



APPROVED
BY THE CITY COUNCIL

10.2

AUG 24 1999

OFFICE OF THE
CITY CLERK

NEIGHBORHOODS, PLANNING,
AND DEVELOPMENT
SERVICES DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

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SACRAMENTO, CA
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PLANNING
916-264-5381
FAX 916-264-5328

August 17, 1999

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: RAILYARDS SPECIAL PLANNING DISTRICT ZONING ORDINANCE AMENDMENT
RELATING TO HISTORIC PRESERVATION

LOCATON AND COUNCIL DISTRICT: Terminus of 5th & H Streets; District 1

RECOMMENDATION: City Planning Commission and staff recommend that the City Council adopt the attached ordinance amending the Railyards Special Planning District relating to historic preservation within the Railyards Planning Area.

CONTACT PERSON: Steve Peterson, Senior Planner, 264-5981
Jeanne Corcoran, Associate Planner, 264-5317

FOR COUNCIL MEETING OF: August 24, 1999

SUMMARY: The proposed amendment to the Railyards Special Planning District Ordinance implements the findings of the "Historic Property Inventory and Evaluation Report" dated March 1998, prepared on behalf of Union Pacific Railroad Company and submitted to the City in February 1999. The survey identifies several structures and buildings within the Central Shops Core that appear to be eligible for listing in the National Register of Historic Places and designation as a Historic District. Many of the identified buildings have already been identified for preservation in the Railyards Special Planning District Ordinance. However, based on the historic building survey, staff is proposing to amend the Railyards Special Planning District Ordinance Historic Preservation section by adding two additional structures, the Wheel Shop Annex and the Turntable, and establishing boundaries for the Central Shops Historical District, which may at a later date be established as a preservation area.

COMMITTEE AND COMMISSION ACTION: On May 27, 1999, the Planning Commission by a vote of 8 ayes and one absent, voted to recommend approval of the ordinance amendment and forward to City Council.

BACKGROUND INFORMATION:

- December 13, 1994, the City Council approved the Railyards Specific Plan (RSP), a

comprehensive land use plan for the 240 acre Railyard site. The RSP identified a Central Shops District which represents a unique grouping of buildings that comprise the nucleus of the historic fabrication, maintenance and repair functions of the Railyards.

- November 26, 1996 the City Council adopted amendments to the Railyards Specific Plan and Facility Element and adopted the Railyards Special Planning District Zoning Ordinance. The Railyards Special Planning District zoning ordinance established development standards, design guidelines and processing procedures to implement the Railyards Specific Plan. The Railyards Special Planning District zoning ordinance included language extending the same protection under Title 32 (Preservation of Historic Structures) of the City Code to the buildings located within the Central Shops District as other historic buildings designated on the City's Official Register, since these structures had not yet been placed on the City's "Official Register". Title 32 requires prior to issuance of demolition permits, building moves or relocations of the historic buildings review and approval by the Design Review/Preservation Board.
- February 1999, the City received from Union Pacific the "Central Pacific/Southern Pacific Railroad Railyards Historic Property Inventory and Evaluation Report". The report provides an inventory and description of structures on the site. The report identified a core area, similar to the Central Shops District in the plan, which offers the best opportunity for preserving the historic nature of railroading in Sacramento. The report characterizes an area generally bounded by Communication Lane on the south the rail line on the north, Locomotive Drive on the west and Quality Way on the east as a core area of historic structures (Exhibit 1A). Within this area are two additional buildings which are currently not listed to be preserved in the RSP or the Railyards Special Planning District Ordinance. These buildings are the Turntable and Locomotive Wheel Shop Annex.
- The Turntable and the Locomotive Wheel Shop Annex would need to be removed should the RSP proceed as proposed due to the alignment of Crescent Drive.
- Due to potential changes to the transportation system proposed in Northeast Area Transportation Study and the potential Union Pacific development proposed for the lower 37 acres, the alignment of Crescent Drive may or may not occur.
- Adding these two structures to the list of protected structures in the Zoning Ordinance and establishing a boundary for the Central Shops District will allow for further evaluation of the site and buildings when development is proposed and approved.

FINANCIAL CONSIDERATIONS: Non applicable

ENVIRONMENTAL CONSIDERATIONS: On December 13, 1993, the City Council adopted a resolution certifying an Environmental Impact Report (EIR) for the Railyards Specific Plan and the Richards Boulevard Area Plan. On December 14, 1994, the City Council adopted Resolution 94-733, Certifying a Supplemental Environmental Impact Report (SEIR) for the Railyards Specific Plan and the Richards Boulevard Area Plan. Section §15162 of the CEQA Guidelines provides that an additional EIR need not be prepared unless subsequent changes are proposed in the project, substantial changes occur with respect to the project circumstances, or new information of substantial importance to the project now becomes known or available. None of these conditions exist; therefore, a new EIR or a Negative Declaration is not required.

The EIR for the Railyards identified the Wheel Shop Annex as a significant cultural resource. Since the

Wheel Shop Annex is expected to be removed in order to create Crescent Drive, around the Central Shops structures the removal of the Wheel Shop Annex was identified as a significant unavoidable impact and overridden by the City Council. Due to on going studies and possible future development plans, Crescent Drive may not come to fruition. In order to preserve the Wheel Shop Annex, should the adopted street system be modified, staff recommends adding the Wheel Shop Annex to the list of historic structures. Should Crescent Drive be constructed the EIR will have addressed the removal of the Wheel Shop Annex.

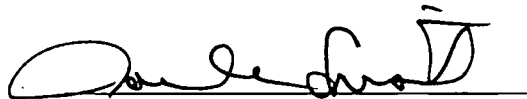
ESBD CONSIDERATIONS: Not applicable

Respectfully submitted,



GARY L. STONEHOUSE
Planning Director

APPROVED:



JACK CRIST
Deputy City Manager
Neighborhoods, Planning, and Development Services

FOR CITY COUNCIL INFORMATION:

ROBERT P. THOMAS
City Manager

Attachments

Ordinance Amending Railyards Special Planning District
Exhibit 1-A - Boundary of Historic District
Vicinity Map

ORDINANCE NO. 99-046

ADOPTED BY THE SACRAMENTO CITY COUNCIL

APPROVED
BY THE CITY COUNCIL

AUG 24 1999

ON DATE OF _____

OFFICE OF THE
CITY CLERK

**AN ORDINANCE AMENDING CHAPTER 5 SECTION 1.8-D-3-a-(1) OF THE
COMPREHENSIVE ZONING ORDINANCE, ORDINANCE NO. 99-015, AS REVISED,
RELATING TO HISTORIC PRESERVATION IN THE RAILYARDS SPECIAL
PLANNING DISTRICT (M99- 004)**

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1. Chapter 5 Section 1.8 -D-3-a-(1) of the Comprehensive Zoning Ordinance, No. 99-015, is hereby amended to read as follows:

a. **Demolition or Relocation of Historically Significant Structures Located on the Railyards Site:** Except as provided in (3) below, no permit or entitlement specified in Section 32.06.601 of Title 32 of the City Code shall be issued to demolish, either partially or completely, or to move or relocate, any of the buildings and structures specified in Subparagraph (1) below unless and until the permit or entitlement has been approved by the Design Review and Preservation Board or The Design Review and Preservation Director pursuant to the provisions of Title 32.

(1) **Buildings, Structures and Boundaries Subject to Review Under Title 32:** The proposed demolition or relocation of the following buildings and structures and buildings and structures within the boundaries identified in (D) below shall be subject to review under Title 32:

- A. The Depot
- B. Railyway Express Building
- C. The following buildings and structures located in the Central Shops and Crescent Park area o f the Railyards Site and illustrated in Figure 4-16 of the Specific Plan and Exhibit 10 hereto:
 - i) Erecting Shops

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

- ii) Masonry Water Closet
- iii) Machine Shop, including Repair Gang Shop
- iv) Car Shop 3, including the Air Room, Rotating Equipment Shop, Injection Shop and Material's Lift
- v) Locomotive Wheel Shop
- vi) Electric Shop/Traction Motor Shop (located in Crescent Park)
- vii) Locomotive Truck Shop/Fabication Shop
- viii) Turntable
- ix) Locomotive Wheel Shop Annex

D. Boundaries: Generally within the area bounded by Locomotive Drive on the west, Communication Lane on the south, Quality Way on the east and the rail tracks on the north (Exhibit 1A)

DATE PASSED FOR PUBLICATION:

DATE ENACTED:

DATE EFFECTIVE:

MAYOR

ATTEST:

CITY CLERK

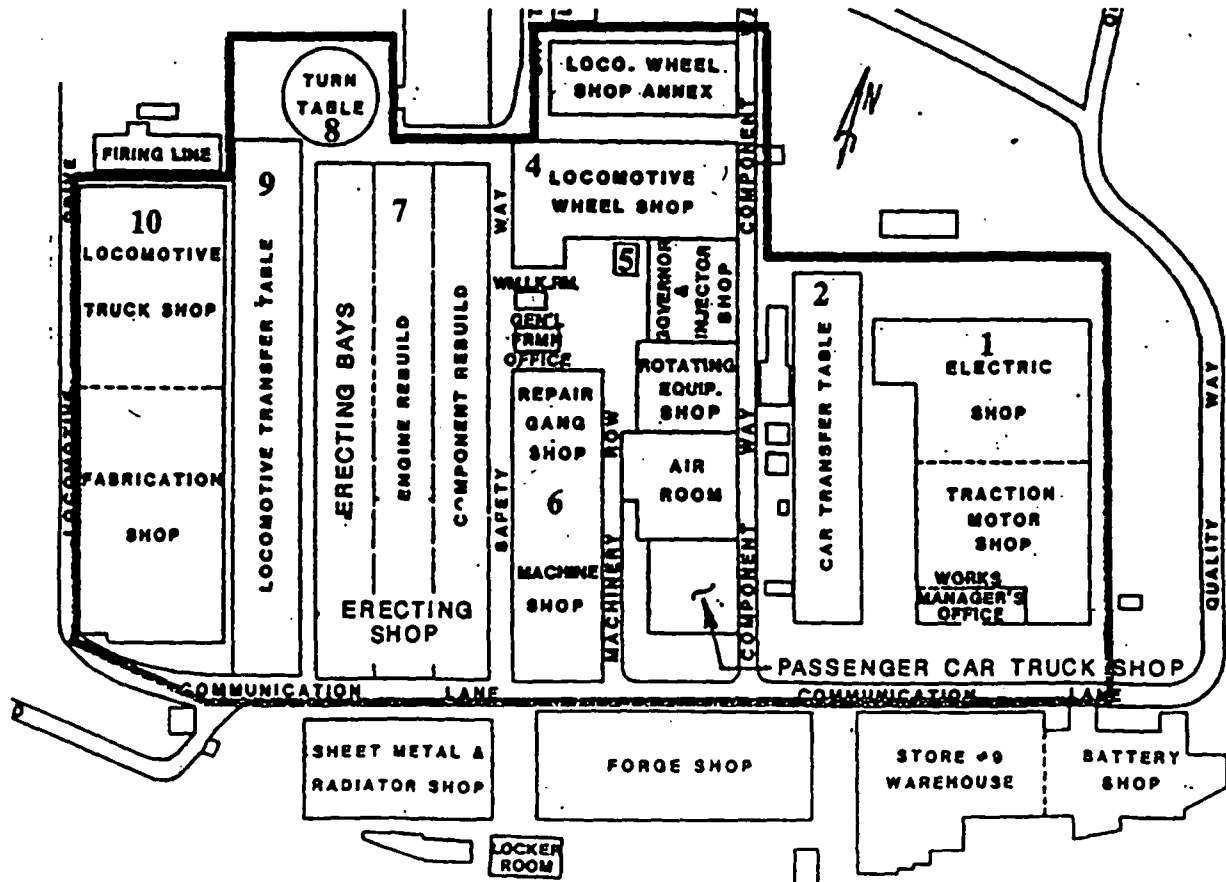
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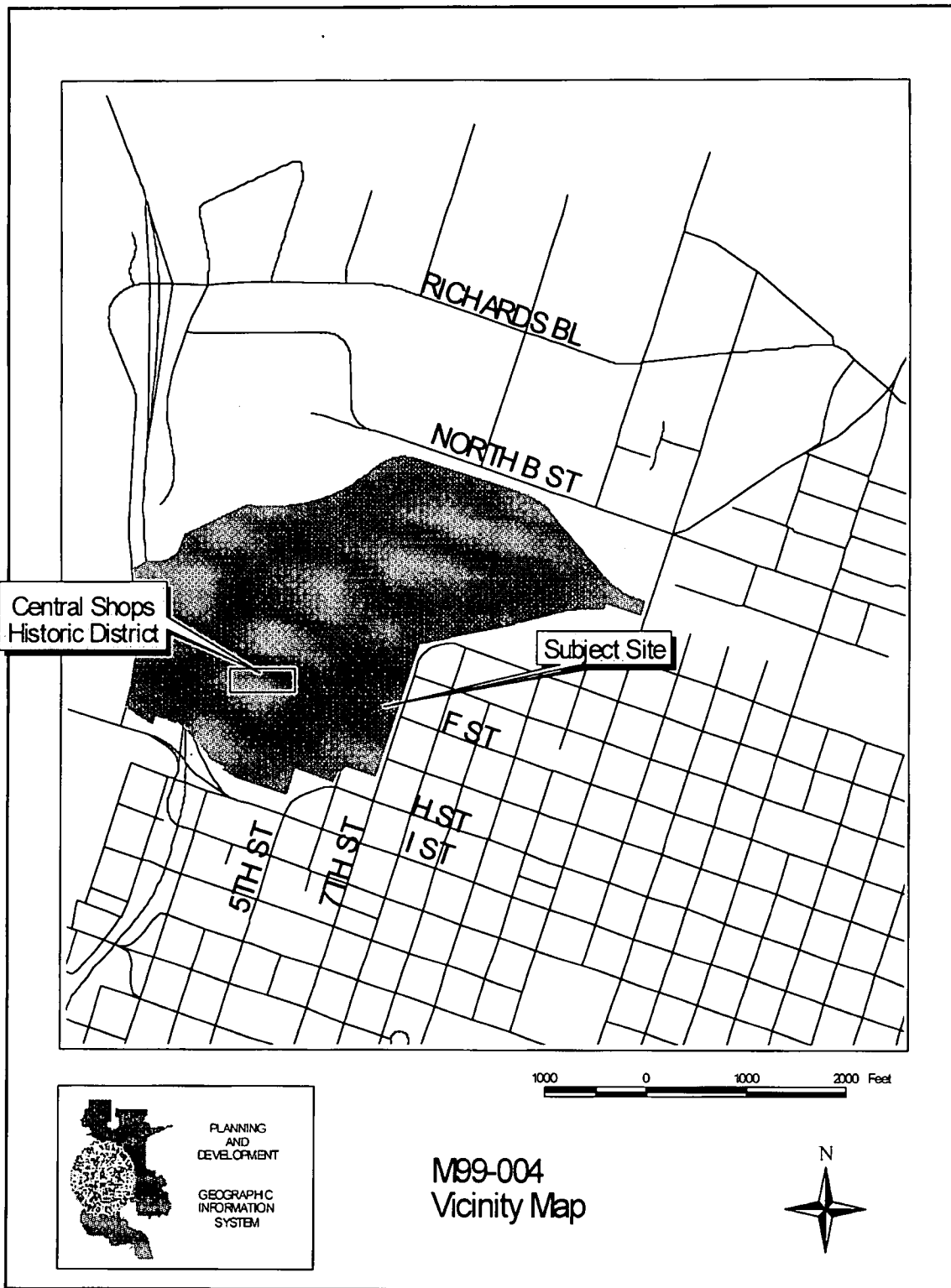
ORDINANCE NO.: _____

DATE ADOPTED: _____

CENTRAL SHOPS PRESERVATION AREA

EXHIBIT 1A





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DI BENEDETTO
& BREWER, LLP

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FILE NUMBER

August 24, 1999

80255100

Mayor Joe Serna
915 "I" Street
Sacramento, California 95814

Re: Expanding the Central Shops Historic District

Dear Joe:

On behalf of Mike Casey and the Union Pacific Railroad Company, this letter expresses the support of Union Pacific for the amendment of the zoning ordinance to include two additional landmarks, the Wheel Shop Annex and the Turntable, into the Central Shops Historic District. Union Pacific also supported this request at the Planning Commission.

Please call me should you or members of the City Council have questions about this matter.

Sincerely,



Roy E. Brewer

REB:80255100\083

cc: M. Casey

Item
10.2