

AEP 2016 CITIES IN TRANSITION

Game Time! Opportunities and Challenges in Policy Planning for Downtown Revitalization and Development

Sacramento... A City Always in Transition

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Outline

1850-1900 City Origins	1900-1950 Growing Regional Center	1950-1980 Urban Renewal and Redevelopment
1980-2000 A New Vision	2000-2009 Sacramento Downtown Revitalization and Development	2009-Present Vacant Spaces to Happening Places

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1850-1900 City Origins

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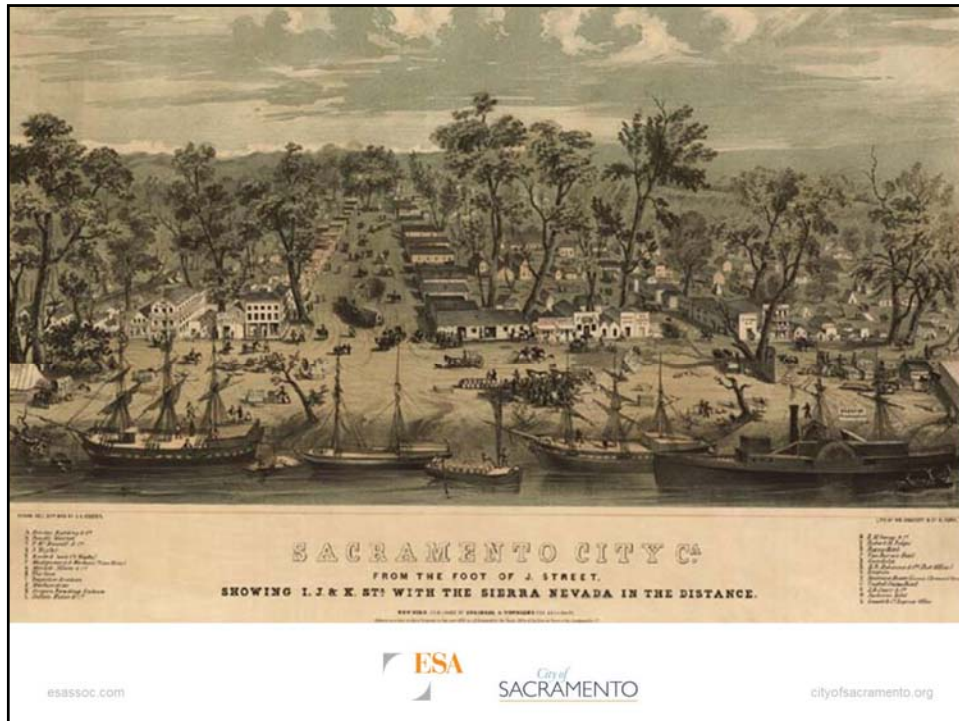


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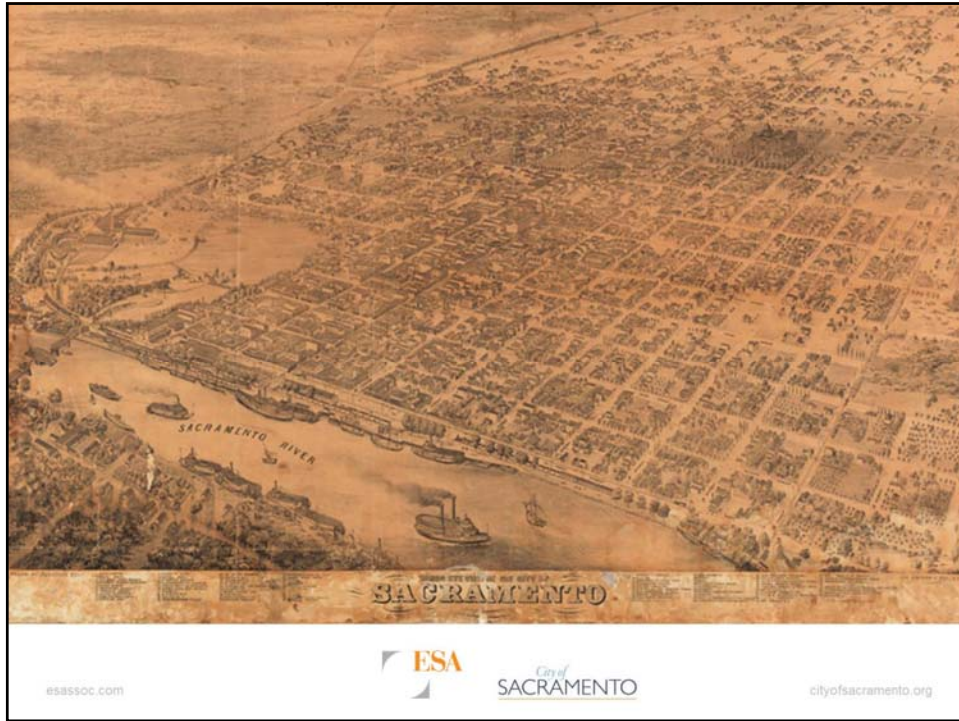
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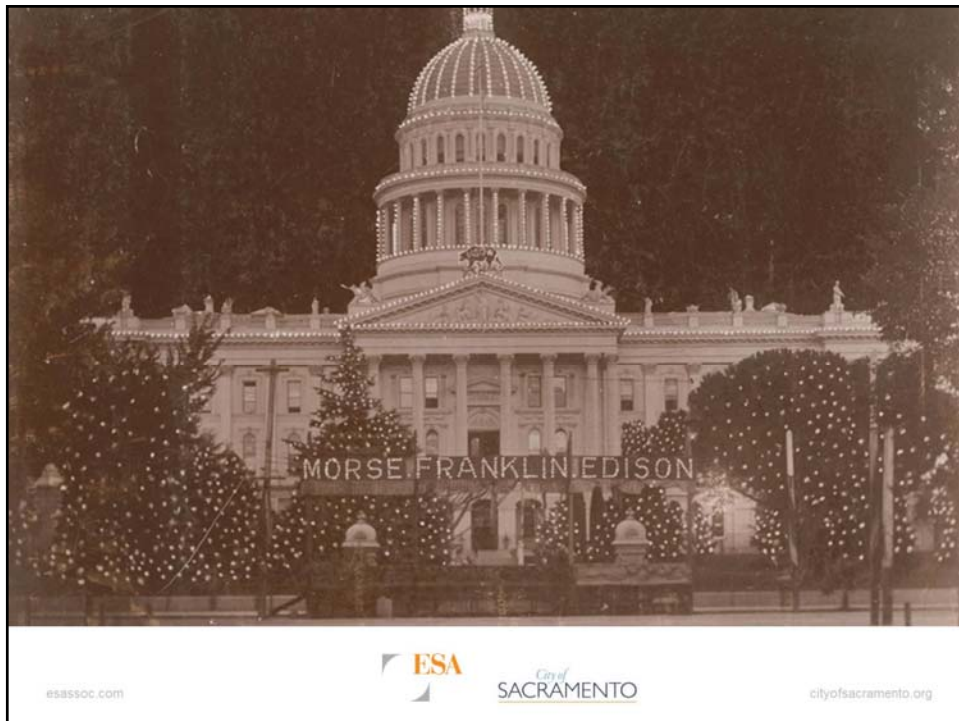
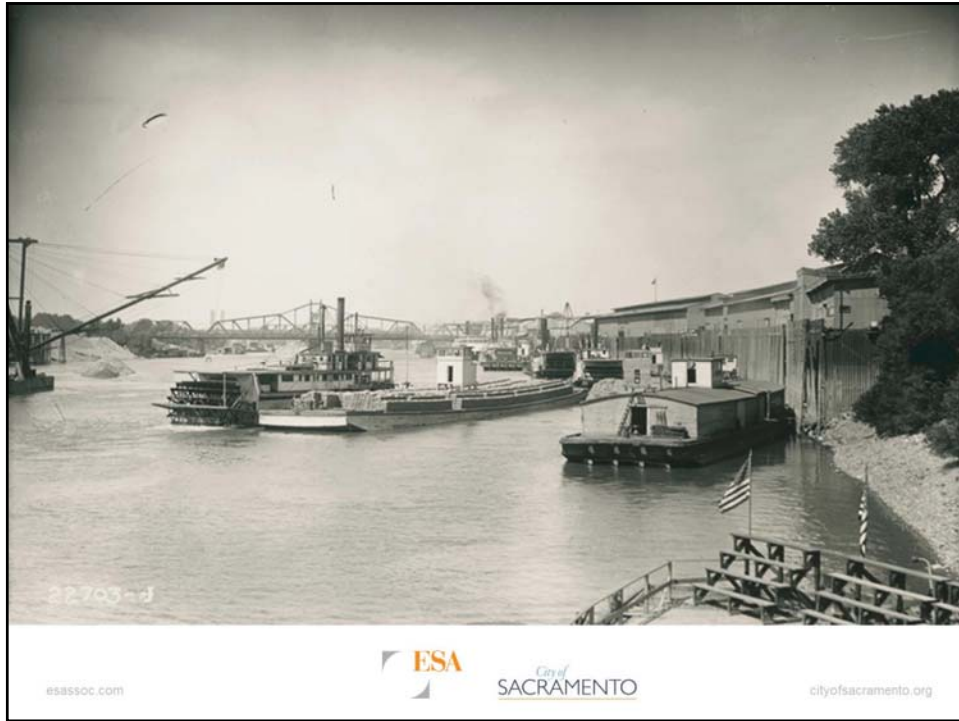
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1900-1950

Growing Regional Center

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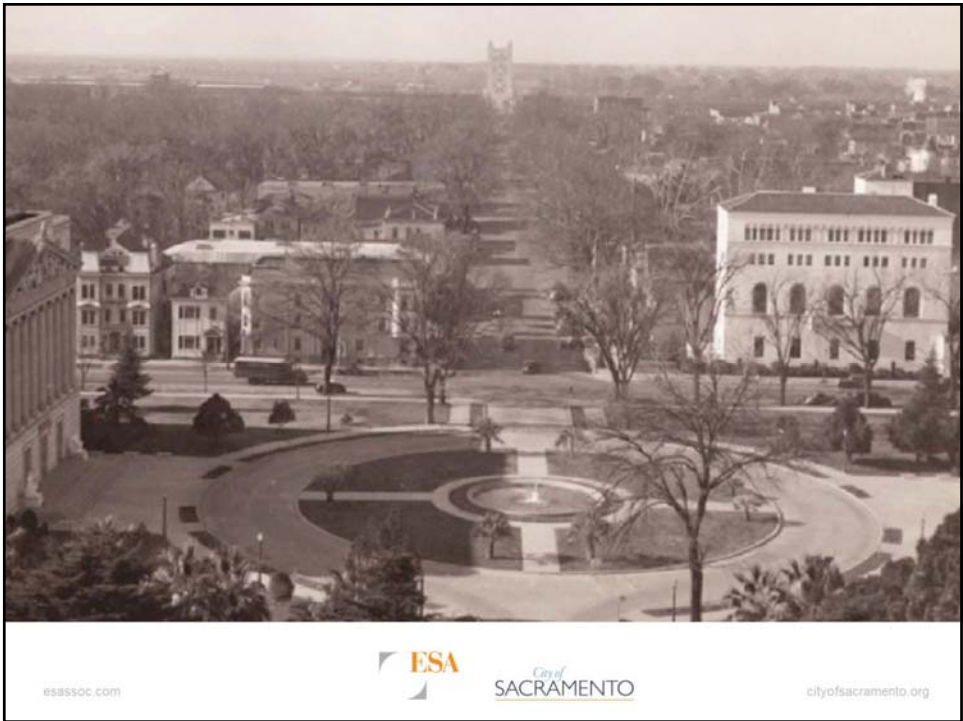
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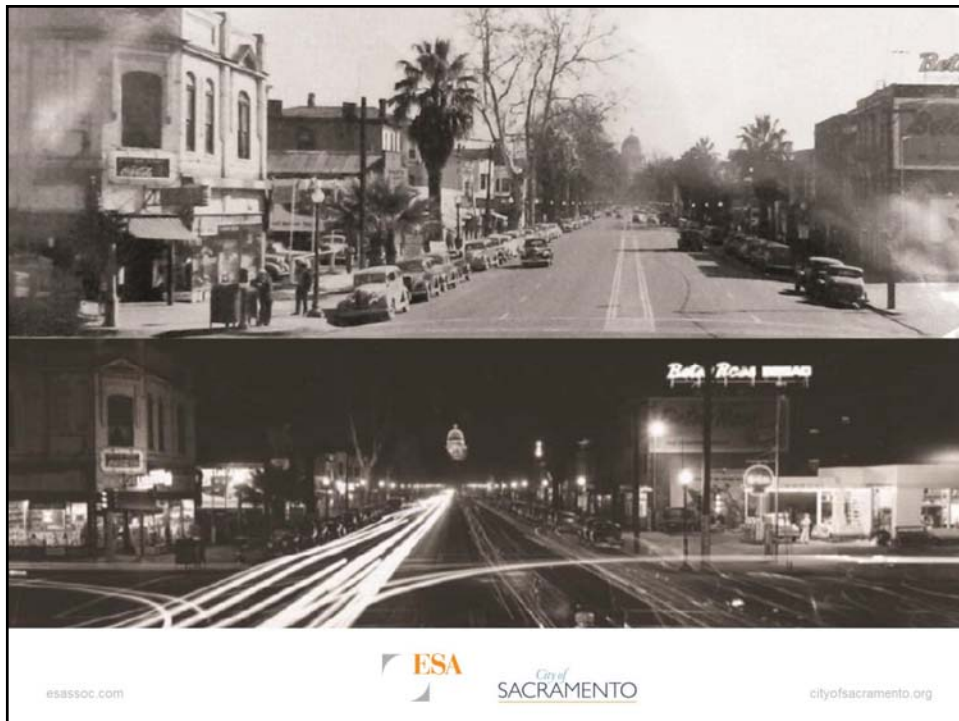
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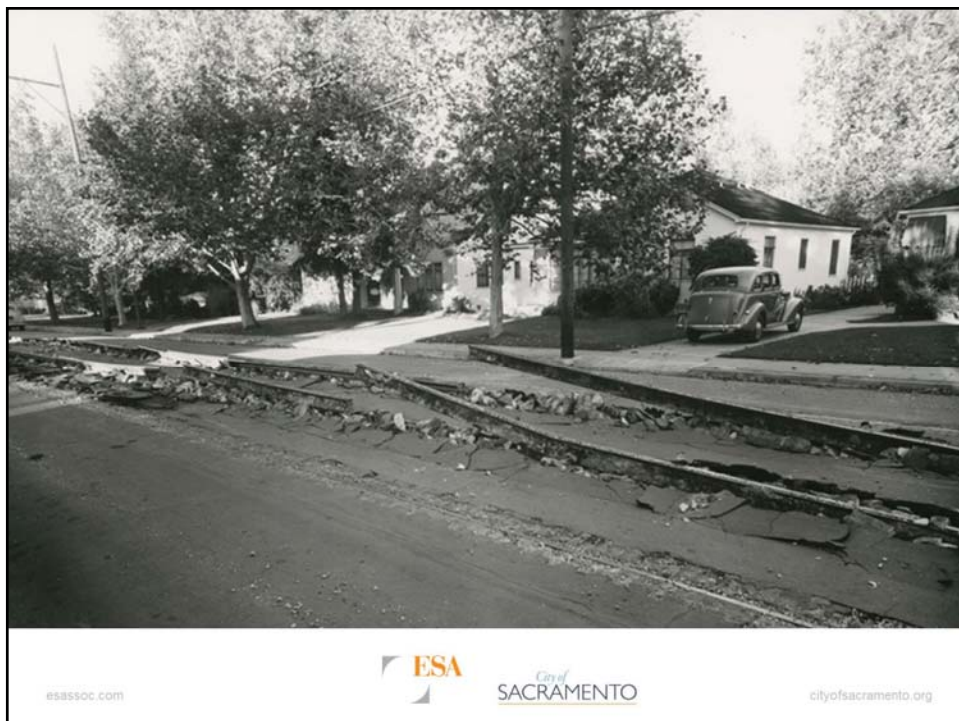
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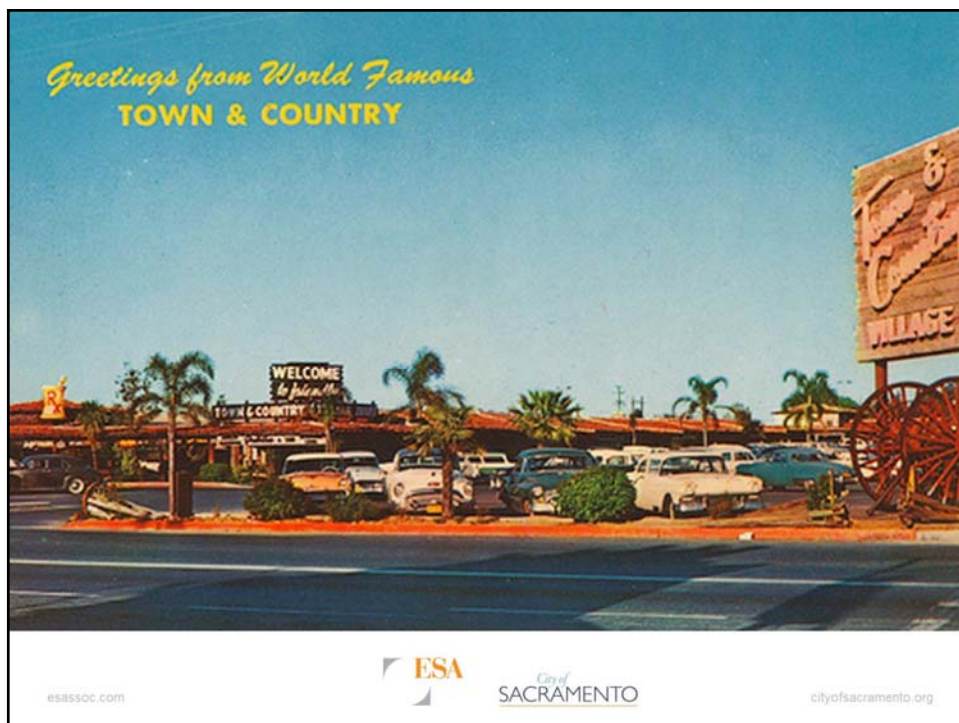












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1950-1980

Urban Renewal and Redevelopment

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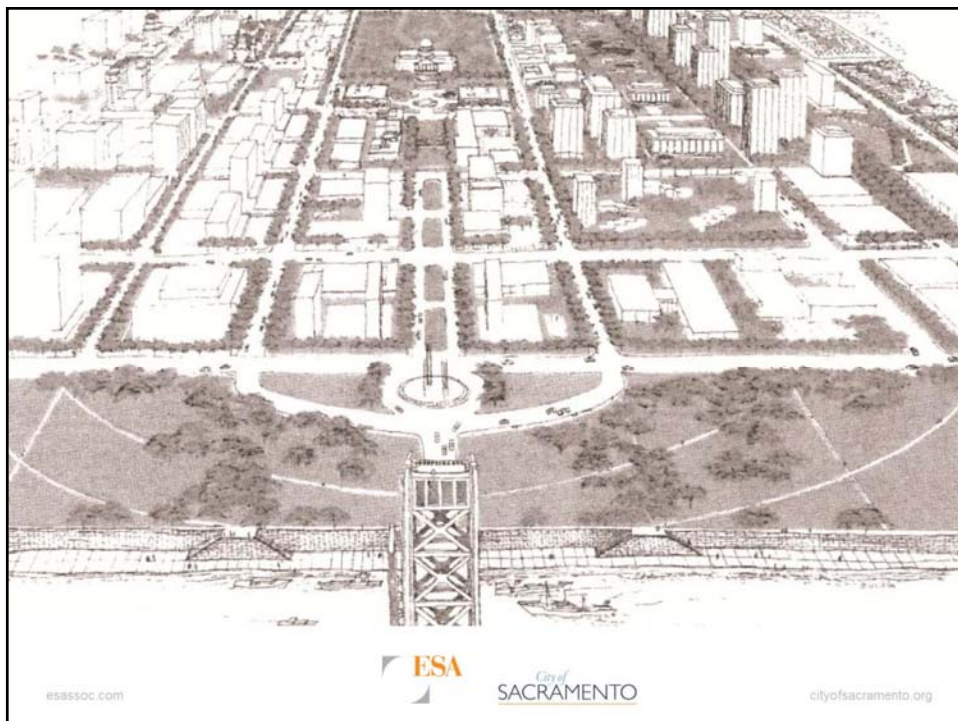


Center for Sacramento History

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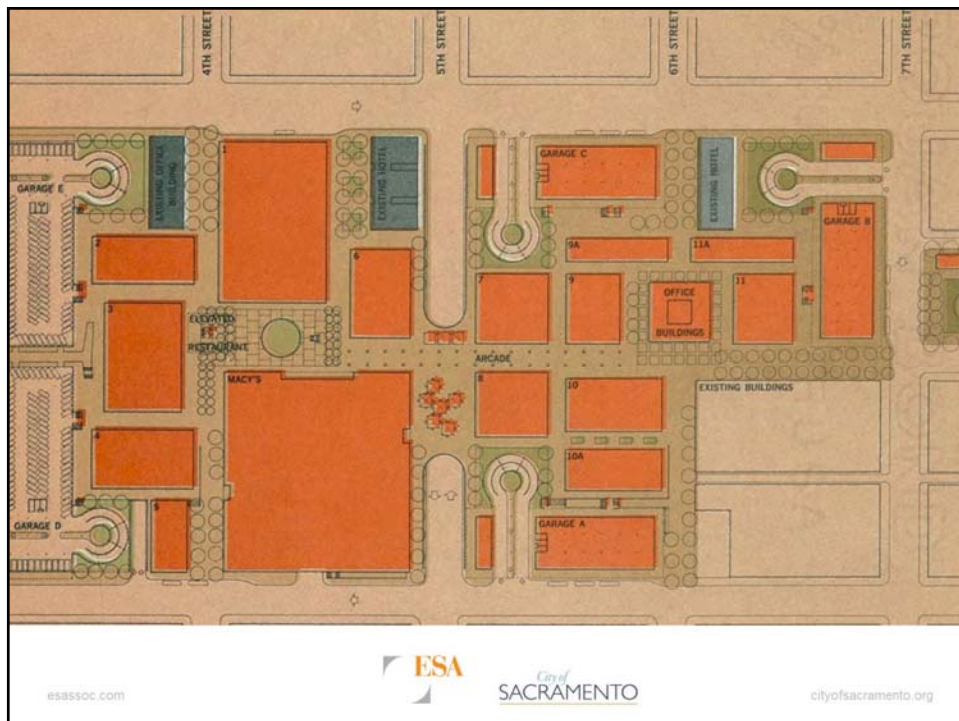
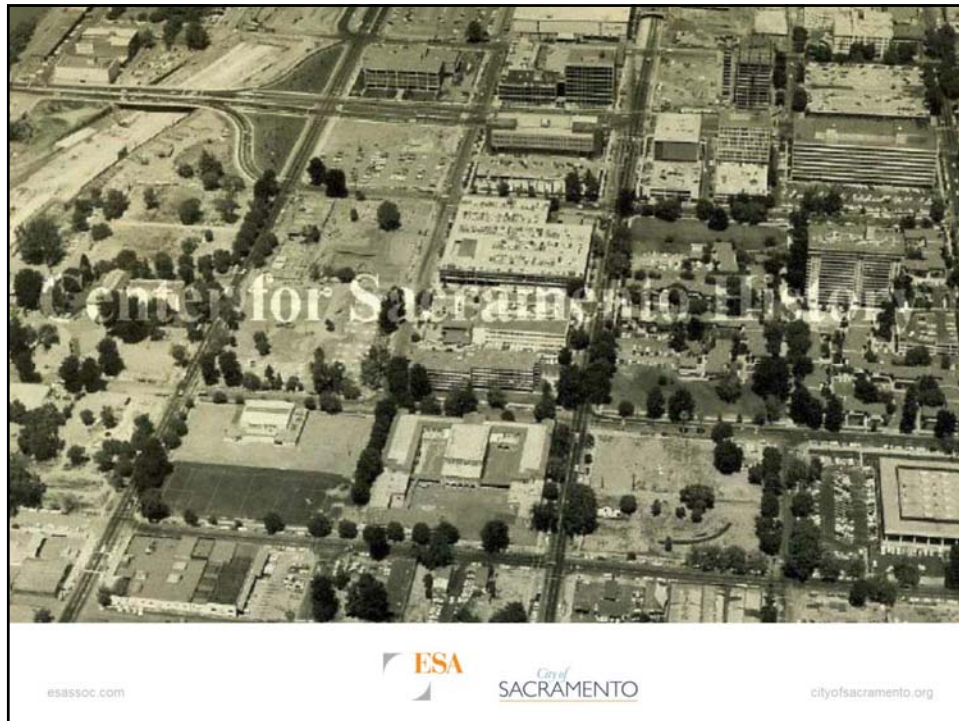
 

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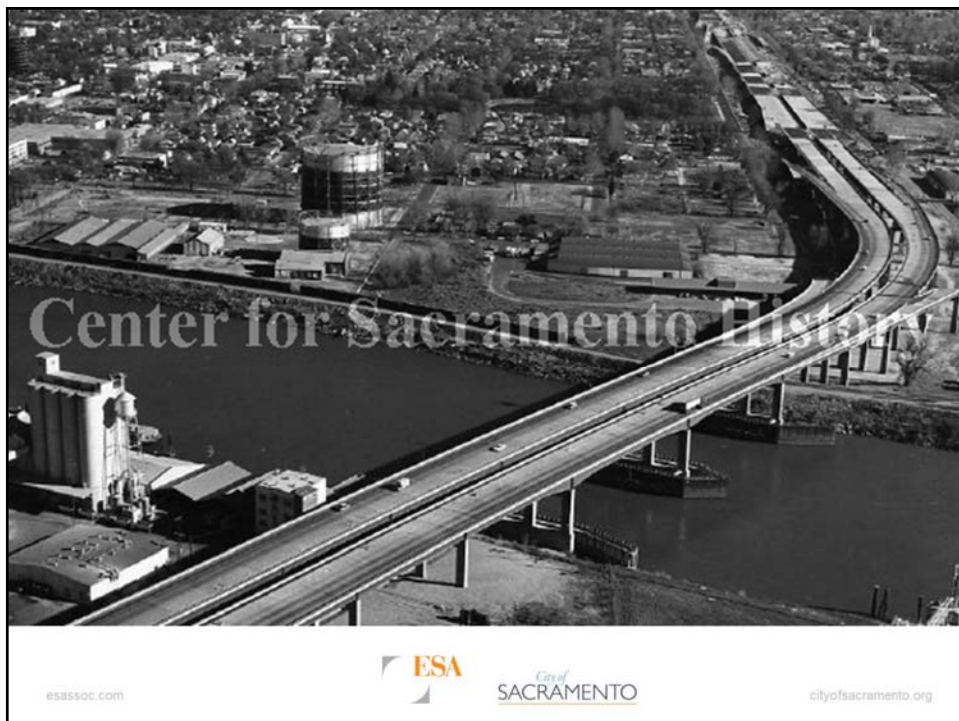


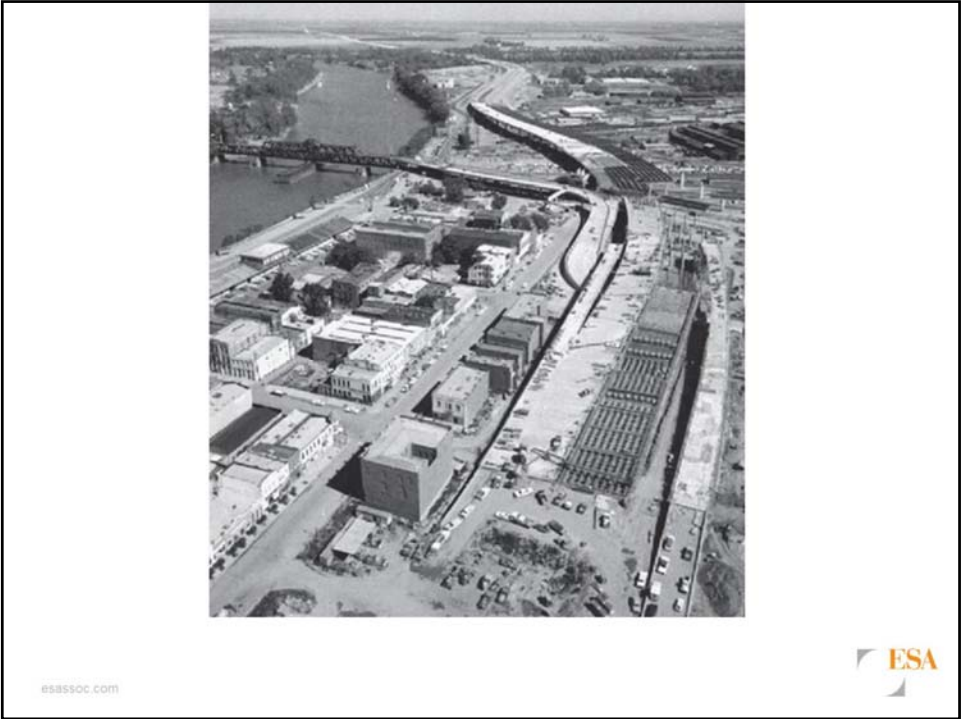


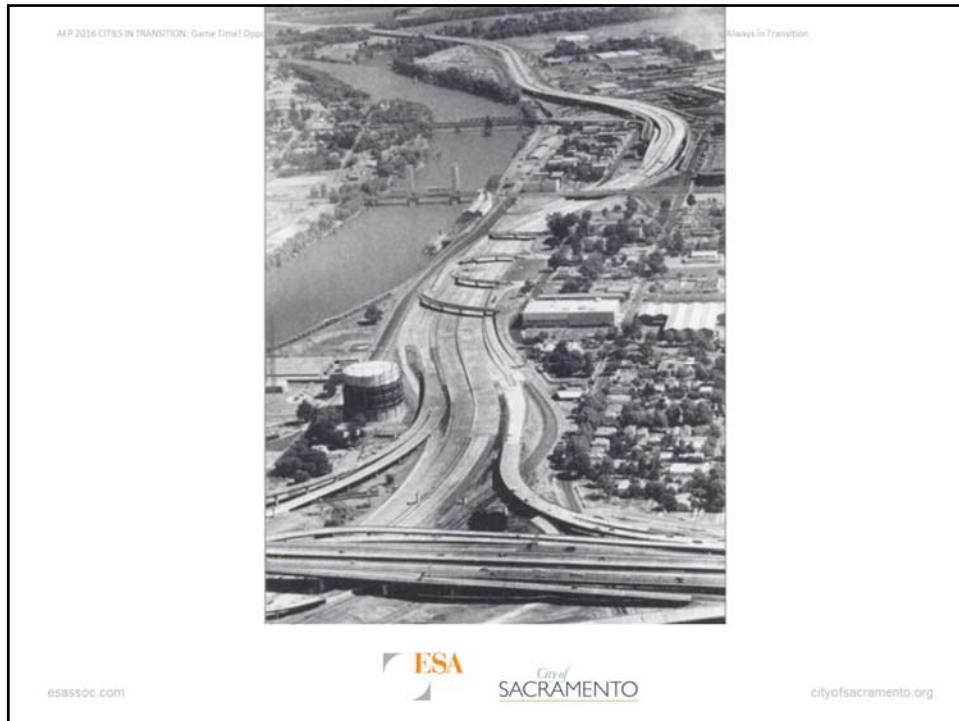


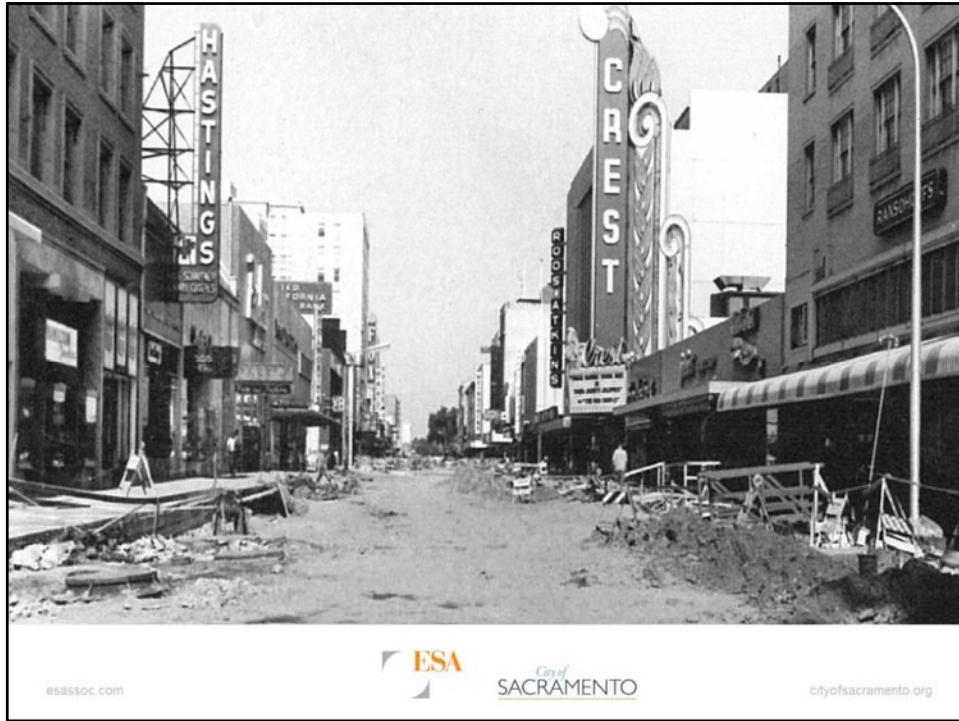


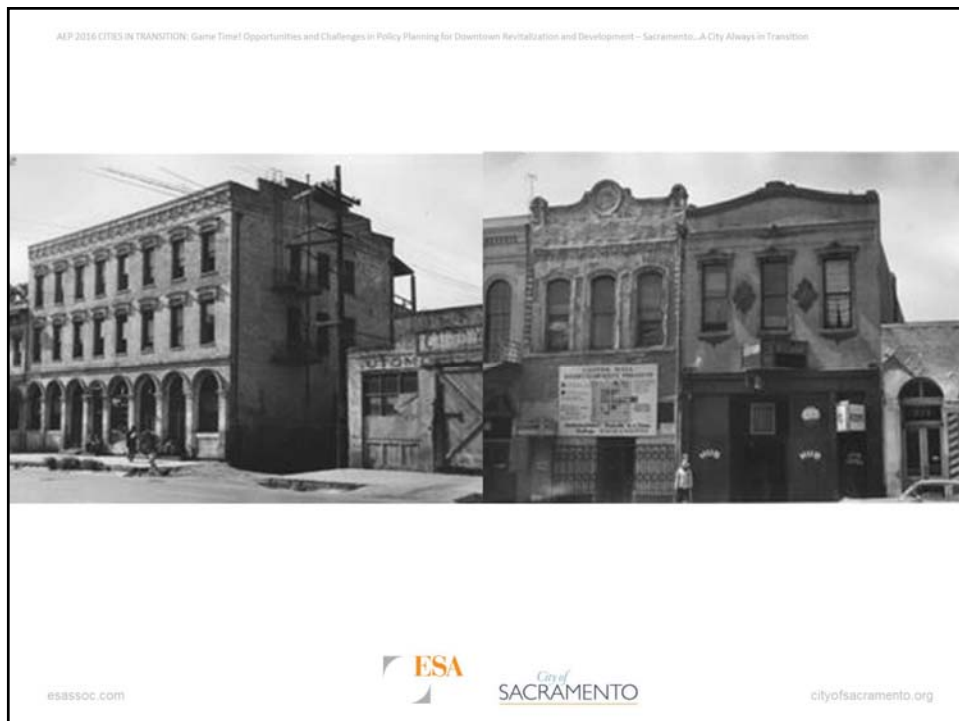
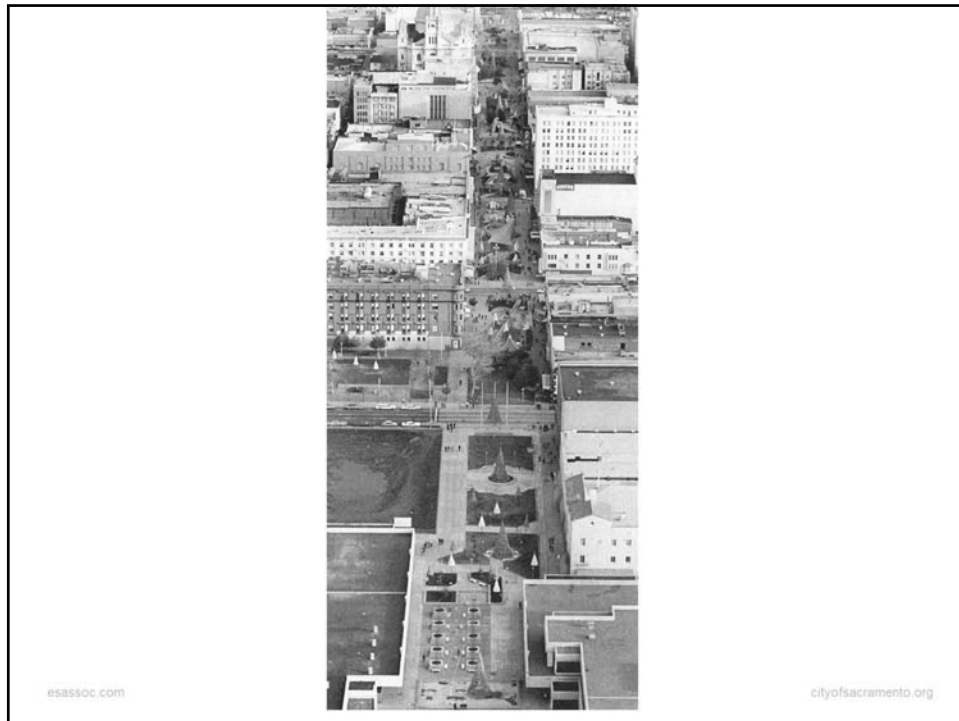














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1980-2000
A New Vision

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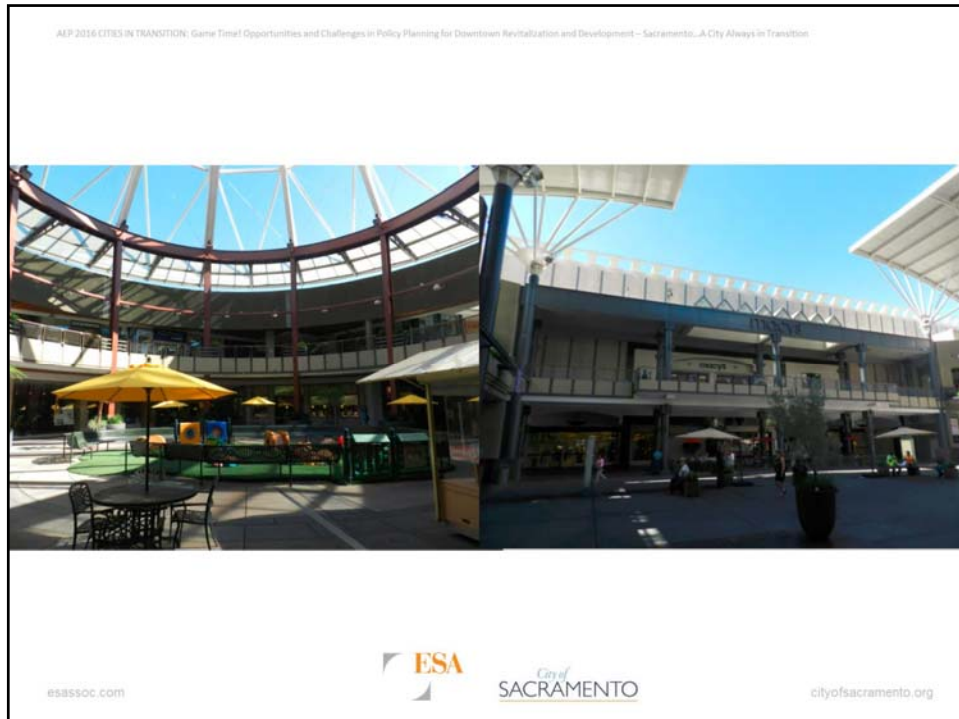


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*We said we wanted higher density,
mixed-use infill development in our
downtown, but . . .*

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...this is what greeted infill developers

- Rezones
- Several special permits
- Multiple variances
- EIRs
- Many hearings and appeals

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A case in point: La Valentina

- Higher density, mixed-use TOD development
- Adjacent to a light rail station
- 82 affordable units
- Energy efficient
- In close proximity to services
- Near a job center and entertainment district

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City Requirements for Approval La Valentina Project

- **Rezone** - RMX to R-5
- **Plan Review** - Apartment complex
- **4 Special Permits:**
 - Reduced parking
 - Commercial on the ground floor
 - Exceeding allowable height
 - Gates at private vehicular entrance
- **7 Variances:**
 - Reduced setbacks
 - Higher roof structure
 - Additional compact parking stalls
 - Reduced interior side yard
 - Vehicular gate setback
 - Vehicle maneuvering width reduction
 - Distance exceeding 250 feet from residential to trash disposal area

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NEW

City Requirements for Approval La Valentina Project

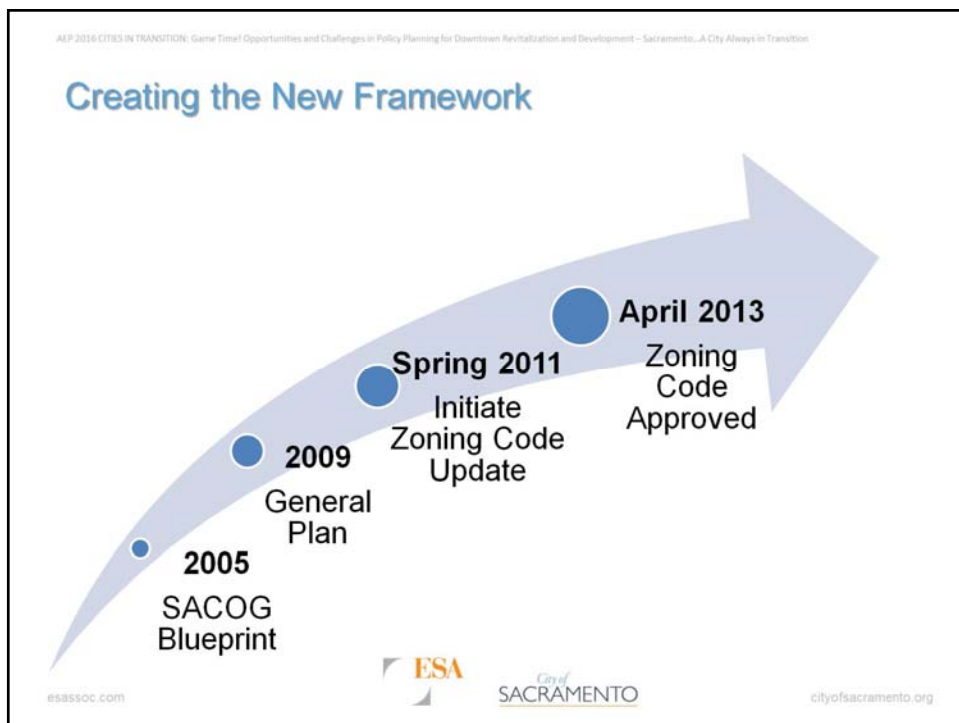
- **Site Plan and Design Review**
 - Staff-level review. No rezoning; no use permits; no variances.

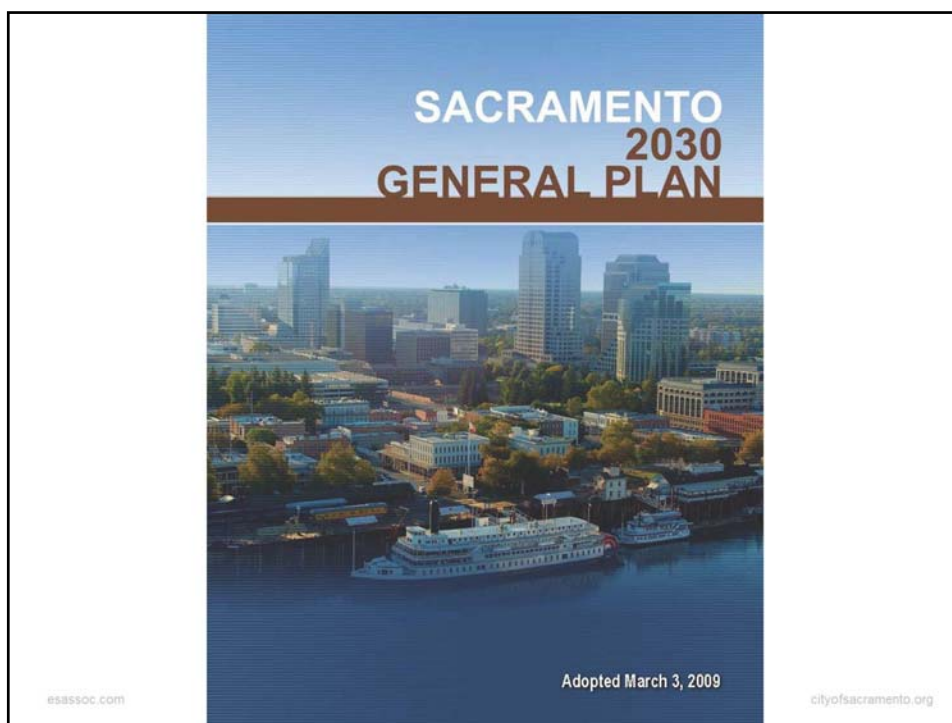
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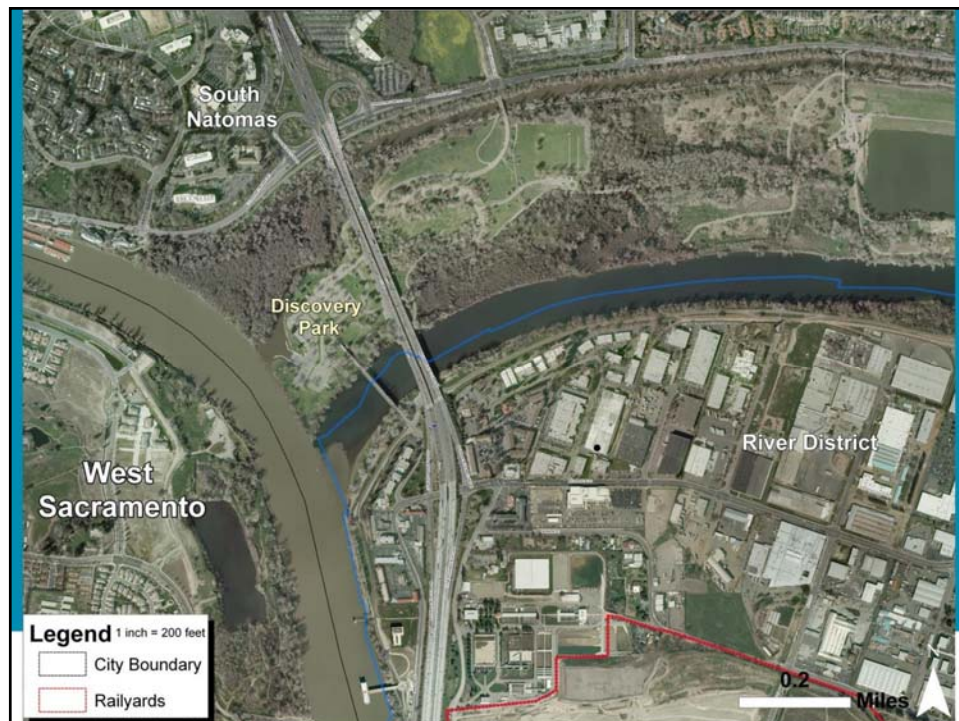
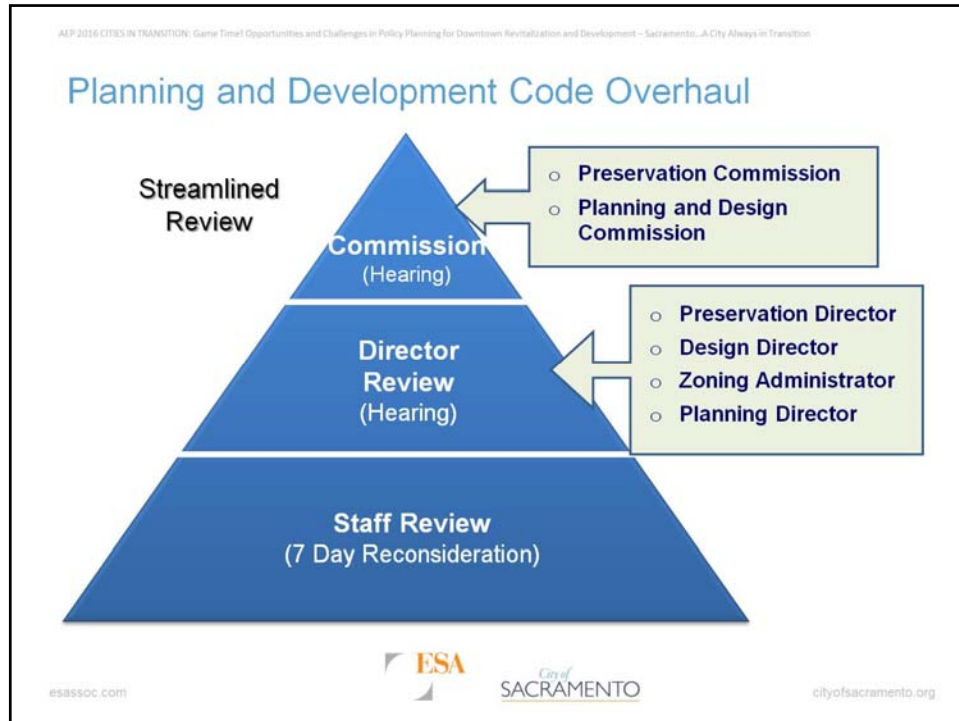
General Plan Master EIR

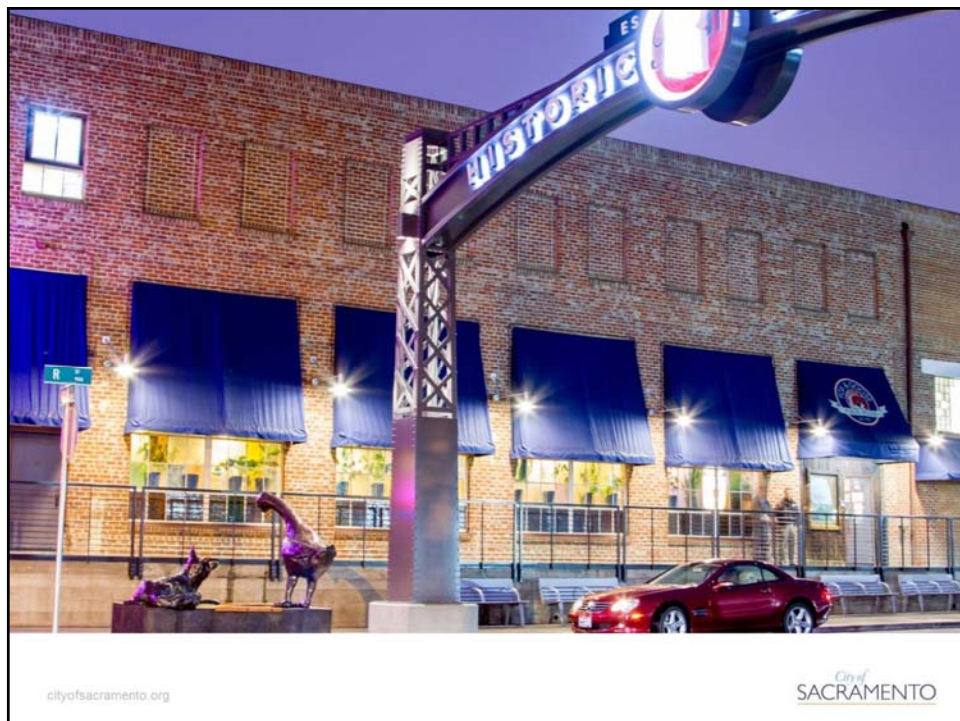
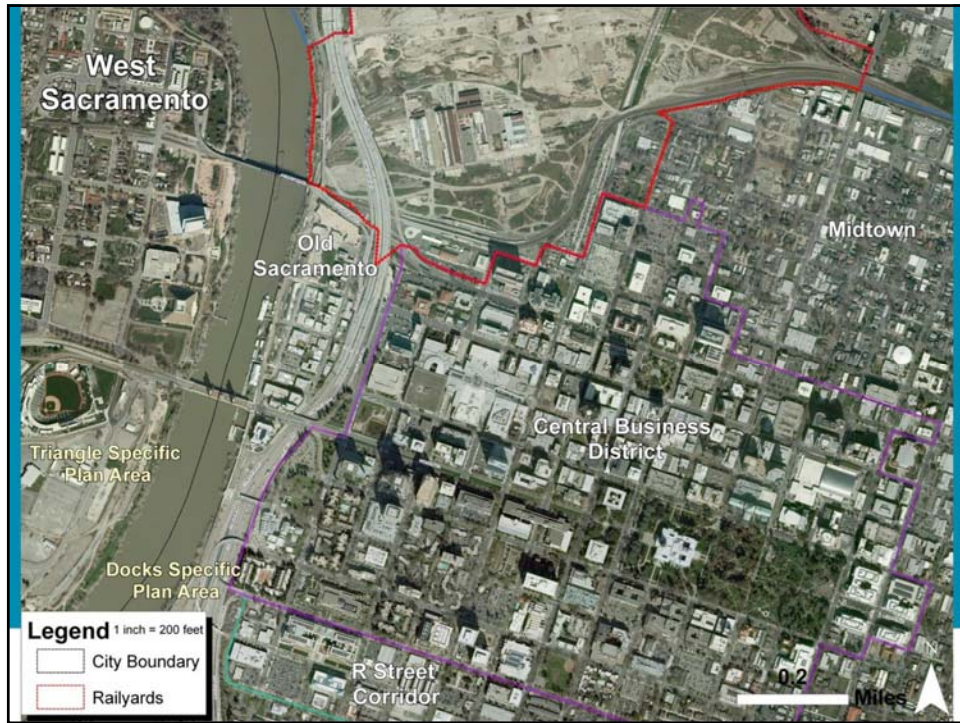
- Used to streamline environmental review
- Updated every 5 years
- Allowed projects to tier off of it
- Reduced level of environmental review for infill
- Reduced uncertainty for infill developers

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R Street Corridor

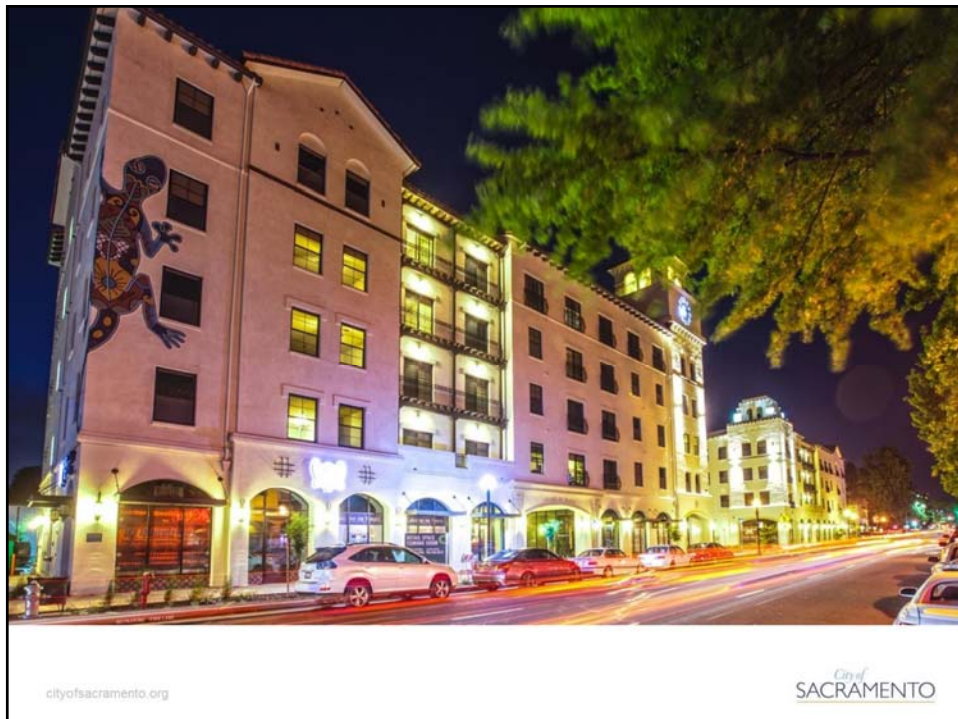
- R Street Corridor planning efforts
 - Capitol Park Neighborhood Development Plan
 - Established special planning district
- Partnership with State through CADA
- Focused infrastructure investments
- Pilot projects paved the way
- General Plan, MEIR and new Zoning Code support more development

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Sacramento Railyards

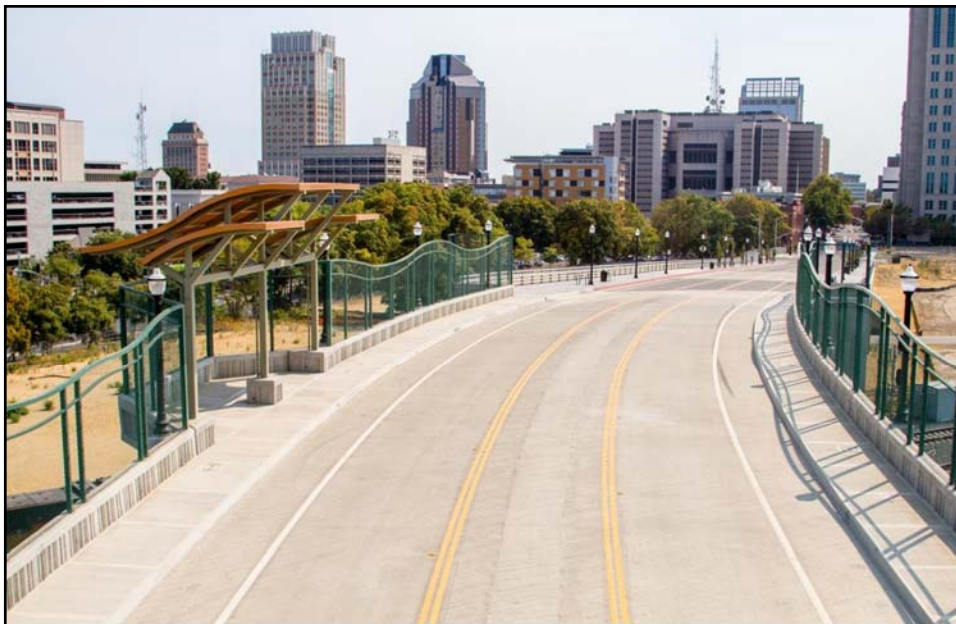
- Largest infill site in western U.S.
- Adjacent to 7th busiest train station in U.S.
- Will double the size of Downtown
- City partners with developers

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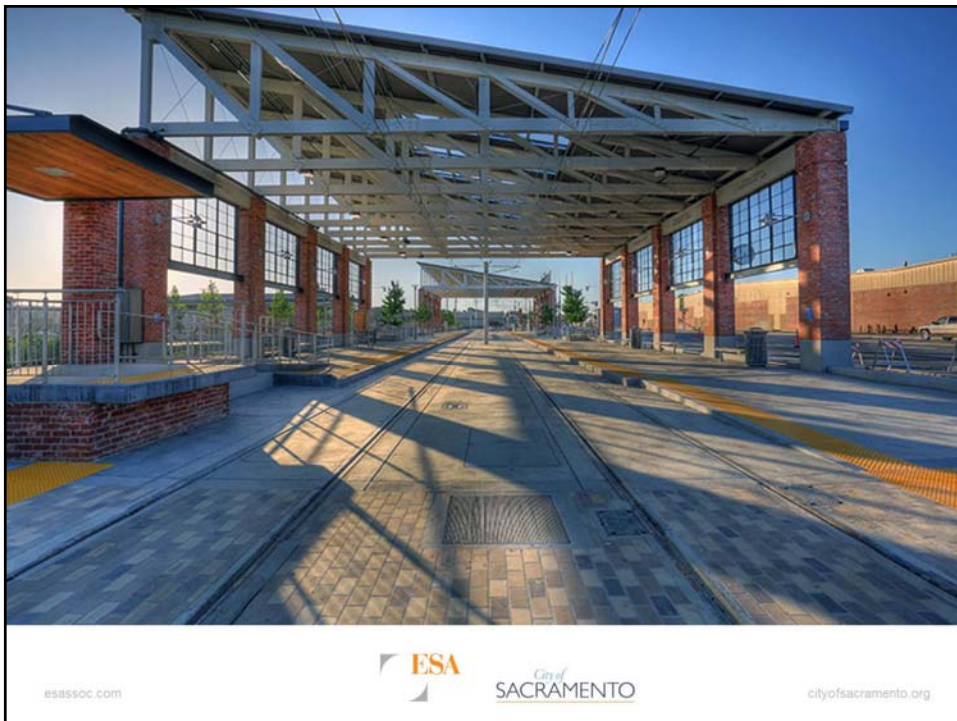
River District

- Located between Railyards and American River
- City prepared River District Specific Plan
- Grant funding for infrastructure secured
- RT extends light rail to Downtown
- City partners with developers

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Other Remaining Challenges

- The demise of redevelopment
- CEQA litigation
- Complexities of public private partnerships
- Remaining uncertainty for infill developers

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Legislation Support and Solutions

- SB 375
 - Greater support for infill
 - Sustainable Community Strategies
- SB 226
 - Streamlining of environmental review for infill
- SB 743
 - The shift from LOS to VMT
 - More CEQA but swifter legal action

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2009-Present | Golden 1 Center and Downtown Reinvestment

Vacant Spaces to Happening Places

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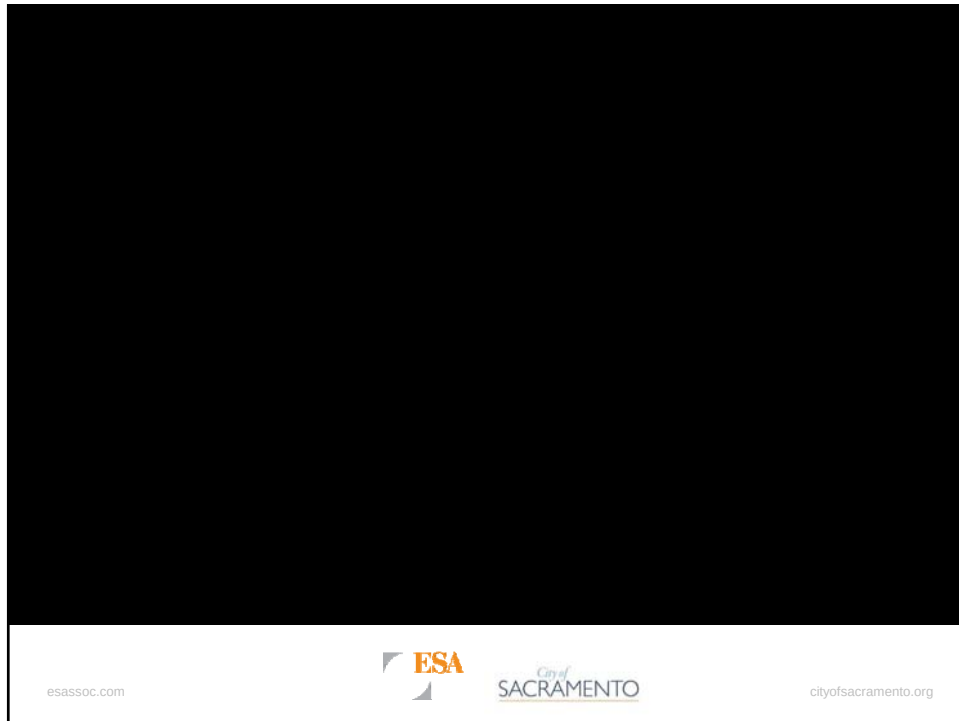


Governor Jerry Brown ends redevelopment in 2012

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A Public-Private Partnership

Sources for Development	
City Contribution:	
City Public Financing (Bonds)	\$212,500,000
City Parking Fund	\$5,630,010
City Downtown Investment Proceeds	\$5,000,000
City Land Transfer and Sales (to Kings)	\$32,049,480
City Total:	\$255,179,490
Kings' Contribution:*	\$263,667,520
Project Total	\$518,847,010

*Kings responsible for all cost overruns.

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An Investment that Pays Dividends

Debt Service = \$18M



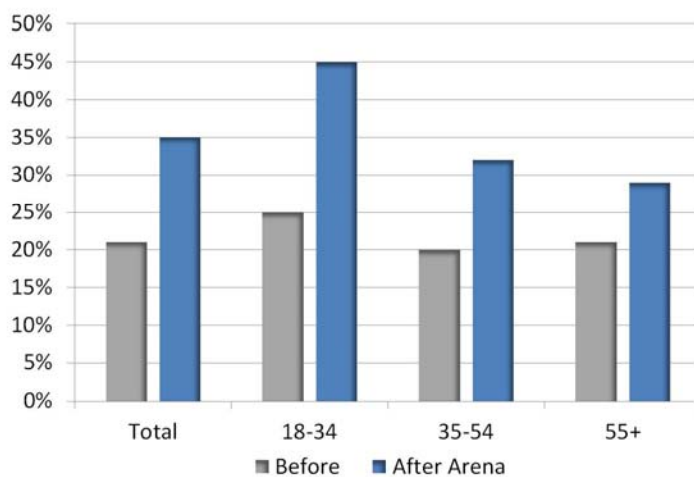
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Interest in Downtown



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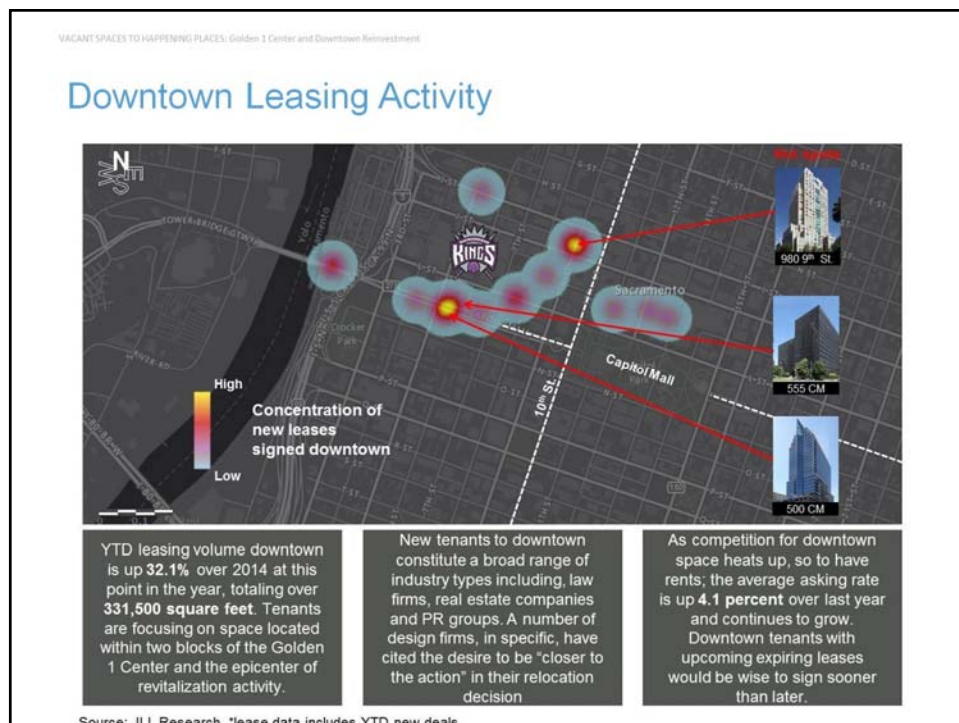
Downtown Property Sales

Property	Year	Owner
Retro Lodge	2014	Sutter Capitol Group
1517 L Street	2014	New Car Dealers Association
1110 K Street	2014	California Faculty Association
555 Capitol Mall	2014	Buzz Oates Group & New Legacy 555 LLC
730 I Street	2014	Sports Basement
419 J Street	2014	Silver Lining Properties
Ransohoff Building	2014	Sutter Capital Group
501 J Street	2014	Kaiser Permanente
Railyards Hospital Site	2015	Kaiser Permanente
1001 K Street, Unit 100	2014	Capitol Morning Report
800 J Street Lofts	2015	The Wolff Company
1325 J Street	2015	Princeton Holdings/Bluestone Group
630 K Street	2015	Swift Real Estate Investors
1001 K Street, Unit 400	2015	California Republican Party
920 K Street	2015	10kay
924 K Street	2015	10kay
930 K Street	2015	10kay
Senator Hotel	2015	Swift Real Estate Investors

Source: Downtown Sacramento Partnership

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California Fruit Building



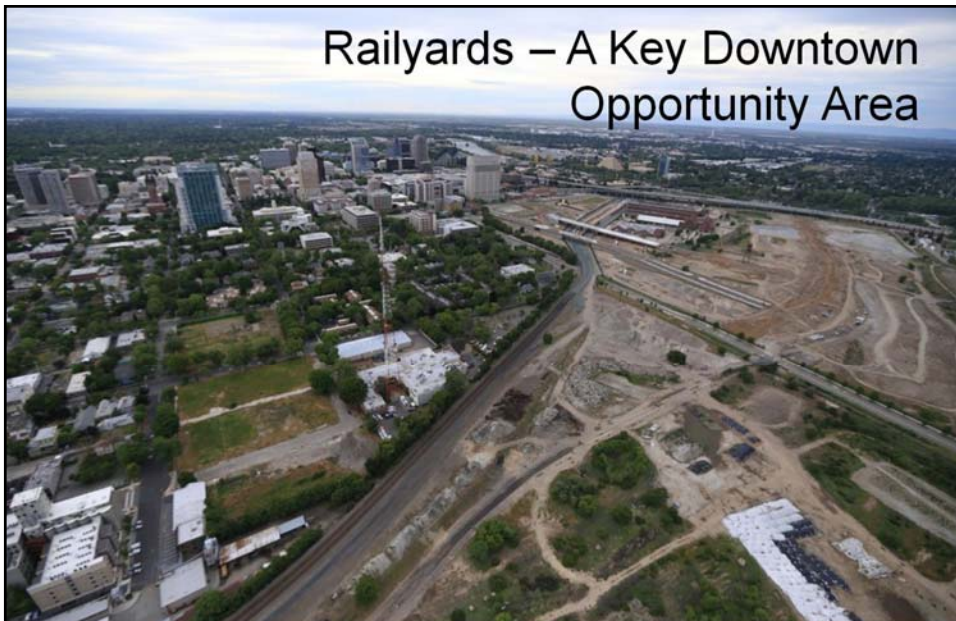
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Railyards – A Key Downtown Opportunity Area

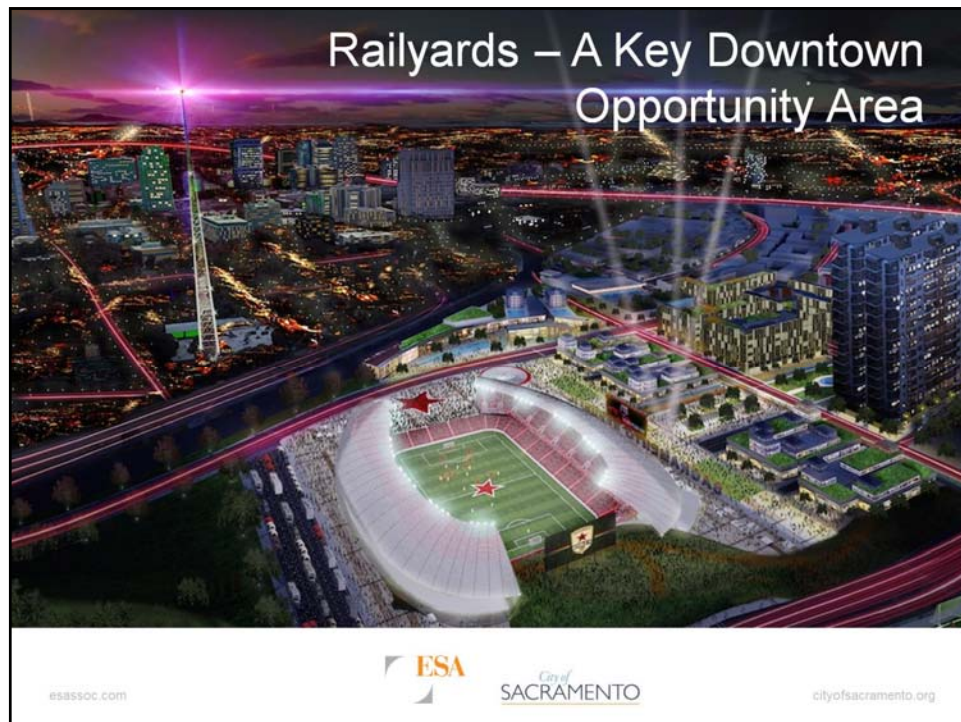


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The continuing transition of downtown . . .

Convention Center Expansion

Sacramento Riverfront

Performing Arts Center

Urban Housing

Downtown Railyards

Major League Soccer





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