • Provide access	• Upon grant award OR • Upon UPRR bridge improvements
West Capitol Avenue Area (long-term)	• 6th & 7th Street connections	• Laying for foundation for barrier removal or parcel redevelopment • Maintaining minimum level of service for public safety	• West-side rail relocation • Adjacent parcel redevelopment
C Street Bridge	• 2nd Street access restored • Bridge approach protects neighborhood character	• Laying for foundation for barrier removal or parcel redevelopment • Maintaining minimum level of service for public safety	• Bridge construction by 2020
Build out Program / Up zoning of parcels	• 350 % increase in residential & commercial • 2035 General Plan update • Ensuring streetcar ridership • Infrastructure needs analysis	• Grant requirement • Underlying foundational concept • Need high-density to meet climate control initiatives • SACOG Blueprint	• General Plan adoption 2015 • Specific Plan amendments • 2016
Complete Communities	**Proposal**	**Strategy Requirement**	**Trigger/Timing**
Leveraging the Riverwalk Park	• Create adjacent local family-serving 1.3-acre park on developable riverfront property	• Activates the park for family • Draws wider range of users • Increase return on existing investment • Eliminates the nuisance of continued vacancy contributing to blight • Ownership composition barrier to redevelopment	• Specific Plan amendments (identify location & funding sources only) • Project-level decisions market-responsive
Connections to Boat Ramp	• Paved lit path on crown of levee from I St bridge to boat ramp	• Increase bike/ pedestrian connections • Public safety	• Grant-dependent • Levee improvement-dependent
Future Park Locations	• 3 approximate locations within neighborhood totaling 1.9 acres	• Parks Master Plan 4-acre park not feasible • Need distributed park program plan • Open space relief needed for high-density development	• When resident/ employee populations thresholds require it
Historic Preservation	• Inventory of historic structures completed • No changes to boundary • Limited changes to regulatory document	• Character and identity to be reinforced through wayfinding and other public frontage improvements • Many structures have been comprised • The remaining buildings have limited historical or design significance (generic mid-century)	• Specific Plan amendments 2016