

Unlocking the Economic Impact of the Sacramento Railyards

Engine for the Revitalization
of Downtown and the Region

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PREPARED BY

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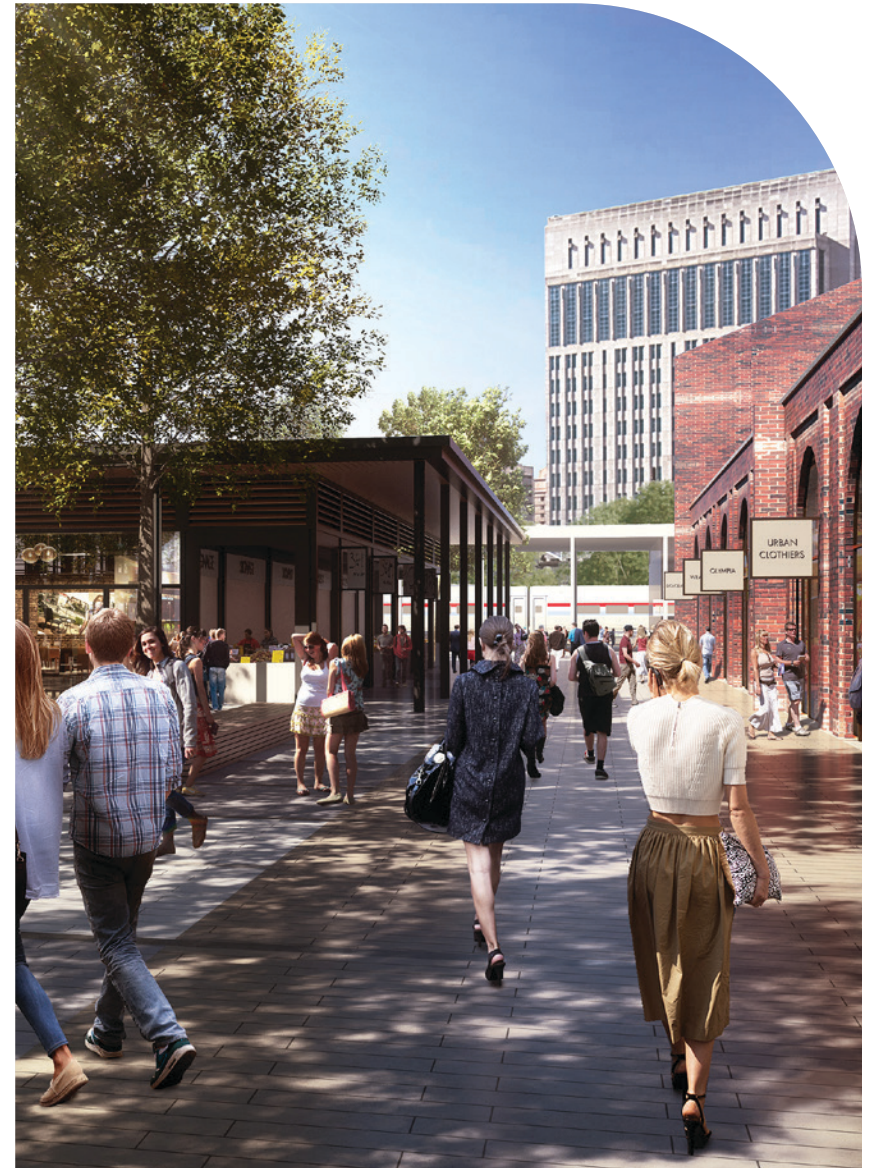




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The Potential of the Sacramento Railyards

A Transformational Project for Sacramento's Next Century

FOR OVER 150 YEARS, the Sacramento Railyards symbolized innovation and connectivity as the transcontinental railroad's western terminus. At its heart was the Central Shops, a bustling industrial complex where skilled artisans crafted and maintained Southern Pacific railcars within iconic buildings like the Paint Shop, Boiler Shop, and Rolling Shop. While operations ceased by the end of the 20th century, the 244-acre site retains a rich legacy, with eight preserved industrial buildings offering a unique opportunity for adaptive reuse and revitalization.

Today, the Railyards is poised for transformation into one of the largest urban infill projects in the United States. Comparable in scale to downtown Sacramento, the redevelopment will introduce housing, commercial hubs, green spaces, and landmarks like Kaiser Permanente's medical campus, a soccer stadium, and a live entertainment venue. By preserving the Central Shops' architecture and integrating sustainable urban design, the project will honor its heritage while fostering creativity and connectivity.

Guided by transit-oriented development and environmental stewardship, the Railyards will revitalize downtown Sacramento into a cultural, commercial, and community hub of the growing metropolitan area, aligning with the Sacramento Area Council of Governments' Blueprint for compact development, sustainability, and connectivity. The project will seamlessly integrate downtown, the River District, and surrounding neighborhoods while promoting walkability, transit-oriented design, and sustainable urban practices. By transforming historic assets into cultural and commercial hubs, the Railyards will celebrate Sacramento's industrial heritage while fostering economic activation, mobility, and environmental resilience.

At completion, the Railyards will be a marquee project for the City of Sacramento, State of California and a national model for urban Brownfield redevelopment. Its adaptive reuse of historic structures, public space investments, and its integrated mix of housing, commercial hubs and entertainment venues will help position Sacramento as a leader in sustainable urban growth, attracting businesses, residents, and visitors.

This document was prepared by Stantec to explore the projected economic impacts of the Sacramento Railyards redevelopment, detailing the potential of projects proposed as part of the Master Plan alongside projected long-term benefits across employment growth, fiscal revenues, business expansion, and infrastructure investments. These insights are based on the Economic Impact Analysis (EIA), a comprehensive study quantifying projected impacts across sectors prepared by Economic and Planning Systems, Inc. (EPS).

Driving Principles of the Railyards Transformation

1 RE-ESTABLISH DOWNTOWN AS SACRAMENTO'S CULTURAL, COMMERCIAL AND COMMUNITY HUB

Downtown Sacramento, once the heart of the region from the Gold Rush to its designation as California's capital, saw its vitality diminished by suburban sprawl and decentralization in the late 20th century. The 2007 Railyards Specific Plan sparked a resurgence with developments such as the Golden 1 Center and Downtown Commons, the 700 block of K Street, and urban mixed-use projects along the 16th Street corridor, bringing new housing, businesses and cultural energy to the area. The Railyards will build upon this momentum, introducing public spaces, cultural destinations, and economic investments that will reinforce downtown's role as the region's premier destination for cultural and community engagement.

2 REINFORCE DOWNTOWN AS A REGIONAL TRANSPORTATION HUB

The Railyards will strengthen Sacramento's role as a critical multimodal transportation nexus. Anchored by the Sacramento Intermodal Transportation Facility (SITF), the district will integrate light rail, passenger rail, freight rail, bus services, and future high-speed rail, ensuring seamless connectivity across the region. Strategic street extensions and improved transit corridors will expand circulation and provide non-motorized connections to key landmarks, reinforcing the city's commitment to sustainable, multimodal transportation.



3 REINFORCE DOWNTOWN AS A MAJOR EMPLOYMENT CENTER

Despite being the region's principal employment hub, downtown Sacramento currently captures only around a third of the region's Class A office market. The Railyards redevelopment aims to strengthen downtown's competitive position by fostering employment growth in industries such as healthcare, business services, hospitality, and entertainment. The introduction of high-density office space, mixed-use developments, and district-wide economic investments will generate thousands of new jobs, ensuring downtown remains a vibrant business hub.

DRIVING PRINCIPLES

4 REINFORCE DOWNTOWN AS A PLACE TO LIVE

The Railyards' development of 6–10k housing units, including up to 600 affordable homes, will create a diverse residential mix to accommodate varied income levels and lifestyles. Medium- to high-density residential areas will incorporate street-level retail and commercial uses, fostering a vibrant, walkable environment. With world-class amenities and 30+ acres of parks and open spaces, the Railyards will provide a dynamic live-work-play environment, reinforcing downtown as a thriving and inclusive place.

5 COMPLETE THE CENTRAL CITY'S CIRCULATION SYSTEM

The Railyards spans an area equivalent to 60 city blocks, with only 7th Street currently providing north-south connectivity. As a result, major corridors like 12th and 16th Streets experience congestion as they route traffic through neighborhoods such as Alkali Flat. The redevelopment will create new connections between the Central City, the River District, and Railyards Boulevard and increase connectivity to West Sacramento and Natomas. Sacramento's expanded circulation system will significantly improve traffic distribution while ensuring pedestrian and bicycle-friendly accessibility throughout downtown.

6 PRESERVE THE AREA'S HISTORIC AND CULTURAL RESOURCES

A defining principle of the Railyards transformation is preserving Sacramento's industrial heritage, particularly through the rehabilitation of the Sacramento Valley Station and Central Shops complex. Historic structures will be reimaged as cultural and commercial anchors, offering retail, dining, and public spaces that honor the city's rich rail history while energizing downtown.

7 CREATE AN ATTRACTIVE AND DISTINCTIVE URBAN PLACE

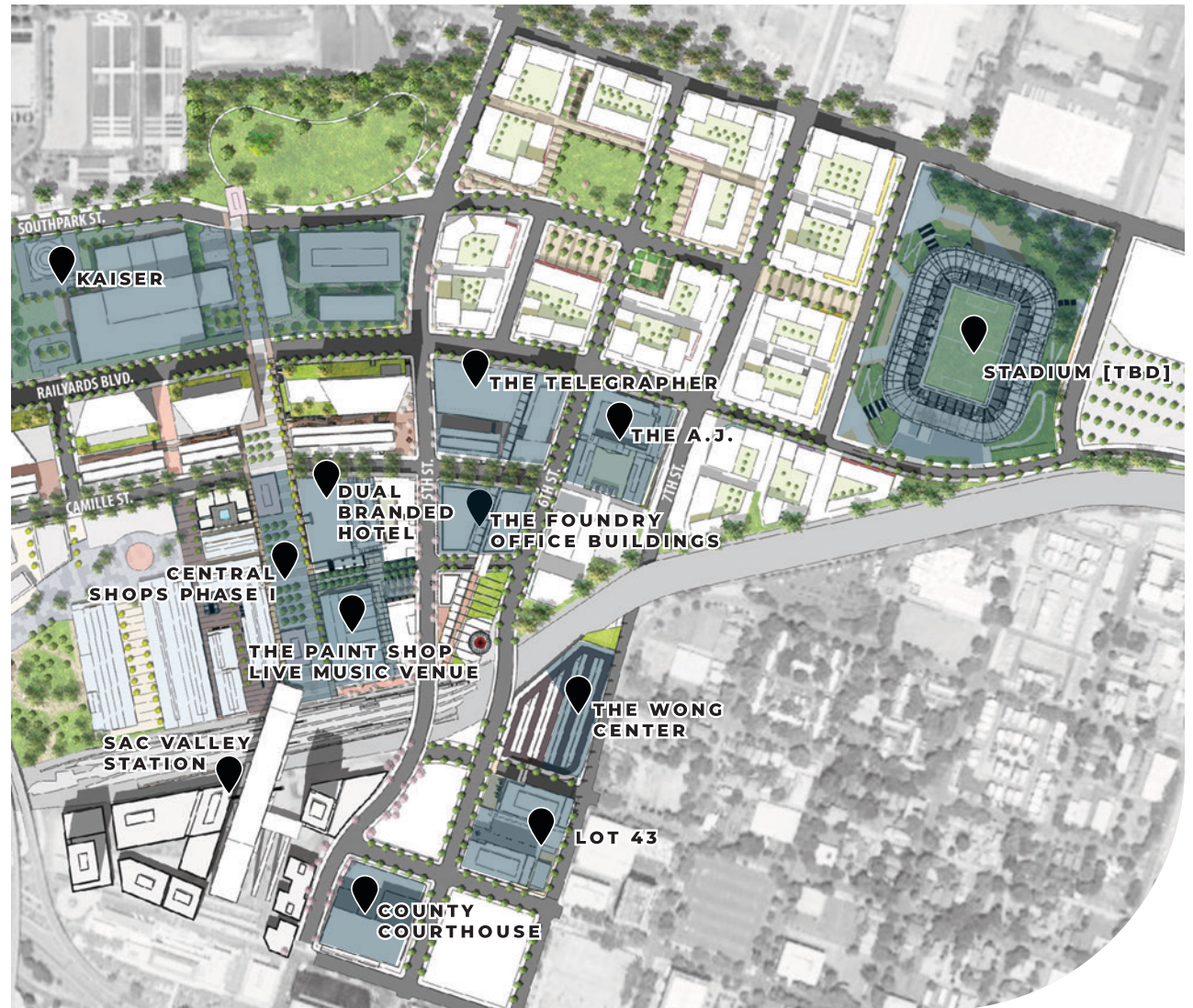
The project's design extends Central City's grid system into the Railyards, seamlessly connecting a previously isolated industrial site to surrounding neighborhoods and the River District. The design imagines pedestrian-friendly streetscapes with wide sidewalks, active ground-floor uses, well-designed open spaces, and quality building materials that reflect Sacramento's character. Through thoughtful placemaking and strategic investments, the redevelopment will elevate Sacramento's identity as a dynamic and connected urban center.



Core Projects

TO DATE THIS TRANSFORMATIVE REDEVELOPMENT HAS ALREADY ACHIEVED SIGNIFICANT MILESTONES, including the nearing completion of the Sacramento Courthouse, construction of Kaiser Permanente's 18-acre medical campus, and ongoing investments in the Sacramento Republic FC Soccer Stadium and the Paint Shop entertainment venue. The Wong Center senior affordable housing project, with 150 units, and The AJ residential complex, offering 345 units (including 69 affordable units), are already complete.

Inspired by the guiding principles shaping the Sacramento Railyards transformation, additional strategic moves and key projects will drive the redevelopment forward. Through these infrastructure enhancements, mixed-use developments, and transit-oriented investments, the Railyards redevelopment will create a thriving, connected, and resilient urban district.



The Infrastructure for Sustainable Redevelopment

Anchored by the **SACRAMENTO INTERMODAL TRANSPORTATION**

FACILITY (SITF), the Railyards will prioritize multimodal access and foster a shift toward sustainable, community-centered urban planning.

The historic **SOUTHERN PACIFIC DEPOT** will be rehabilitated as a northern extension of the SITF, preserving its architectural integrity while serving as civic space.

STREET GRID IMPROVEMENTS include extensions of 5th, 6th, and 10th Streets into the Railyards, creating a cohesive grid system that enhances connectivity between the Central City, the River District, and Railyards Boulevard.

RAILYARDS BOULEVARD, serving as a key arterial route, will also connect to the new I Street Bridge, linking to West Sacramento and the energized riverfront.

The **7TH STREET CORRIDOR** will be expanded to accommodate enhanced light rail service, creating a transit-priority boulevard that supports the future Downtown/Natomas/Airport light rail line. This extension will seamlessly link Sacramento International Airport to downtown, with the Truxel Bridge serving as a critical connection point, strengthening regional mobility and access.

The future **I STREET BRIDGE** will strengthen mobility for motorists, bicyclists and pedestrians, and promote economic development by creating new access to the Railyards on the Sacramento side as well as better access to West Sacramento and the Sacramento River waterfront.

The master plan integrates **30+ ACRES OF PARKS, PLAZAS, AND PUBLIC SPACES** to create vibrant opportunities for community engagement while prioritizing connectivity and sustainability.

PEDESTRIAN AND BICYCLE PATHWAYS

will offer non-motorized connections to the Sacramento Valley Station, the riverfront, and open spaces.

The adoption of the **CENTRAL BUSINESS DISTRICT (C-3) ZONE** will support a mix of office, retail, and entertainment uses, enabling the development of high-density, high-rise office buildings, as well as mixed-use prototypes with integrated residential and retail components.

Major Development Initiatives

The Sacramento Railyards redevelopment is anchored by transformative projects, each playing a critical role in revitalizing the site and reinforcing downtown Sacramento's economic vitality. These projects will collectively establish the Railyards as a thriving mixed-use district, attracting businesses, residents, and visitors while strengthening the city's identity as a hub of innovation and culture.



State Park Assets & Open Space Investments

A COMMITMENT TO SUSTAINABILITY & PUBLIC ENGAGEMENT

A key pillar of the Railyards redevelopment is its emphasis on green infrastructure and public amenities, ensuring that Sacramento's rapid expansion prioritizes livability and accessibility. The State Park Assets & Open Space Investments are designed to:

Create **OVER 30 ACRES OF PARKS AND PLAZAS**, providing essential green spaces for recreation and community events.

INCREASE PROPERTY VALUES and attract investment, reinforcing sustainable urban growth.

Enhance the region's **MULTIMODAL TRANSIT CONNECTIVITY**, integrating walking and biking trails with key transportation nodes.

Serve as a **REGIONAL ATTRACTION**, promoting Sacramento's environmental stewardship and public space activation.

Integrated alongside up to 10k units of new housing and up to 600 affordable units, commercial, retail and hotel developments as part of a truly mixed-use district, these anchor investments enhance downtown's livability, ensuring that the Railyards serves not just as an economic engine, but as a thriving urban destination for residents and visitors alike. These strategic urban investments, multimodal connectivity, and historic preservation advance Sacramento's position as a national leader in sustainable urban growth, ensuring lasting economic resilience and cultural vitality for generations to come.



Sacramento Republic FC Soccer Stadium A PREMIER SPORTS & ENTERTAINMENT DESTINATION

With up to 22k seats, the Sacramento Republic FC Soccer Stadium will serve as a marquee destination for professional soccer and large-scale entertainment events. It will drive year-round activation, providing a state-of-the-art experience for soccer fans, while also supporting concerts, festivals, and community events.

PHASE 1 will feature 12k seats, an open-air design, and a wide concourse integrating retail, concessions, and event operations. The VIP entrance, located on 8th Street, will ensure premium experiences for guests, alongside dedicated plazas enhancing pedestrian access.

PHASE 2 is designed for future expansion, increasing capacity to approximately 22k seats while adding a canopy roof for shade and weather protection. Additional enhancements include expanded hospitality spaces, premium suites, and upgraded support facilities for players, media, and operations.

The stadium's placement prioritizes multimodal access, with proximity to light rail, pedestrian corridors, and bicycle infrastructure. Designed as a modern, multipurpose venue, it will catalyze adjacent mixed-use development, with surrounding residential and commercial spaces supporting a vibrant district beyond game days. It will also enhance downtown connectivity, linking visitors to nearby transit hubs, retail corridors, and public spaces. The stadium plays a pivotal role in urban activation, reinforcing Sacramento's identity as a premier sports city while creating lasting economic benefits.

CORE PROJECTS

The Central Shops Adaptive Reuse HISTORIC PRESERVATION MEETS MODERN INNOVATION

The Central Shops, a 19th-century hub of railcar production and maintenance, will become a cultural and commercial focal point, weaving together history and modern activity. Anchored by the Paint Shop building, this mixed-use hub will feature eateries, retail shops, art galleries, and entertainment venues. The adaptive reuse strategy prioritizes historic preservation while incorporating new infrastructure to support local and regional economic activation.

The Paint Shop Entertainment Venue will serve as a cornerstone for this revitalization, hosting over 90 concerts and 18 special events annually. With a maximum capacity of 4,000 attendees, the venue will drive foot traffic, business activity, and investment throughout the district.

Public access to these restored spaces, alongside the creation of Central Shops Plaza, will honor Sacramento's industrial past while energizing the area with retail, dining, and entertainment options. Adaptive reuse will preserve iconic landmarks like the water tower, reinforcing the area's identity with a connection to its storied history. The redevelopment will include:



424K SF OF MIXED-USE SPACE, including restaurants, boutique retail, event venues, offices, cultural spaces, and co-working spaces within the Paint Shop Entertainment Venue, the Boiler Shop, Erecting Shop, and Transfer Table Pavilion.

A COMPLETED PEDESTRIAN TUNNEL TO SACRAMENTO VALLEY STATION, reinforcing multimodal accessibility, along with a seamless connection to the Kaiser Medical Campus and residential development, integrating the Shops into a walkable district.

This redevelopment represents one of the largest adaptive reuse projects in California, elevating Sacramento's historic character while supporting long-term economic growth, tourism, and sustainable urban development.



17,500 SF OF RETAIL SPACE AND 6,350 SF OF OFFICE SPACE in the initial phase, ensuring diverse business and employment opportunities.

100K SF OF PEDESTRIAN PLAZA SPACE, activating public areas and improving connectivity.

ARTS AND COMMUNITY PROGRAMMING, strengthening Sacramento's cultural fabric.

1,000 SURFACE PARKING SPACES dedicated to event and retail use.

CORE PROJECTS



Kaiser Permanente Medical Campus HEALTHCARE & ECONOMIC RESILIENCE

The Kaiser Permanente Medical Campus is set to become Sacramento's largest healthcare investment, solidifying the Railyards as a hub for regional medical services and high-quality employment. The campus will:

Feature a **657,500 SF HOSPITAL** and Hospital Support Building (173,400 sf) designed to accommodate growing healthcare demands.

Support **ADDITIONAL HEALTHCARE-RELATED OFFICE SPACE**, attracting medical professionals and reinforcing Sacramento's position as a healthcare innovation center.

Deliver comprehensive healthcare services to an estimated **HUNDREDS OF THOUSANDS OF PATIENTS ANNUALLY**, improving accessibility and advancing regional health outcomes

Stimulate **SECONDARY ECONOMIC BENEFITS**, with patients, employees, and visitors generating additional spending in surrounding commercial areas.

As a permanent economic anchor, the Kaiser Medical Campus plays a fundamental role in ensuring long-term stability, job growth, and essential health services for the Sacramento region.

Economic Benefits

Unlocking Regional and Citywide Growth

THE RAILYARDS REDEVELOPMENT IS MORE THAN AN URBAN

TRANSFORMATION. It is an economic engine that will drive lasting growth for Sacramento and the broader region. Through new employment opportunities, increased business activity, and major infrastructure investments, the project will establish the Railyards as a critical catalyst for economic expansion and cornerstone of regional growth and prosperity for decades to come. The latest Economic Impact Analysis (EIA) highlights substantial benefits across multiple sectors, including job creation, increased fiscal revenues, and long-term regional vitality, reinforcing the project's value in shaping Sacramento's future.

Among its findings, by buildout, the redevelopment is projected to generate 23,947 total jobs, including 13,563 on-site, with an overall annual wage impact of \$2.1 billion and economic output reaching \$4.44 billion across Sacramento County. One-time construction impacts will be equally significant, supporting 39,066 total jobs (26,602 direct) with \$3.09 billion in wages and an economic output exceeding \$8.2 billion. Anchored by the Sacramento Intermodal Transportation Facility (SITF), the Railyards fosters a shift toward sustainable, community-centered urban planning. This transformation exemplifies how legacy land can drive economic vitality, environmental stewardship, and social inclusivity, establishing Sacramento as a leader in smart growth and equitable redevelopment.

TOTAL EMPLOYMENT IMPACT:

13,563 direct on-site jobs, spanning sectors such as healthcare, retail, hospitality, and professional services.

23,947 total jobs, including indirect and induced effects, supported throughout Sacramento County

ANNUAL WAGES & ECONOMIC OUTPUT:

\$2.11 billion in annual wages across Sacramento County, strengthening the local workforce.

\$4.44 billion in economic output, fueling regional business activity and consumer spending. This includes \$2.49 billion from business operations and employment and an additional \$1.96 billion, fueled by supplier demand and increased consumer spending.

Project Highlights

Sacramento Republic FC Soccer Stadium

The FC Stadium will drive economic activity, tourism, and long-term business investment. As a multi-purpose venue, the stadium may attract over **1 MILLION VISITORS ANNUALLY**, reinforcing Sacramento's role as a regional entertainment hub while generating significant employment and fiscal benefits. Beyond match days, the stadium will serve as a year-round activation site, hosting concerts, festivals, and community events, supporting hospitality, retail, and transportation industries throughout downtown Sacramento. The latest economic projections highlight the stadium's impact across one-time construction activity, annual operations, job creation, and commercial growth, demonstrating its long-term contribution to Sacramento's economy. In total:

TOTAL SEATING CAPACITY: Phase 1 at 12,000 seats, expandable to 20,000 seats in Phase 2.

ONE-TIME CONSTRUCTION IMPACT: \$240.5 million in total economic output, supporting 1,159 total jobs, including 800 direct construction jobs.

ANNUAL OPERATIONS IMPACT: Supports 49 direct stadium jobs and 71 total jobs, generating \$4 million in wages and \$7.2 million in annual economic output.

EVENT USERSHIP: Expected to bring over 1 million annual visitors, boosting hotel occupancy, restaurant activity, and retail sales.

PLAZA & PUBLIC SPACE ACTIVATION: The southwest, southeast, and Supporters Plaza will encompass approximately 6 acres of open space, hosting music festivals, community events, and outdoor experiences.



ECONOMIC BENEFITS

Central Shops Adaptive Reuse

The adaptive reuse of historic railyard structures, particularly within the Central Shops District, will generate significant economic benefits. The Paint Shop Event Venue alone is expected to create hundreds of direct and indirect employment opportunities, ranging from hospitality and event staff to retail and business operations supporting the venue's activities. Event-related spending from concert attendees and visitors will stimulate local business growth, increasing demand for restaurants, hotels, and retail establishments throughout the Railyards and surrounding areas. Additionally, the expansion of supporting public infrastructure—such as new roadways (Telegrapher Avenue, Stanford Street, Stevens Street) and enhanced pedestrian corridors—will further facilitate long-term economic activity, ensuring that businesses can thrive alongside the evolving mixed-use district. In total:

The Paint Shop Event Venue will host *108 events annually*, including *over 90 concerts* and *18 special events*, with a maximum capacity of *3,600 attendees per event*, contributing significant economic impact.

The first phase of adaptive reuse, *17,500 square feet of retail* and *6,350 square feet of office space*, will drive business investment and commercial activity.

The district will support *1,682 total jobs*, including *1,359 direct positions*, reinforcing Sacramento's cultural and retail workforce.

The project will generate *\$63.3 million* in annual wages and *\$157.8 million* in economic output, reinforcing Sacramento's cultural and retail landscape.

1,000 temporary parking spaces and new roadways (Telegrapher Avenue, Stanford Street, Stevens Street) will improve access and connectivity.

The adaptive reuse of these structures will create a major cultural and visitor attraction, blending history with modern retail and dining experiences.



ECONOMIC BENEFITS

Kaiser Permanente Medical Campus

The Kaiser Permanente medical campus will serve as a major healthcare and employment anchor within the Railyards, driving economic growth, job creation, and expanded healthcare access for Sacramento and the broader region. Its development will reinforce Sacramento's status as a healthcare hub, attracting investment and fostering long-term workforce stability.

The hospital development will directly support *3,100 jobs*, with a total employment impact of *5,961 jobs* throughout Sacramento County.

It will generate *\$668.4 million* in wages and *\$1.39 billion* in annual economic output, solidifying Sacramento's status as a healthcare hub.

This medical campus will enhance healthcare access, attract additional investment in health-related industries, and contribute to long-term job growth.



Open Space & Infrastructure Investments

Investments in state park assets and infrastructure will generate economic activity through tourism, construction, and long-term urban resilience.

One-time construction impacts from state park and open space investments will generate \$12.1 million in economic output, supporting 96 indirect jobs and 19 induced jobs.

One-time construction impacts from infrastructure investments will generate \$124.3 million in economic output, supporting 788 indirect jobs and 160 induced jobs.

One-Time Construction Impacts

Before the Railyards is fully operational, the construction phase will serve as a major short-term economic driver, stimulating job creation and investment. These figures highlight the economic stimulus effect that the Railyards will provide even before operations begin, supporting thousands of workers and businesses.



EMPLOYMENT IMPACT:

39,066 total jobs supported during construction, including 26,602 *direct on-site jobs*.

\$3.09 billion total paid in wages, benefiting workers across the construction supply chain.

Significant workforce opportunities across the construction supply chain.

ECONOMIC OUTPUT FROM CONSTRUCTION:

\$8.2 billion in total economic output, representing one of the largest development investments in Sacramento's history.

Major infrastructure improvements advancing transit, utilities, and public space enhancements.

Regional Economic Benefits

Beyond its direct impact on downtown, the Railyards redevelopment will generate economic activity across the broader region, reinforcing Sacramento's role as a hub for Northern California's economy.

BUSINESS EXPANSION & INVESTMENT

The introduction of new commercial and office space will attract companies looking to tap into Sacramento's growing economy, bringing more employers and corporate investments to the region.

The Railyards West development, with 6.3 *million square feet* of office and retail space, will enhance Sacramento's competitive edge, attracting businesses that drive long-term job growth.

The Sacramento Valley Station expansion will enhance regional connectivity, supporting business relocation and workforce accessibility.

The Kaiser Permanente Medical Campus will anchor Sacramento's healthcare sector, attracting additional investment in health-related industries.

TOURISM & ENTERTAINMENT ECONOMY

The Sacramento Republic FC Soccer Stadium will bring over 1 million annual visitors, increasing local tourism and boosting hotel occupancy, restaurant activity, and retail sales.

The revitalized Central Shops will serve as a major cultural and visitor attraction, blending history with modern retail and dining experiences.

FISCAL BENEFITS

Property Taxes: Rising property values across the site will bolster local property tax revenues, creating sustainable funding streams for public services.

Sales Taxes: New commercial and retail activity is anticipated to drive a significant uptick in sales tax collections, supporting infrastructure and community programs.

HOUSING & WORKFORCE STABILITY

The development of up to 10,000 housing units and up to 600 affordable units will help alleviate Sacramento's housing shortage and retain workforce talent.

Increased housing options near job centers will reduce commute times, enhance productivity, and contribute to a more balanced regional economy.

The residential component will generate \$271.1 million in annual economic output, supporting local businesses and services.

Alignment with Citywide Vision Plans and Policies

Ensuring Long-Term Success

The Sacramento Railyards redevelopment is more than a major investment—it is a direct response to the city’s priorities for sustainable growth, economic resilience, and equitable urban development. The Railyards redevelopment aligns with key citywide policies and planning documents that provide a comprehensive framework for growth, including:

2025 GENERAL PLAN: Promotes sustainable development, community connectivity, and economic vitality.

SUSTAINABILITY MASTER PLAN: Prioritizes environmental stewardship through energy efficiency, greenhouse gas reductions, and water conservation.

SMART GROWTH PRINCIPLES: Advocates for efficient land use, transit-oriented development, and reduced suburban sprawl.

BICYCLE AND PEDESTRIAN MASTER PLANS: Emphasize non-motorized transportation options and safe, accessible pathways throughout the Central City.

Advancing Sustainability and Climate Resilience

Sacramento has committed to reducing greenhouse gas emissions, expanding multimodal transit, and enhancing urban greening through its Climate Action Plan. The Railyards aligns with these priorities by:

PRIORITIZING TRANSIT-ORIENTED DEVELOPMENT, anchored by the Sacramento Intermodal Transportation Facility (SITF).

DEVELOPING OVER 30 ACRES OF PARKS AND OPEN SPACES, reinforcing Sacramento’s urban cooling strategy and biodiversity initiatives.

ENCOURAGING INFILL AND MIXED-USE DENSITY, reducing reliance on single-occupancy vehicles and promoting walkability.

MAXIMIZING SUSTAINABLE DEVELOPMENT PRACTICES, including energy-efficient building designs, renewable energy use, and advanced stormwater management systems.

INCORPORATING GREEN INFRASTRUCTURE like drought-tolerant landscaping, permeable surfaces, and water reuse systems.

Addressing Housing Affordability and Inclusivity

The Sacramento Housing Element outlines the city’s strategy to expand affordable and market-rate housing. The Railyards plays a pivotal role by:

Delivering up to **10K HOUSING UNITS AND UP TO 600 AFFORDABLE UNITS**, alleviating housing shortages near employment centers.

CREATING A DIVERSE RESIDENTIAL MIX, ensuring accessibility for households across income levels.

ENHANCING LIVE-WORK CONNECTIVITY, including encouraging vertical mixed-use housing integrated with retail and commercial spaces alongside accessible urban amenities, supporting a balanced urban environment for residents, workers, and businesses.

Strengthening Regional Mobility and Transit Networks

Sacramento’s Vision Zero strategy and transit expansion efforts emphasize connectivity, safety, and accessibility. The Railyards supports these objectives by:

STRENGTHENING TRANSIT INFRASTRUCTURE and reinforcing Sacramento’s role as a regional transportation hub through the Sacramento Intermodal Transportation Facility (SITF), supporting light rail, bus, and future high-speed rail, reducing congestion and improving accessibility to key employment hubs.

EXTENDING AND ENHANCE THE DOWNTOWN CIRCULATION SYSTEM by completing streets such as 5th, 6th, and 10th Streets to improve connectivity with the River District.

ENHANCING PEDESTRIAN AND BIKE-FRIENDLY PATHWAYS, prioritizing walkability across the district.

Catalyzing Economic Development and Business Growth

The Sacramento General Plan prioritizes job creation, business expansion, and private-sector investment—all central to the Railyards redevelopment. The project will do this by:

SUPPORTING MAJOR ECONOMIC ANCHORS, including the Kaiser Permanente Medical Campus, Sacramento Republic FC Soccer Stadium, and the revitalized Central Shops.

DRIVING JOB GROWTH ACROSS DIVERSE INDUSTRIES, providing 13,563 direct on-site jobs and 23,947 total jobs across the region.

ATTRACTING CORPORATE AND RETAIL INVESTMENT, strengthening Sacramento's economic competitiveness.

Strengthening Community Character and Urban Design

The Railyards advances planning priorities to strengthen community character and urban design by:

CREATING A MIXED-USE URBAN ENVIRONMENT with vibrant public spaces, cultural attractions, and active ground-level uses.

DESIGNING URBAN PARKS AND CIVIC GATHERING SPACES around key landmarks like the stadium and Central Shops Plaza, creating focal points for community events.

EXTENDING SACRAMENTO'S HISTORIC STREET GRID into the Railyards to ensure seamless integration with downtown and surrounding districts.

ADVANCING CULTURAL AND HISTORIC PRESERVATION by protecting and rehabilitating historic resources, including the Central Shops and Sacramento Valley Station, to preserve the area's identity and heritage.

INTEGRATING PUBLIC ART, interpretive displays, and storytelling elements to celebrate the site's rich history.

Financing the Transformation

The Role of EIFD in Unlocking the Railyards' Potential

The Sacramento Railyards is the city's most ambitious urban redevelopment project, with transformative milestones already achieved. Realizing the full potential of the Railyards redevelopment requires strategic and sustainable financing mechanisms that can ensure long-term success while maintaining fiscal responsibility. At the core of the Railyards' financial strategy, the Enhanced Infrastructure Financing District (EIFD) is a critical tool that enables Sacramento to fund essential public infrastructure improvements at the scale required for this redevelopment without burdening taxpayers with new levies.

Initially established as the Stadium Area EIFD, the EIFD is now poised for expansion to encompass the entire 244-acre Railyards Specific Plan Area. This expansion is essential to fully realize the vision of a vibrant, connected urban district.

What is the EIFD?

The EIFD captures a portion of future property tax growth within the district, known as "tax increment", and reinvests it into funding current public infrastructure needs. This approach allows investment in vital projects without increasing property taxes or imposing additional financial burdens on residents. For large-scale developments like the Railyards, EIFDs provide the flexibility to address critical public infrastructure such as transit facilities, utility systems, housing affordability, and expansive public spaces. The funding facilitated by EIFDs creates a foundation for a cohesive, connected community that blends cultural, residential, and commercial uses seamlessly.



Why EIFD Expansion Matters

Expanding the EIFD beyond the Stadium Area EIFD to encompass the entire 244-acre Railyards Specific Plan Area strengthens its ability to fund essential improvements across the entire site. Doing so will divide the site into two sections known as “Railyards East”, retaining the original boundaries, and “Railyards West”, comprising the new additions. This expanded framework captures incremental property tax revenues to fund essential improvements across the entire site. The expanded framework will support:

TRANSIT CONNECTIVITY,
including upgrades to the Sacramento Intermodal Transportation Facility, improving mobility and accessibility.

ROADWAY & CIRCULATION IMPROVEMENTS, including enhancing connections between downtown Sacramento and neighboring districts.

AFFORDABLE HOUSING INITIATIVES, supporting diverse income levels including up to 600 affordable units, reinforcing inclusive urban growth.

PUBLIC SPACES & SUSTAINABILITY, investing in parks, plazas, and green spaces to foster community connectivity and recreational opportunities.

By leveraging future revenues, the EIFD reduces upfront financial barriers, ensures long-term project feasibility, and drives Sacramento’s most transformative redevelopment forward.

Why an EIFD is Essential for the Railyards

The Railyards’ success depends on these major upfront infrastructure investments, including roads, public transit connections, utilities, and site remediation. Traditional municipal funding methods, such as general obligation bonds or direct appropriations, are often insufficient for projects of this scale. The EIFD provides an alternative approach that aligns with Sacramento’s vision for equitable, sustainable growth by:

LEVERAGING FUTURE TAX INCREMENT REVENUES
instead of requiring new taxes.

FUNDING ESSENTIAL INFRASTRUCTURE
at the district level, ensuring long-term viability.

REDUCING IMMEDIATE FISCAL PRESSURES on the city, allowing Sacramento to allocate existing funds to other priorities.

Key Tools Afforded by the EIFD

TAX INCREMENT CAPTURE

Redirects future property tax growth to finance immediate infrastructure needs.

BOND ISSUANCE

Secures upfront funding backed by future tax increment revenues.

FLEXIBLE FINANCING WITHOUT NEW TAXES

Offers sustainable funding solutions without raising property taxes.

DIRECT INVESTMENT IN INFRASTRUCTURE

Supports roads, utilities, transit systems, parks, and open spaces.

HOUSING DEVELOPMENT SUPPORT

Facilitates affordable housing projects and promotes inclusivity.

SUSTAINABILITY

Funds green infrastructure, historical preservation and transit-oriented developments.

The Enhanced Infrastructure Financing District (EIFD) is not just a financing tool—it is an investment in Sacramento’s future.

Long-Term Benefits

By reinvesting tax increment revenues directly into infrastructure, the EIFD stimulates private development, attracts investment, and enhances public services. With the EIFD in place, critical infrastructure investments can advance, driving economic growth across sectors. The latest Economic Impact Analysis (EIA) highlights these benefits, demonstrating the transformative impact the Railyards will have on job creation, fiscal revenues, and long-term regional prosperity.

By expanding the EIFD, Sacramento ensures that infrastructure investments keep pace with development needs, supporting housing affordability, job growth, mobility enhancements, and public space improvements. This financing strategy solidifies the Railyards as a model for sustainable urban transformation, reinforcing Sacramento’s position as a leader in equitable and forward-thinking development.

Proof Testing Success

National Case Studies in Achieving Civic Transformation

The Sacramento Railyards redevelopment is a bold and transformative urban investment, but it is not without precedent. Across the United States, cities have successfully revitalized former industrial sites, turning them into thriving mixed-use districts that enhance economic resilience, improve mobility, and create vibrant public spaces. By examining national case studies, Sacramento can apply proven strategies to ensure the success of its Railyards project.

National District Redevelopment Case Studies



Jeff Perry, special to the Denver Business Journal - <https://www.bizjournals.com/denver/print-edition/2014/05/02/cover-story-union-station-stands-out-as-denvers.html>

CASE STUDIES

Denver Union Station DENVER, COLORADO

SCOPE & DEVELOPMENT TIMELINE

42-acre redevelopment; completed in 2014

CORE GOALS & URBAN CHALLENGES

The Denver Union Station project sought to transform an aging, underutilized rail hub into a vibrant, multimodal transportation center integrated with surrounding mixed-use development. The challenge was to balance historic preservation with modern transit infrastructure while catalyzing economic growth in the downtown core.

FUNDING & FINANCING MECHANISMS

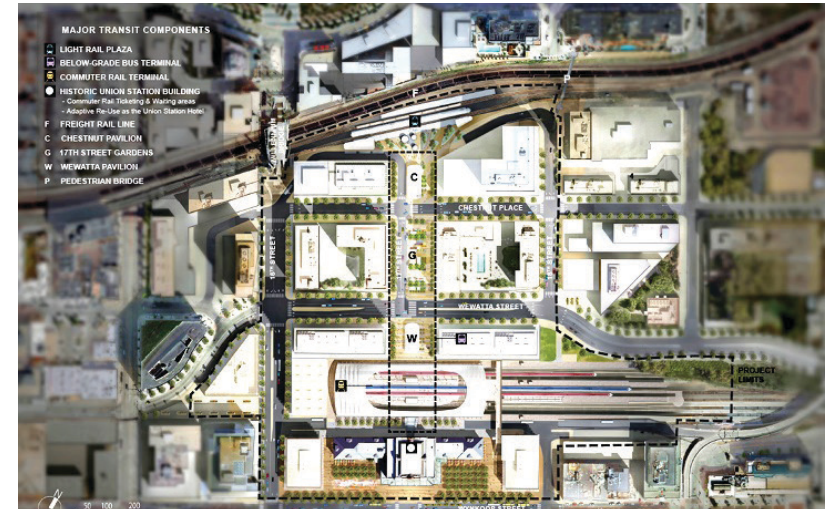
The project was largely funded through Tax Increment Financing (TIF), capturing future property tax growth to cover upfront infrastructure costs. Federal grants and private-sector investments further supported transit expansion and commercial development, ensuring the station served as both a regional gateway and an anchor for urban revitalization.

OUTCOMES & LESSONS LEARNED

Union Station now functions as Denver's primary transit hub, seamlessly connecting light rail, commuter rail, and bus services. The redevelopment spurred over \$5 billion in adjacent private investment, transforming the surrounding area into a thriving district with office space, retail, residential developments, and hospitality venues. The adaptive reuse of the historic station into a boutique hotel and retail hub ensured the site retained its architectural and cultural significance while integrating modern functionality.

APPLICABILITY TO SACRAMENTO'S RAILYARDS

The SITF shares key parallels with Union Station, serving as a transit focal point within a larger redevelopment effort. Sacramento can replicate Denver's success by strategically positioning SITF as an anchor for mixed-use development, leveraging EIFD financing in a manner similar to Denver's TIF approach, and applying adaptive reuse principles to the Central Shops, transforming them into an active commercial and cultural district.



Denver Union Station-SOM - <https://inhabitat.com/som-unveils-sweeping-bus-concourse-for-denvers-redeveloped-union-station/denver-union-station-som-14/>

CASE STUDIES

Philadelphia 30th Street Station District PHILADELPHIA, PENNSYLVANIA

SCOPE & DEVELOPMENT TIMELINE

A 175-acre redevelopment project centered around 30th Street Station, planned for completion by 2050.

CORE GOALS & URBAN CHALLENGES

The redevelopment of 30th Street Station is designed to transform the surrounding district into a transit-oriented hub while reconnecting fragmented neighborhoods. As one of the busiest rail stations in the country, the challenge has been to modernize rail infrastructure while integrating new commercial, residential, and public spaces into a cohesive urban framework.

FUNDING & FINANCING MECHANISMS

The project utilizes federal transportation funding, local investment, and tax increment-like mechanisms to support improvements in infrastructure and public spaces. Public-private partnerships have been critical in ensuring phased development that aligns with long-term citywide transit and economic growth strategies.

OUTCOMES & LESSONS LEARNED

The plan for 30th Street Station includes enhancements to multimodal transit access, a significant expansion of office and residential space, and new pedestrian-friendly urban corridors. By combining historic preservation with modern development, the district is set to become a key economic driver, generating thousands of jobs and strengthening connections between Center City and the University City district.

APPLICABILITY TO SACRAMENTO'S RAILYARDS

Sacramento's Railyards shares many parallels with 30th Street Station, particularly in its goal of leveraging a major transportation hub to anchor a broader mixed-use district. The project underscores the importance of phased implementation that aligns with infrastructure readiness and market demand. Similarly, Sacramento can ensure the Sacramento Intermodal Transportation Facility (SITF) serves as a catalyst for integrated transit-oriented growth, incorporating commercial and residential development while reinforcing multimodal accessibility throughout downtown.



Philadelphia 30th Street Station District Plan - SOM
<https://www.som.com/projects/philadelphia-30th-street-station-district-plan/>

CASE STUDIES

Mission Bay

SAN FRANCISCO, CALIFORNIA

SCOPE & DEVELOPMENT TIMELINE

A 303-acre mixed-use redevelopment initiated in the late 1990s, now nearing completion.

CORE GOALS & URBAN CHALLENGES

Mission Bay was designed to transform former industrial land and rail yards into a dense, transit-oriented community. The project aimed to address San Francisco's housing shortages while integrating institutional anchors, such as the UCSF Medical Center, to create a sustainable district with a mix of residential, commercial, and research-oriented developments. Balancing affordability, infrastructure investment, and long-term economic viability was critical to its success.

FUNDING & FINANCING MECHANISMS

The redevelopment relied heavily on Tax Increment Financing (TIF) to fund infrastructure and environmental remediation, ensuring upfront investment without placing financial strain on taxpayers. Public-private partnerships also played a role, allowing institutional anchors like UCSF to contribute directly to the

district's success while complementing city-led development efforts.

OUTCOMES & LESSONS LEARNED

Mission Bay successfully delivered 6,400 housing units, including a substantial portion of affordable housing, alongside 3.4 million square feet of commercial space and 49 acres of parks. The integration of UCSF Medical Center as an economic anchor reinforced the district's stability, ensuring long-term workforce growth and business investment. However, affordability concerns and the challenge of balancing private-sector involvement with equitable development remain ongoing considerations.

APPLICABILITY TO SACRAMENTO'S RAILYARDS

Sacramento's Railyards redevelopment shares many key similarities with Mission Bay, particularly in its goal of integrating institutional anchors—such as Kaiser Permanente's medical campus—into a broader mixed-use district. The Railyards can apply Mission Bay's lessons by

leveraging EIFD funding in a similar manner to TIF, ensuring upfront infrastructure investment while maintaining flexibility for long-term housing and commercial development. Additionally, strategic partnerships with medical and research institutions will be essential in securing lasting economic stability while fostering a dynamic, transit-oriented urban core.



Via Surface Design Inc

CASE STUDIES

Atlanta Beltline ATLANTA, GEORGIA

SCOPE & DEVELOPMENT TIMELINE

A 22-mile multi-use trail and transit corridor encircling downtown Atlanta, initiated in the early 2000s and still undergoing phased development.

CORE GOALS & URBAN CHALLENGES

The Atlanta Beltline was designed to improve mobility, spur economic development, and connect 45 neighborhoods through an integrated network of trails, transit, and parks. The challenge was balancing urban revitalization with affordability, ensuring that development did not displace existing communities while fostering long-term investment and growth.

FUNDING & FINANCING MECHANISMS

The project was funded through a Tax Allocation District (TAD), Atlanta's equivalent of Tax Increment Financing (TIF), which reinvests future property tax growth into infrastructure. Federal grants, private donations, and a Special Service District (SSD) further supplemented funding gaps, ensuring project continuity and expansion.

OUTCOMES & LESSONS LEARNED

The Beltline has generated over \$7 billion in private investment, creating thousands of jobs while significantly expanding green space and transit infrastructure. However, affordability and displacement concerns remain key challenges, highlighting the need for proactive housing policies to maintain inclusive growth.

APPLICABILITY TO SACRAMENTO'S RAILYARDS

Sacramento's Railyards redevelopment similarly seeks to integrate transit, public spaces, and mixed-use development into a cohesive urban framework. Lessons from the Beltline emphasize the importance of leveraging tax increment financing (EIFD) for infrastructure, ensuring phased implementation aligns with long-term planning, and balancing revitalization with housing affordability to prevent displacement.



Atlanta BeltLine Inc. - <https://www.bizjournals.com/atlanta/news/2025/01/10/murphy-crossing-sale-beltline-termination.html>

CASE STUDIES

Over-the-Rhine CINCINNATI, OHIO

SCOPE & DEVELOPMENT TIMELINE

A historic 110-block neighborhood undergoing phased revitalization since the early 2000s.

CORE GOALS & URBAN CHALLENGES

The Over-the-Rhine (OTR) redevelopment aimed to transform one of the nation's most historically significant yet distressed urban neighborhoods. The project prioritized historic preservation, housing revitalization, and economic activation while balancing concerns over affordability and community displacement.

FUNDING & FINANCING MECHANISMS

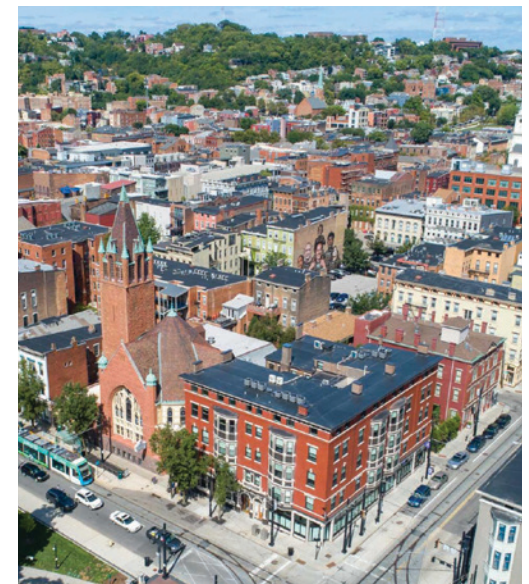
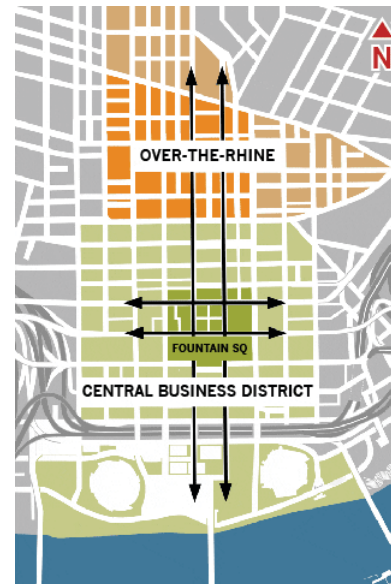
The initiative was supported by tax increment-like mechanisms, federal grants, and private investment coordinated through the Cincinnati Center City Development Corporation (3CDC). Community engagement played a critical role in guiding redevelopment efforts, ensuring historic assets were preserved while encouraging economic growth.

OUTCOMES & LESSONS LEARNED

Over-the-Rhine saw substantial improvements in historic restoration, adaptive reuse, and infrastructure investment, leading to hundreds of new housing units, vibrant retail corridors, and renewed public spaces such as Washington Park. However, challenges emerged around housing affordability and balancing market-driven development with equitable community outcomes.

APPLICABILITY TO SACRAMENTO'S RAILYARDS

Sacramento's Railyards shares key similarities with Over-the-Rhine, particularly in its adaptive reuse of historic industrial structures within a broader redevelopment plan. The Railyards can apply lessons from OTR by ensuring its historic Central Shops are preserved as active commercial and cultural spaces, leveraging EIFD financing to support sustainable revitalization while maintaining affordability for diverse communities. Thoughtful phasing and community engagement will be essential in balancing economic activation with equitable urban development.



<https://www.3cdc.org/old-site/where-we-work/> (left); Travis Estell - <https://www.cnu.org/publicsquare/2024/04/25/restorative-urbanism-over-rhine> (right)

Stadium-Centered Communities

HOW SPORTS ANCHORS DRIVE ECONOMIC & URBAN ACTIVATION



<https://info.gtn.com/gtn-giants-game>

Oracle Park SAN FRANCISCO, CA

SCOPE & DEVELOPMENT TIMELINE

A waterfront stadium developed in 2000 as the home of the San Francisco Giants, serving as a catalyst for mixed-use growth in the surrounding South Beach and Mission Bay areas.

CORE GOALS & URBAN CHALLENGES

More than a ballpark, Oracle Park was envisioned as an anchor for urban revitalization along San Francisco's waterfront. The challenge was ensuring the stadium contributed to year-round economic activity beyond baseball season, integrating seamlessly with nearby commercial and residential development while strengthening transit connectivity.

FUNDING & FINANCING MECHANISMS

Unlike many professional sports venues, Oracle Park was financed entirely through private funding, making it a unique model for stadium-centered economic development. Additional investments in transit and surrounding commercial spaces were supported by public-private partnerships and local infrastructure funding, ensuring accessibility and long-term economic viability.

OUTCOMES & LESSONS LEARNED

Oracle Park helped transform the South Beach and Mission Bay districts, catalyzing investment in office space, retail, residential developments, and waterfront activation. The stadium's integration with public transit—via regional rail (Caltrain), light rail (Muni), and ferry service—helped mitigate traffic congestion and reinforced its role as a walkable urban destination. Beyond sports, the venue has hosted concerts, corporate events, and community gatherings, ensuring sustained economic activity.

APPLICABILITY TO SACRAMENTO'S RAILYARDS

Sacramento's Republic FC soccer stadium aims to serve a similar role in anchoring mixed-use growth within the Railyards. Lessons from Oracle Park emphasize the importance of transit integration, ensuring the stadium is well-connected to regional systems. Leveraging adjacent commercial and residential development will also be essential in making the Railyards a dynamic, year-round destination beyond match days. Similar to how Oracle Park navigated private financing, a well-balanced public-private funding strategy can support Sacramento's stadium-centered redevelopment while reinforcing the district's economic sustainability.

CASE STUDIES

Audi Field

WASHINGTON, D.C.

SCOPE & DEVELOPMENT TIMELINE

A soccer-specific stadium and mixed-use development for D.C. United, completed in 2018.

CORE GOALS & URBAN CHALLENGES

Audi Field was designed to provide D.C. United with a permanent stadium while serving as a catalyst for economic growth in the Buzzard Point neighborhood. The challenge was integrating a sports venue into a broader urban revitalization strategy, ensuring year-round activation and avoiding the underutilization often seen in single-purpose stadium districts.

FUNDING & FINANCING MECHANISMS

The stadium was financed through a combination of private investment and city-backed funding for infrastructure improvements. Unlike many publicly subsidized venues, Audi Field's development placed a significant financial responsibility on the club and its ownership, reducing taxpayer burden while leveraging city incentives to support accessibility and surrounding public spaces.

OUTCOMES & LESSONS LEARNED

Audi Field revitalized Buzzard Point, driving investment in residential, retail, and hospitality developments while reinforcing connections to nearby Navy Yard. Its success underscores the importance of integrating stadium projects into larger mixed-use developments rather than treating them as standalone venues. However, challenges remain in ensuring continued

activation beyond match days and maintaining public accessibility amid ongoing neighborhood transformation.

APPLICABILITY TO SACRAMENTO'S RAILYARDS

Sacramento's Republic FC stadium shares many parallels with Audi Field, particularly in its role as a centerpiece for broader mixed-use redevelopment. The Railyards can apply key lessons by ensuring that the stadium is fully integrated into a multi-functional district, leveraging EIFD financing to support surrounding infrastructure while fostering year-round activation through events, retail, and transit-oriented accessibility. Strong coordination between public agencies and private investors will be essential in sustaining long-term economic and community benefits.



<https://populous.com/projects/dc-united-stadium>

Adaptive Reuse

LESSONS FOR TRANSFORMING HISTORIC INDUSTRIAL SPACES



<https://pixelrayphotography.com/3d-model/flour-mill-lofts-denver-co/skinned/>

Flour Mill Lofts DENVER, COLORADO

SCOPE & DEVELOPMENT TIMELINE

A historic flour mill repurposed into industrial-style lofts, with redevelopment completed in 2000.

CORE GOALS & URBAN CHALLENGES

The Flour Mill Lofts project aimed to transform a deteriorating industrial structure into a modern residential community while preserving its architectural integrity. The challenge was balancing historic preservation with contemporary urban living, ensuring the adaptive reuse maintained the building's character while integrating modern amenities.

FUNDING & FINANCING MECHANISMS

The redevelopment was privately funded, with additional support from historic preservation incentives. The project leveraged Denver's broader urban renewal efforts, ensuring alignment with LoDo's revitalization and the city's push for adaptive reuse of industrial spaces.

OUTCOMES & LESSONS LEARNED

The Flour Mill Lofts successfully retained the building's original industrial aesthetic while introducing high-end residential units with open floor plans, exposed brick, and large windows. The project demonstrated the viability of repurposing historic structures for modern use, reinforcing Denver's commitment to preserving architectural heritage while fostering urban density. However, challenges included navigating preservation regulations and ensuring financial feasibility within a competitive real estate market.

APPLICABILITY TO SACRAMENTO'S RAILYARDS

Sacramento's Railyards redevelopment shares key parallels with the Flour Mill Lofts, particularly in its adaptive reuse of historic industrial buildings. The Railyards can apply lessons from this project by ensuring the Central Shops are preserved as active commercial and residential spaces, leveraging historic tax credits and EIFD financing to support sustainable revitalization. Thoughtful design strategies will be essential in maintaining architectural integrity while integrating modern functionality, reinforcing the district's appeal as a dynamic urban destination.

CASE STUDIES

The Source

DENVER, COLORADO

SCOPE & DEVELOPMENT TIMELINE

Adaptive reuse of an 1880s iron foundry into a 25,000 SF artisan market hall, completed in 2013, with a second phase adding a boutique hotel and additional retail space in 2018.

CORE GOALS & URBAN CHALLENGES

The Source was designed to transform a vacant industrial building into a vibrant marketplace, fostering local businesses and revitalizing Denver's River North (RiNo) district. The challenge was balancing historic preservation with modern functionality while ensuring the project contributed to long-term economic activation in the area.

FUNDING & FINANCING MECHANISMS

The redevelopment was supported by Tax Increment Financing (TIF) through the Denver Urban Renewal Authority, which helped fund structural repairs and infrastructure upgrades. Private investment played a significant role in securing tenants and expanding the project's footprint, reinforcing its role as a commercial and hospitality hub.

OUTCOMES & LESSONS LEARNED

The Source successfully repurposed the historic iron foundry into a thriving artisan market, featuring restaurants, breweries, and specialty retailers. Its expansion into a boutique hotel further strengthened its role as a destination within RiNo, attracting both local visitors and tourists. The project demonstrated the value of adaptive reuse in urban revitalization,

though challenges included maintaining affordability for small businesses and ensuring long-term sustainability amid rising property values.

APPLICABILITY TO SACRAMENTO'S RAILYARDS

Sacramento's Railyards redevelopment shares key parallels with The Source, particularly in its adaptive reuse of historic industrial structures. The Railyards can apply lessons from this project by ensuring the Central Shops are repurposed as an active commercial and cultural hub, leveraging EIFD financing to support infrastructure improvements while fostering a mix of local businesses. Thoughtful tenant selection and phased development will be essential in maintaining vibrancy and long-term economic viability.



<https://denver.eater.com/venue/1296/the-source>



A Vision for Sacramento's Future

THE SACRAMENTO RAILYARDS REDEVELOPMENT IS MORE THAN AN AMBITIOUS URBAN PROJECT—it is a catalyst for the city's future, driving sustainable growth, economic resilience, and community vitality. By harnessing innovative financing tools such as the Enhanced Infrastructure Financing District (EIFD) and integrating principles of connectivity, inclusivity, and environmental stewardship, the Railyards will redefine Sacramento's urban core, creating a dynamic mixed-use district that enhances mobility, strengthens neighborhoods, and attracts long-term investment.

With key milestones already achieved and transformative impacts ahead, stakeholders must act now to finalize the EIFD expansion, ensuring that infrastructure investments keep pace with development needs. This expansion will accelerate critical transit improvements, housing accessibility, and public space investments, establishing the Railyards as a regional economic engine and a national model for smart urban redevelopment.

The path forward is clear: coordinated efforts across public and private sectors are essential to unlocking the district's full potential. By advancing the EIFD framework, aligning funding priorities, and pushing development momentum forward, Sacramento can solidify its leadership in equitable, sustainable urban transformation—setting a bold precedent for cities nationwide.

By taking decisive action today, the Railyards project will not only shape Sacramento's skyline but define its legacy for generations to come.



PREPARED BY

Roger Weber, Urban Places Sector Leader, USA
Stantec Urban Places
Stantec Consulting Services Inc.

Appendix

MEMORANDUM

To: Sacramento Republic Football Club and Downtown
Railyard Ventures

From: Jamie Gomes and Tom Martens

Subject: Railyards Economic Impact Analysis

Date: May 23, 2025

The Economics of Land Use



Economic and Planning Systems, Inc. (EPS) has been retained by the Sacramento Republic Football Club (SRFC) and Downtown Railyard Ventures (DRV) to estimate the economic impact of the proposed Railyards development, a planned mixed-use urban development adjacent to Downtown Sacramento.

Development of the eastern portion of the Railyards is being led by SRFC. The eastern portion of the Railyards will include a new SRFC stadium, along with several mixed use/residential towers over podium parking and commercial space.

Development of the western portion of the Railyards is being led by DRV. The western portion of the Railyards will include the Sacramento Valley Station, a Kaiser Permanente hospital plus associated buildings, a retail-dining destination within historic railyard structures, multifamily residential, affordable residential, office and hotel uses.

This memorandum displays the economic impact analysis for the eastern and western portions separately, as well as for the combined Railyards development overall.

*Economic & Planning Systems, Inc.
455 Capitol Mall, Suite 701
Sacramento, CA 95814
916 649 8010 tel
916 649 2070 fax*

*Oakland
Sacramento
Denver
Los Angeles*

www.epsys.com

Summary of Findings

Economic impacts include ongoing annual impacts from the operation of the planned development with the Railyards (modeled at buildout) and the one-time impacts from construction of the Railyards. The ongoing and one-time economic impacts are presented separately.

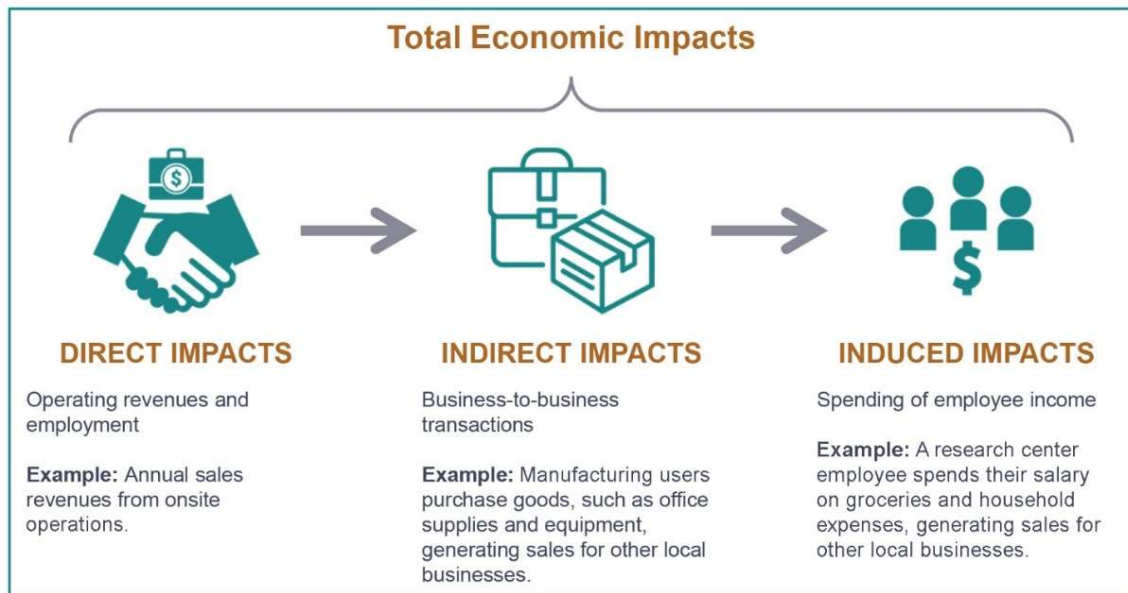
The direct activity occurring at Railyards (both the ongoing activity after completion and one-time construction activity) will generate additional economic activity throughout the local economy, resulting in the multiplier effects described below.

Overview of Economic Multiplier Effects

The direct economic activity in Railyards will generate additional indirect economic effects in the surrounding region through business-to-business activities. In addition, on-site employees and households residing in the residential components will generate induced economic activity in the surrounding region through household spending. For this study, the larger region analyzed for economic multiplier effects is Sacramento County.

Figure 1 summarizes the definition of direct, indirect, and induced economic multiplier effects.

Figure 1 Economic Multiplier Effects



Source: Economic & Planning Systems, Inc.

Ongoing Impacts from Operations

At buildout, the Railyards is estimated to support approximately **13,500** on-site jobs across the different uses. Throughout Sacramento County, the total number of jobs supported is estimated at nearly **24,000**, including on-site employment. The total countywide annual economic output, including indirect and induced impacts, is estimated to be **\$4.4 billion**.

Table 1 Ongoing Economic Impact Summary

Area/Use	Estimated On-Site Employment	Total Direct, Indirect, and Induced Effects		
		Employment	Wages	Economic Output
Railyards Total	13,563	23,947	\$2,113.4 M	\$4,440.0 M
Railyards East				
Stadium	49	71	\$4.0 M	\$7.2 M
Commercial/Retail	992	1,227	\$46.2 M	\$115.2 M
Residential - Households	-	1,054	\$69.6 M	\$199.8 M
Residential - Prop. Mngmt.	56	72	\$3.1 M	\$33.8 M
Hotel	90	120	\$6.5 M	\$18.0 M
East Subtotal	1,187	2,543	\$129.5 M	\$374.0 M
Railyards West				
Hospital	3,100	5,961	\$668.4 M	\$1,393.7 M
Hospital-Office	572	985	\$112.8 M	\$191.9 M
Residential - Households	-	1,429	\$94.4 M	\$271.1 M
Affordable - Households	-	69	\$4.5 M	\$13.5 M
Residential - Prop. Mngmt.	82	106	\$4.6 M	\$49.5 M
Office	6,895	10,681	\$1,009.2 M	\$1,915.1 M
Hotel	368	491	\$26.7 M	\$73.5 M
Central Shops	1,359	1,682	\$63.3 M	\$157.8 M
West Subtotal	12,376	21,404	\$1,983.9 M	\$4,066.0 M

Source: Implan; EPS.

As illustrated in **Figure 2** through **Figure 4** below, Railyards West is expected to generate a significant share of the estimated economic impact due to the presence of the hospital and commercial spaces to support onsite employment.

Figure 2 Railyards Ongoing Economic Output

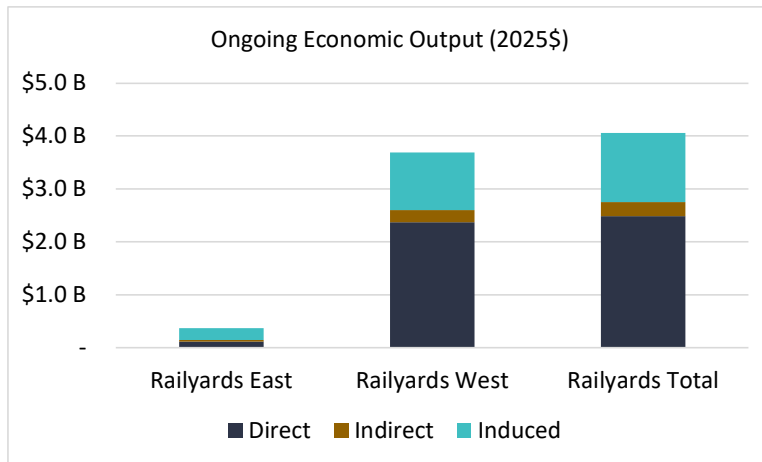


Figure 3 Railyards Ongoing Employment Effects

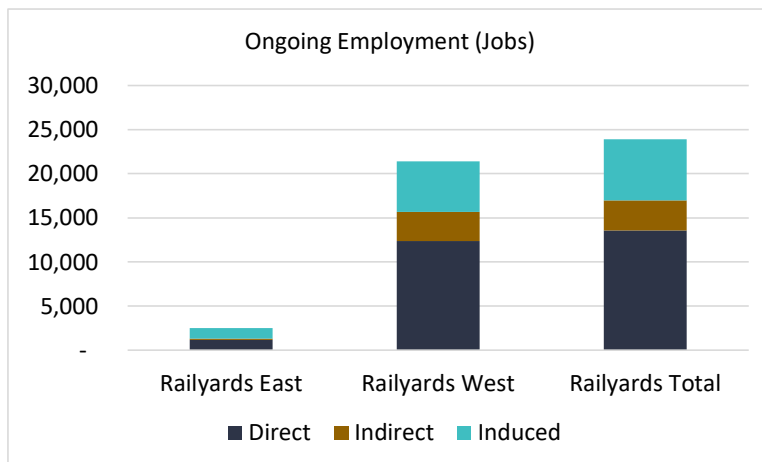
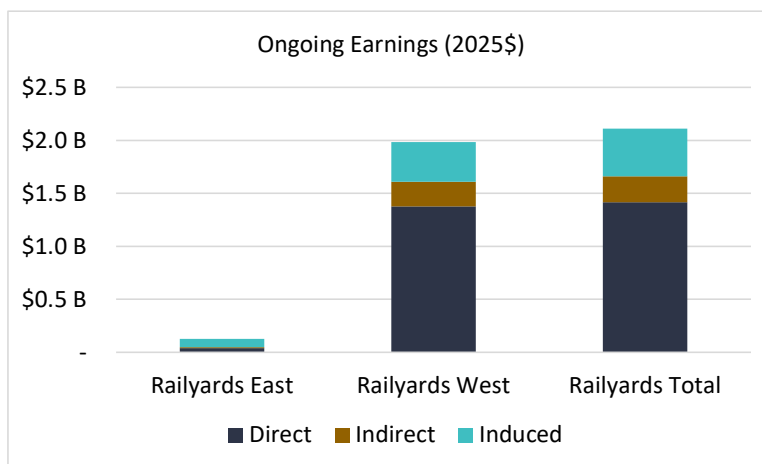


Figure 4 Railyards Ongoing Earnings Effects



The ongoing impacts by effect illustrated in the figures above are summarized in **Table 2** below.

Table 2 Ongoing Economic Impacts by Effects

Area/Effect	Economic Impact		Economic Output
	Employment	Wages	
Railyards East			
Direct	1,187	\$39.6 M	\$116.5 M
Indirect	162	\$11.3 M	\$31.1 M
Induced	1,194	\$78.7 M	\$226.4 M
East Subtotal	2,543	\$129.5 M	\$374.0 M
Railyards West			
Direct	12,376	\$1,378.4 M	\$2,371.2 M
Indirect	3,288	\$233.0 M	\$233.0 M
Induced	5,739	\$372.4 M	\$1,086.0 M
West Subtotal	21,404	\$1,983.9 M	\$3,690.3 M
Railyards Total			
Direct	13,563	\$1,418.0 M	\$2,487.7 M
Indirect	3,451	\$244.3 M	\$264.1 M
Induced	6,933	\$451.1 M	\$1,312.4 M
Railyards Total	23,947	\$2,113.4 M	\$4,064.2 M

Source: Implan; EPS.

One-Time Impacts from Construction

Construction of Railyards is estimated to support a total of about **39,000** annual jobs¹ within Sacramento County, as detailed in **Table 3**. About **26,000** of the annual jobs would be directly supported by on-site construction activity (see **Table 4**), while the remainder would result from related business-to-business spending and household spending of the wages earned throughout the area. The total economic output from Railyards construction is **\$8.2 billion**.

Table 3 One-Time Economic Impact Summary

Area/Use	Estimated Construction Spending	Total Direct, Indirect, and Induced Effects		
		Employment	Wages	Economic Output
Railyards Total	\$5,463.3 M	39,066	\$3,087.9 M	\$8,206.2 M
Railyards East				
Stadium	\$146.0 M	1,159	\$100.8 M	\$240.5 M
Podium-Garage	\$129.5 M	1,028	\$89.4 M	\$213.3 M
Podium-Commercial	\$124.0 M	830	\$64.8 M	\$177.6 M
Residential	\$980.0 M	6,448	\$496.8 M	\$1,433.3 M
Hotel	\$68.8 M	460	\$35.9 M	\$98.5 M
Infrastructure	\$40.1 M	254	\$22.5 M	\$56.6 M
Open Space	\$2.4 M	15	\$1.3 M	\$3.3 M
East Subtotal	\$1,490.7 M	10,194	\$811.6 M	\$2,223.1 M
Railyards West				
Hospital	\$657.5 M	6,641	\$533.5 M	\$1,160.8 M
Hospital-Garage	\$43.1 M	342	\$29.7 M	\$70.9 M
Hospital-Plant	\$65.0 M	567	\$45.4 M	\$105.4 M
Hospital-Office	\$102.9 M	688	\$53.8 M	\$147.4 M
Residential	\$1,329.3 M	8,747	\$673.8 M	\$1,944.2 M
Affordable Residential	\$105.0 M	691	\$53.2 M	\$153.6 M
Office	\$827.4 M	5,535	\$432.4 M	\$1,184.9 M
Hotel	\$281.1 M	1,880	\$146.9 M	\$402.5 M
Central Shops	\$382.4 M	2,558	\$199.9 M	\$547.6 M
Garage	\$42.6 M	338	\$29.4 M	\$70.2 M
Infrastructure	\$124.3 M	788	\$69.8 M	\$175.7 M
Open Space	\$12.1 M	96	\$8.3 M	\$19.9 M
West Subtotal	\$3,972.6 M	28,872	\$2,276.2 M	\$5,983.1 M

Source: Implan; EPS.

As illustrated in **Figure 5** through **Figure 7** below, the larger footprint of Railyards West is expected to generate a significant share of the estimated economic impact from construction.

¹ Economic impact modeling estimates employment over a one-year timeframe, with each job supported during the construction phase equaling one year of employment. Therefore, if the total construction period lasts 5 years, the average number of jobs in any given year would be the total divided by 5 (20% of the total).

Figure 5 Railyards One-Time Economic Output

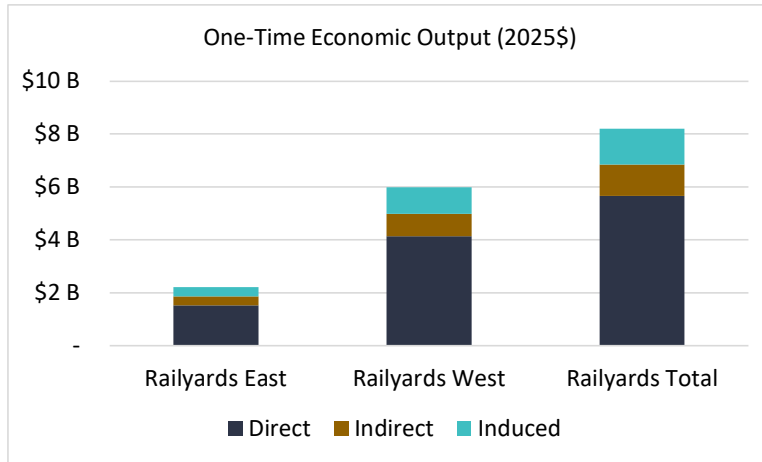


Figure 6 Railyards One-Time Employment Effects

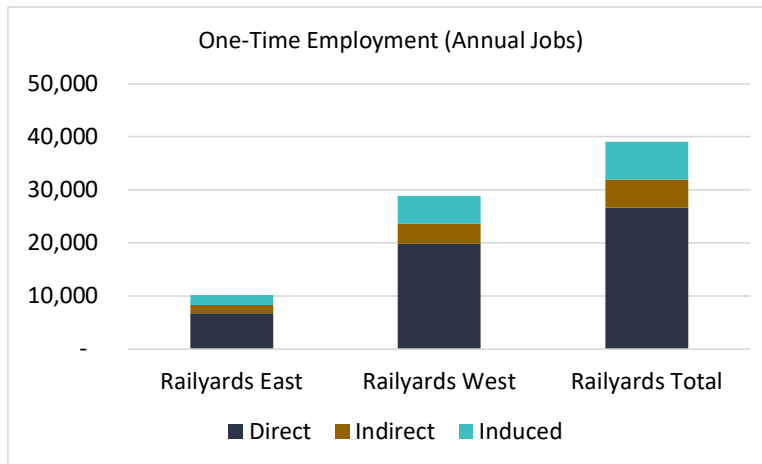
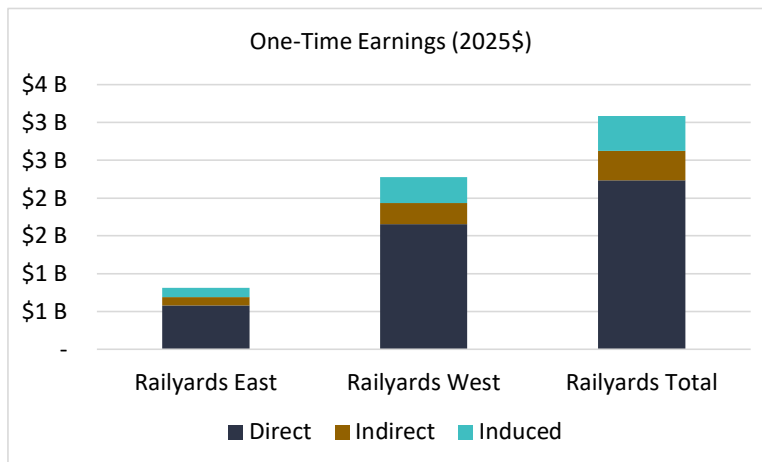


Figure 7 Railyards One-Time Earnings Effects



The One-Time impacts by effect illustrated in the figures above are summarized in **Table 4** below.

Table 4 One-Time Economic Impacts by Effects

Area/Effect	Economic Impact		
	Employment	Wages	Economic Output
Railyards East			
Direct	6,744	\$578.2 M	\$1,530.5 M
Indirect	1,570	\$112.3 M	\$337.7 M
Induced	1,880	\$121.1 M	\$354.9 M
East Subtotal	10,194	\$811.6 M	\$2,223.1 M
Railyards West			
Direct	19,857	\$1,657.7 M	\$4,141.0 M
Indirect	3,737	\$278.0 M	\$844.3 M
Induced	5,277	\$340.6 M	\$997.8 M
West Subtotal	28,872	\$2,276.2 M	\$5,983.1 M
Railyards Total			
Direct	26,602	\$2,235.8 M	\$5,671.5 M
Indirect	5,308	\$390.3 M	\$1,182.0 M
Induced	7,157	\$461.7 M	\$1,352.7 M
Railyards Total	39,066	\$3,087.9 M	\$8,206.2 M

Source: Implan; EPS.

Notes Regarding Approach

Assumptions regarding construction costs and on-site employment have been developed in conjunction with DRV and SRFC or rely on assumptions included in the previously completed fiscal impact analysis. While the assumptions have been deemed reasonable, independent market research to verify assumptions has not been completed as part of this analysis.

Appendix

Appendix Table 1	Program and Construction Cost Estimates
Appendix Table 2	One-Time Construction Economic Multiplier Calculations
Appendix Table 3	One-Time Construction Economic Impact Multipliers
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Appendix Table 1
Railyards Economic Impact Analysis
Program and Construction Cost Estimates

Area/Use	Quantity	Units	Cost/Unit	Soft Cost Adjustment	Hard Cost/Unit	Total Cost	Implan Construction Sector Multipliers Used	Input Type	Divisor
East									
Stadium (w/FF&E)	1.00	total	\$146,000,000	na	\$146,000,000	\$146,000,000	Construction of Other New Nonresidential Structures	Industry Output	Per \$1,000,000
Podium-Garage	3,700	spaces	\$35,000	na	\$35,000	\$129,500,000	Construction of Other New Nonresidential Structures	Industry Output	Per \$1,000,000
Podium-Commercial	310,000	sq ft	\$400	na	\$400	\$124,000,000	Construction of New Commercial Structures	Industry Output	Per \$1,000,000
Residential	2,800	units	\$350,000	na	\$350,000	\$980,000,000	Construction of New Multifamily Residential Structures	Industry Output	Per \$1,000,000
Hotel (w/FF&E)	250	rooms	\$275,000	na	\$275,000	\$68,750,000	Construction of New Commercial Structures	Industry Output	Per \$1,000,000
Infrastructure	na	na	\$47,155,009	15%	\$40,081,758	\$40,081,800	Construction of New Highways and Streets	Industry Output	Per \$1,000,000
Open Space	1.19	ac	\$2,782,514	15%	\$2,365,137	\$2,365,100	Construction of New Highways and Streets	Industry Output	Per \$1,000,000
East Subtotal						\$1,490,696,900			
West									
Hospital (w/FF&E)	657,500	sq ft	\$1,000	na	\$1,000	\$657,500,000	Construction of New Healthcare Structures	Industry Output	Per \$1,000,000
Hospital-Garage	1,230	spaces	\$35,000	na	\$35,000	\$43,050,000	Construction of Other New Nonresidential Structures	Industry Output	Per \$1,000,000
Hospital-Plant	32,500	sq ft	\$2,000	na	\$2,000	\$65,000,000	Construction of New Power and Communication Structures	Industry Output	Per \$1,000,000
Hospital-Office	171,500	sq ft	\$600	na	\$600	\$102,900,000	Construction of New Commercial Structures	Industry Output	Per \$1,000,000
Residential	3,798	units	\$350,000	na	\$350,000	\$1,329,300,000	Construction of New Multifamily Residential Structures	Industry Output	Per \$1,000,000
Affordable Residential	300	units	\$350,000	na	\$350,000	\$105,000,000	Construction of New Multifamily Residential Structures	Industry Output	Per \$1,000,000
Office	2,068,500	sq ft	\$400	na	\$400	\$827,400,000	Construction of New Commercial Structures	Industry Output	Per \$1,000,000
Hotel (w/FF&E)	1,022	rooms	\$275,000	na	\$275,000	\$281,050,000	Construction of New Commercial Structures	Industry Output	Per \$1,000,000
Central Shops	424,905	sq ft	\$900	na	\$900	\$382,414,500	Construction of New Commercial Structures	Industry Output	Per \$1,000,000
Garage	1,218	spaces	\$35,000	na	\$35,000	\$42,630,000	Construction of Other New Nonresidential Structures	Industry Output	Per \$1,000,000
Infrastructure	na	na	\$146,286,808	15%	\$124,343,787	\$124,343,800	Construction of New Highways and Streets	Industry Output	Per \$1,000,000
Open Space	40.75	ac	\$14,185,002	15%	\$12,057,251	\$12,057,300	Construction of Other New Nonresidential Structures	Industry Output	Per \$1,000,000
West Subtotal						\$3,972,645,600			
Railyards Total						\$5,463,342,500			

Source: Indomitale; Machete; DRV; EPS.

Appendix Table 2
Railyards Economic Impact Analysis
One-Time Construction Economic Multiplier Calculations

Area/Use	Multiplier Input (Construction Cost)	Multiplier Output								
		Direct Employ- ment	Direct Income	Direct Output	Indirect Employ- ment	Indirect Income	Indirect Output	Induced Employ- ment	Induced Income	Induced Output
East										
Stadium	\$146,000,000	800	\$76,135,448	\$167,111,753	128	\$9,790,997	\$29,698,876	231	\$14,907,991	\$43,678,557
Podium-Garage	\$129,500,000	710	\$67,531,099	\$148,225,836	114	\$8,684,480	\$26,342,496	205	\$13,223,184	\$38,742,282
Podium-Commercial	\$124,000,000	575	\$46,893,388	\$124,000,000	104	\$8,209,408	\$25,138,173	150	\$9,706,028	\$28,437,467
Residential	\$980,000,000	4,155	\$343,676,092	\$980,000,000	1,137	\$78,704,319	\$235,354,977	1,156	\$74,395,602	\$217,969,934
Hotel	\$68,750,000	319	\$25,999,358	\$68,750,000	58	\$4,551,587	\$13,937,495	83	\$5,381,366	\$15,766,741
Infrastructure	\$40,081,800	175	\$16,950,914	\$40,081,800	28	\$2,226,588	\$6,819,764	52	\$3,326,935	\$9,747,505
Open Space	\$2,365,100	10	\$1,000,220	\$2,365,100	2	\$131,384	\$402,413	3	\$196,312	\$575,169
East Subtotal	\$1,490,696,900	6,744	\$578,186,519	\$1,530,534,489	1,570	\$112,298,762	\$337,694,194	1,880	\$121,137,420	\$354,917,655
West										
Hospital	\$657,500,000	4,892	\$413,881,575	\$803,292,018	513	\$39,781,735	\$123,630,803	1,236	\$79,825,188	\$233,877,944
Hospital-Garage	\$43,050,000	236	\$22,449,528	\$49,275,075	38	\$2,887,003	\$8,757,100	68	\$4,395,815	\$12,879,191
Hospital-Plant	\$65,000,000	411	\$34,513,129	\$73,435,785	50	\$4,077,406	\$12,051,989	105	\$6,791,877	\$19,899,363
Hospital-Office	\$102,900,000	477	\$38,913,948	\$102,900,000	86	\$6,812,484	\$20,860,629	125	\$8,054,438	\$23,598,511
Residential	\$1,329,300,000	5,636	\$466,172,071	\$1,329,300,000	1,542	\$106,756,788	\$319,242,216	1,569	\$100,912,321	\$295,660,646
Affordable Residential	\$105,000,000	445	\$36,822,438	\$105,000,000	122	\$8,432,606	\$25,216,605	124	\$7,970,957	\$23,353,922
Office	\$827,400,000	3,839	\$312,899,910	\$827,400,000	695	\$54,777,934	\$167,736,485	1,001	\$64,764,255	\$189,751,291
Hotel	\$281,050,000	1,304	\$106,285,376	\$281,050,000	236	\$18,606,887	\$56,976,480	340	\$21,999,026	\$64,454,436
Central Shops	\$382,414,500	1,774	\$144,618,640	\$382,414,500	321	\$25,317,714	\$77,525,821	463	\$29,933,273	\$87,700,804
Garage	\$42,630,000	234	\$22,230,508	\$48,794,343	38	\$2,858,837	\$8,671,665	67	\$4,352,929	\$12,753,540
Infrastructure	\$124,343,800	542	\$52,585,989	\$124,343,800	86	\$6,907,434	\$21,156,619	160	\$10,320,988	\$30,239,207
Open Space	\$12,057,300	66	\$6,287,589	\$13,800,798	11	\$808,582	\$2,452,659	19	\$1,231,165	\$3,607,161
East Subtotal	\$3,972,645,600	19,857	\$1,657,660,700	\$4,141,006,319	3,737	\$278,025,409	\$844,279,071	5,277	\$340,552,233	\$997,776,015
Railyards Total	\$5,463,342,500	26,602	\$2,235,847,218	\$5,671,540,808	5,308	\$390,324,171	\$1,181,973,265	7,157	\$461,689,653	\$1,352,693,671

Source: Indomitale; Machete; DRV; EPS.

Appendix Table 3
Railyards Economic Impact Analysis
One-Time Construction Economic Impact Multipliers

Activity/Sectors	Input Type	Divisor	Direct Employ- ment	Direct Income	Direct Output	Indirect Employ- ment	Indirect Income	Indirect Output	Induced Employ- ment	Induced Income	Induced Output
Construction of New Healthcare Structures	Industry Output	Per 1,000,000	7.44	629,478	1,221,737	0.78	60,505	188,032	1.88	121,407	355,708
Construction of New Power and Communication Structures	Industry Output	Per 1,000,000	6.33	530,971	1,129,781	0.77	62,729	185,415	1.62	104,490	306,144
Construction of New Highways and Streets	Industry Output	Per 1,000,000	4.36	422,908	1,000,000	0.69	55,551	170,146	1.29	83,004	243,190
Construction of New Commercial Structures	Industry Output	Per 1,000,000	4.64	378,172	1,000,000	0.84	66,205	202,727	1.21	78,274	229,334
Construction of Other New Nonresidential Structures	Industry Output	Per 1,000,000	5.48	521,476	1,144,601	0.88	67,062	203,417	1.58	102,110	299,168
Construction of New Multifamily Residential Structures	Industry Output	Per 1,000,000	4.24	350,690	1,000,000	1.16	80,311	240,158	1.18	75,914	222,418

Source: Implan; EPS.

Appendix Table 4
Railyards Economic Impact Analysis
Ongoing Operations Economic Multiplier Inputs

Area/Use	Program		Multiplier Basis	Implan Multiplier		Input Assumptions		Multiplier Input
	Quantity	Units		Code	Sector Name	Value	Description	
East								
Stadium	1.00	total	Industry Employment	na	Combination (See Appendix Table 6)	49	Employment	49
Commercial/Retail	310,000	sq ft	Industry Output	na	Combination (See Appendix Table 6)	\$294	Sales per Sq Ft [1]	\$91,176,471
Residential - Households	2,800	units	Households	10006	Households \$70-100K	\$82,000	Income per Household	\$229,600,000
Residential - Prop. Mngmt.	56	employ.	Industry Employment	430	Tenant Occupied Housing	56	Employees	56
Hotel	250	rooms	Industry Output	489	Hotels and Motels	\$48,545	RevPAR [2]	\$12,136,250
West								
Hospital	657,500	sq ft	Industry Employment	472	Hospitals	3,100	Total Projected Employment	3,100
Hospital-Office	171,500	sq ft	Industry Employment	465	Offices of Physicians	300	Square Feet per Employee	572
Residential - Households	3,798	units	Households	10006	Households \$70-100K	\$82,000	Income per Household	\$311,436,000
Affordable - Households	300	units	Households	10005	Households \$50-70K	\$53,000	Income per Household	\$15,900,000
Residential - Prop. Mngmt.	82	employ.	Industry Employment	430	Tenant Occupied Housing	82	Employees	82
Office	2,068,500	sq ft	Industry Employment	na	Combination (See Appendix Table 6)	300	Square Feet per Employee	6,895
Hotel	1,022	rooms	Industry Output	489	Hotels and Motels	\$48,545	RevPAR [2]	\$49,612,990
Central Shops	424,905	sq ft	Industry Output	na	Combination (See Appendix Table 6)	\$294	Sales per Sq Ft [1]	\$124,972,059

Source: Indomitabile; Machete; DRV; EPS.

[1] Taxable sales per square foot of \$250 / 85% assumed taxable sales.

[2] Revenue per Available Room calculated at \$190 ADR x 70% occupancy x 365 days.

Appendix Table 5
Railyards Economic Impact Analysis
Ongoing Operations Economic Multiplier Calculations

Area/Use	Multiplier Input	Multiplier Basis	Multiplier Output								
			Direct Employment	Direct Income	Direct Output	Indirect Employment	Indirect Income	Indirect Output	Induced Employment	Induced Income	Induced Output
East											
Stadium	49	Industry Employment	49	\$2,680,567	\$3,756,172	12	\$693,901	\$1,550,269	10	\$636,148	\$1,863,837
Commercial/Retail	\$91,176,471	Industry Output	992	\$30,481,206	\$69,894,826	127	\$8,727,776	\$24,766,715	108	\$6,993,984	\$20,491,519
Residential - Households	\$229,600,000	Households	-	-	-	-	-	-	1,054	\$69,602,188	\$199,844,836
Residential - Prop. Mngmt.	56	Industry Employment	56	\$1,936,556	\$30,718,446	8	\$716,456	\$1,654,733	8	\$495,296	\$1,451,161
Hotel	\$12,136,250	Industry Output	90	\$4,465,681	\$12,136,250	15	\$1,116,312	\$3,090,950	15	\$938,737	\$2,750,381
East Subtotal			1,187	\$39,564,010	\$116,505,694	162	\$11,254,446	\$31,062,666	1,194	\$78,666,354	\$226,401,735
West											
Hospital	3,100	Industry Employment	3,100	\$476,422,800	\$866,677,172	1,398	\$97,539,900	\$250,362,090	1,463	\$94,436,194	\$276,685,955
Hospital-Office	572	Industry Employment	572	\$84,185,678	\$113,116,429	156	\$11,962,260	\$30,013,203	258	\$16,629,903	\$48,723,521
Residential - Households	\$311,436,000	Households	-	-	-	-	-	-	1,429	\$94,410,397	\$271,075,246
Affordable - Households	\$15,900,000	Households	-	-	-	-	-	-	69	\$4,482,592	\$13,465,885
Residential - Prop. Mngmt.	82	Industry Employment	82	\$2,834,288	\$44,958,639	12	\$1,048,585	\$2,421,820	11	\$724,902	\$2,123,877
Office	6,895	Industry Employment	6,895	\$754,953,231	\$1,201,074,132	1,486	\$105,949,372	\$279,412,804	2,299	\$148,329,061	\$434,585,521
Hotel	\$49,612,990	Industry Output	368	\$18,255,702	\$49,612,990	63	\$4,563,484	\$12,635,803	60	\$3,837,557	\$11,243,559
Central Shops	\$124,972,059	Industry Output	1,359	\$41,779,410	\$95,802,132	174	\$11,962,825	\$33,946,777	149	\$9,586,384	\$28,086,932
East Subtotal			12,376	\$1,378,431,110	\$2,371,241,495	3,288	\$233,026,426	\$608,792,498	5,739	\$372,436,988	\$1,085,990,495
Railyards Total			13,563	\$1,417,995,119	\$2,487,747,188	3,451	\$244,280,872	\$639,855,164	6,933	\$451,103,342	\$1,312,392,229

Source: Indomitable; Machete; DRV; EPS.

Appendix Table 6
Railyards Economic Impact Analysis
Ongoing Annual Economic Impact Multipliers

Activity/Sectors	Assumed Share	Input Type	Divisor	Direct Employment	Direct Income	Direct Output	Indirect Employment	Indirect Income	Indirect Output	Induced Employment	Induced Income	Induced Output
Stadium Operation												
Commercial Sports (Excl. Racing)	60%	Industry Employment	Per 1,000	1,000.00	72,124,598	56,389,984	141.71	9,406,072	12,951,684	243.85	15,701,644	46,003,993
Promotion of Performing Arts and Sports	20%	Industry Employment	Per 1,000	1,000.00	24,111,642	126,774,668	577.09	30,663,537	83,757,456	154.23	9,939,564	29,121,722
Performing Arts Companies	10%	Industry Employment	Per 1,000	1,000.00	29,858,472	100,189,608	251.38	16,039,617	46,072,394	127.75	8,235,152	24,127,991
Other Amusements and Recreation	10%	Industry Employment	Per 1,000	1,000.00	36,225,085	74,486,899	118.95	7,809,405	25,083,925	116.28	7,501,884	21,979,573
Stadium Operation Consolidated Multipliers		Industry Employment	Per 1,000	1,000.00	54,705,443	76,656,575	237.48	14,161,252	31,638,134	201.56	12,982,603	38,037,497
Hospital Operation												
Hospitals	100%	Industry Employment	Per 1,000	1,000.00	153,684,774	279,573,281	450.82	31,464,484	80,761,965	472.04	30,463,288	89,253,534
Hospital Operation Multipliers		Industry Employment	Per 1,000	1,000.00	153,684,774	279,573,281	450.82	31,464,484	80,761,965	472.04	30,463,288	89,253,534
Medical Office Operation												
Offices of Physicians	100%	Industry Employment	Per 1,000	1,000.00	147,263,578	197,871,304	272.02	20,925,235	52,501,230	450.94	29,090,209	85,230,649
Medical Office Operation Multipliers		Industry Employment	Per 1,000	1,000.00	147,263,578	197,871,304	272.02	20,925,235	52,501,230	450.94	29,090,209	85,230,649
Retail Operation												
Restaurants Full Service	15%	Industry Output	Per 1,000,000	9.47	348,017	1,000,000	1.43	109,817	317,066	1.20	77,460	226,947
Restaurants Limited Service	15%	Industry Output	Per 1,000,000	8.34	268,902	1,000,000	1.66	120,220	367,589	1.03	66,581	195,074
All Other Food and Drinking Places	15%	Industry Output	Per 1,000,000	12.27	449,328	1,000,000	1.58	125,179	314,102	1.50	96,673	283,239
Retail General Merchandise	25%	Industry Output	Per 1,000,000	2.44	103,465	268,000	0.35	24,760	67,900	0.34	21,980	64,399
Personal Care Services	15%	Industry Output	Per 1,000,000	30.82	766,123	1,126,923	2.74	162,102	474,614	2.79	179,641	526,327
Miscellaneous Store Retailers	15%	Industry Output	Per 1,000,000	7.55	223,922	537,000	1.27	79,576	224,362	0.84	54,400	159,385
Retail Operation Consolidated Multipliers		Industry Output	Per 1,000,000	10.88	334,310	766,588	1.39	95,724	271,635	1.19	76,708	224,746
Hotel Operation												
Hotels and Motels	100%	Industry Output	Per 1,000,000	7.42	367,962	1,000,000	1.27	91,982	254,687	1.20	77,350	226,625
Hotel Operation Multipliers		Industry Output	Per 1,000,000	7.42	367,962	1,000,000	1.27	91,982	254,687	1.20	77,350	226,625
Office Operation												
Management of Companies and Enterprises	15%	Industry Employment	Per 1,000	1,000.00	122,873,846	238,762,697	377.60	27,544,709	82,512,951	400.74	25,855,226	75,752,537
Office Administrative Services	20%	Industry Employment	Per 1,000	1,000.00	81,829,628	88,342,214	155.21	11,318,289	27,584,301	254.90	16,439,950	48,167,003
Emp./Payroll State Government, Other Svcs	15%	Industry Employment	Per 1,000	1,000.00	154,752,196	170,840,048	0.00	0	0	399.99	25,817,647	75,642,378
Legal Services	10%	Industry Employment	Per 1,000	1,000.00	125,676,909	268,977,470	210.80	14,155,563	40,015,050	363.17	23,420,706	68,619,759
Accounting, Tax Prep, Bookkeeping, Payroll Service	10%	Industry Employment	Per 1,000	1,000.00	90,193,326	159,407,288	205.90	13,120,697	35,075,087	278.28	17,946,978	52,582,413
Architecture, Engineering, and Related Services	10%	Industry Employment	Per 1,000	1,000.00	125,008,776	234,098,739	289.30	22,197,543	54,626,338	398.67	25,707,540	75,319,912
Environmental and Other Technical Consulting Services	10%	Industry Employment	Per 1,000	1,000.00	113,310,199	194,771,690	359.48	26,539,365	62,983,008	384.78	24,812,825	72,698,500
Business Support Services	10%	Industry Employment	Per 1,000	1,000.00	60,641,017	93,605,696	213.39	13,694,354	33,602,233	199.21	12,848,280	37,643,858
Office Operation Consolidated Multipliers		Industry Employment	Per 1,000	1,000.00	109,492,854	174,194,943	215.57	15,366,116	40,523,974	333.50	21,512,554	63,029,082
Households \$50-70K												
Households \$50-70K	100%	Households	Per 1,000,000	0.00	0	0	0.00	0	0	4.37	281,924	846,911
Households \$50-70K Multipliers		Households	Per 1,000,000	0.00	0	0	0.00	0	0	4.37	281,924	846,911
Households \$70-100K												
Households \$70-100K	100%	Households	Per 1,000,000	0.00	0	0	0.00	0	0	4.59	303,145	870,404
Households \$70-100K Multipliers		Households	Per 1,000,000	0.00	0	0	0.00	0	0	4.59	303,145	870,404
Residential Property Management												
Tenant Occupied Housing	100%	Industry Employment	Per 1,000	1,000.00	34,581,354	548,543,673	151.18	12,793,861	29,548,799	137.35	8,844,577	25,913,581
Res. Property Management Multipliers		Industry Employment	Per 1,000	1,000.00	34,581,354	548,543,673	151.18	12,793,861	29,548,799	137.35	8,844,577	25,913,581

Source: Implan; EPS.

Appendix Table 7
Railyards Economic Impact Analysis
Stadium Employment Estimate

Events	Number of Events	Staff Per Event	Annual Staff Event Days	Estimated Average Staff Event Hours	Annual Staff Event Hours [1]
SRFC Regular Season	17	221	3,757	5.0	18,785
SRFC Special Games	1	241	241	5.0	1,205
SRFC Playoff Games	1	228	228	5.0	1,140
CONCACAF/Cup Games	2	304	608	5.0	3,040
US National Team Matches	1	221	221	5.0	1,105
Other Soccer Events	3	279	837	5.0	4,185
Concerts - Tier I	2	244	488	8.0	3,904
Concerts - Tier II	5	204	1,020	8.0	8,160
Community Events	5	102	510	5.0	2,550
Total	37	na	7,910	na	44,074
Assumed Annual Hours for Part Time Status [2]					1,200
Temp Event Part Time Employee Equivalent [3]					37
Plus Total Full Time Employees					12
Total Stadium Employment					49

Source: SRFC; ESA; EPS.

[1] Assumes 4.0 temp staff hours per event.

[2] 50 weeks x 24 hours per week.

[3] Total annual temp staff event hours divided by 1,400 hours.