



# REPORT TO COUNCIL City of Sacramento

915 I Street, Sacramento, CA 95814-2604  
[www.CityofSacramento.org](http://www.CityofSacramento.org)

Consent  
**December 8, 2009**

**Honorable Mayor and  
Members of the City Council**

**Title: Sacramento Docks Specific Plan (P08-058)**

**Location/Council District**

Generally south and east of the Sacramento River, north and west of I-5 and Interstate 50.

Assessor's Parcel Numbers: 006-0241-007, 009-0012-002, -003, -005, -017, -045, -048, -050, -058, -059, -066-068, -073, and -075.

Council District 1 & 4

**Recommendation:** 1) Review a) a **Resolution** certifying the Environmental Impact Report (EIR) per the California Environmental Quality Act and adopting the Monitoring Mitigation Plan (MMP); b) an **Ordinance** rezoning 29.27± acres consisting of 27.5± acres of Heavy Industrial (M-2) zone and 1.77± acres of Light Industrial (M-1) zone to General Commercial (C-2) zone; c) a **Resolution** adopting the Sacramento Docks Specific Plan (Option B); d) a **Resolution** adopting the Sacramento Docks Design Guidelines (Option B); e) a **Resolution** approving the Docks Financing Plan; and 2) **Pass for Publication** the Ordinance title as required by Sacramento City Charter 32(c) to be adopted on December 15, 2009.

**Contact:** Elise Gumm, LEED AP, Associate Planner, (916) 808-1927; Stacia Cosgrove, Senior Planner, (916) 808-7110.

**Presenters:** Not applicable

**Department:** Community Development

**Division:** Planning

**Organization No:** 21001221

**Description/Analysis**

**Issue:** The City is proposing to establish a specific plan area for the western portion of Sacramento's Central City, known as the Docks Area, by adopting the Docks Specific Plan, Design Guidelines, and approving a Financing Plan. The

area is also proposed to be rezoned from Industrial to General Commercial (C-2) in anticipation of future urban development. The site is approximately 29.27 gross acres and is nested between Interstate 5 and the Sacramento River. The west boundary faces the Sacramento River and will be adjacent to the waterfront parkway/promenade south from Old Sacramento.

The vision for the Docks area is to create a high-density mixed use neighborhood. The Plan includes as many as 1,000 residential units, 200,000 square feet of office space, and 43,300 square feet of retail space, based upon the preferred Option B. The plan is comprised of a variety of housing types including townhomes, mid-rise and high-rise residential units, riverfront facing retail, and an office high-rise at the south end of the site (Option B). The Docks development is anchored by a public open space, which will create interest in the Docks Area and attract residents/visitors from the region by connecting Old Sacramento to Miller Park. The traditional grid street pattern and mid-block alleys are reminiscent of Sacramento's street grid, symbolically connecting the Docks Area to the Downtown area. The proposed development is oriented towards the waterfront integrating Sacramento's most unique resource, its rivers. The design of the Docks parks have been carefully integrated and coordinated with the design of the Docks Riverfront Promenade, a high quality public open space bike and pedestrian facility to ensure functionality.

**Policy Considerations:** The 2030 General Plan, adopted by City Council in March 2009, designated the subject site be Urban Center High, which provides for thriving areas with concentrations of uses similar to downtown. Building heights vary from 2-24 stories; other characteristics, such as building orientation, frontage-type, access, parking, streetscape, and open space, are similar to those in the Central Business District. The proposed project meets the 2030 General Plan goals and policies related to reuse and rehabilitation of existing urban development, improving waterfront properties and City's Gateways, and proposing high quality architectural designed communities. The project also supports the Smart Growth Principles adopted by the City Council in December 2001 in that it provides a mix of land uses and concentrates new development and targets infrastructure investments within the urban core of the region.

#### **Environmental Considerations:**

**California Environmental Quality Act (CEQA):** In accordance with California Environmental Quality Act (CEQA) Guidelines, Section 15081, the City, as Lead Agency, determined that an Environmental Impact Report (EIR) should be prepared for the proposed project. The Draft EIR identified significant impacts to Transportation and Circulation, Noise, Air Quality, Hydrology, Biological Resources, and Cultural Resources. Mitigation measures were identified to reduce project impacts to a less than significant impact; however, significant and unavoidable impacts exist to transportation and circulation, air quality, and hydrology. A Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and

required implementing actions was prepared and is attached (Attachment 2).

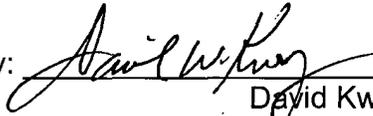
**Sustainability Considerations:** The Sacramento Docks Specific Plan is consistent with Sustainability Master Plan goals in that it provides a framework for implementing sustainable development in the project area. Developing the properties in the Docks Area represents an effort to minimize air pollution, impacts on valuable habitat and agricultural land, and loss of open space in the city because the project site is an infill site and its development contributes positively to the downtown jobs-housing balance. The Specific Plan includes policies that the development at the project site should be built and designed according to current building standards and best practices. The policies contain language that all retail, commercial and hotel buildings should achieve LEED Silver certification and residential development should meet Enterprise Green Communities criteria, or follow the Green Multi-family Design Guidelines by the California Integrated Waste Management Board. The implementation of the Special Plan will address the goals of Sacramento's Sustainability Master Plan to the maximum practicable extent.

**Commission/Committee Action:** On September 17, 2008, the City Design Commission recommended approval of the Docks Area Design Guidelines. On October 8, 2009, the project was brought to the City Planning Commission for Review and Comment and to adopt a motion to initiate the rezone of the property located within the Docks Area. On November 3, 2009, the City Council reviewed the Pioneer Reservoir feasibility study and determined that the reservoir will remain in place, therefore Option B of the Specific Plan is being proposed for adoption. At the time of the writing of this staff report, the project is scheduled to be heard again by the City Planning Commission for a formal recommendation on November 12, 2009, and the project will be heard by the City Council for final action on December 15, 2009.

**Rationale for Recommendation:** Staff supports the adoption of the Sacramento Docks Specific Plan and rezone because it will prepare the area for urban development consistent with the 2030 General Plan policies and designation. The plan offers the opportunity to provide the Sacramento community with enhanced waterfront access and unique residential and commercial opportunities.

**Financial Considerations:** There are no financial considerations associated with this report.

**Emerging Small Business Development (ESBD):** No goods or services are being purchased under this report.

Respectfully Submitted by:   
David Kwong, AICP  
Planning Director

Approved by:   
David Kwong, AICP  
Acting Director of Community Development

Recommendation Approved:

  
Ray Kerridge  
City Manager

**Table of Contents:**

Staff Report		Pg 1
<b>Attachments:</b>		
Attachment 1.	Background and Public Outreach	Pg 5
Attachment 2.	Resolution for EIR	Pg 8
Exhibit 2A	Findings of Fact and Statement of Overriding Consideration	Pg 10
Exhibit 2B	Mitigation Monitoring Plan	Pg 54
Attachment 3.	Ordinance for Rezone	Pg 90
Exhibit 3A	Rezone Exhibit	Pg 91
Attachment 4.	Resolution for Specific Plan	Pg 92
Exhibit 4A	Docks Area Specific Plan	Pg 95
Attachment 5.	Resolution for Design Guidelines	Pg 227
Exhibit 5A	Docks Area Design Guidelines	Pg 229
Attachment 6.	Resolution for Financing Plan	Pg 321
Exhibit 6A	Docks Area Financing Plan	Pg 323
Attachment 7.	Option B Land Use Map	Pg 400
Attachment 8.	Vicinity Map	Pg 401

**Background Information**

The Docks Area has historically been an industrial area and is the site of the City's Pioneer Reservoir and the California Automobile Museum. It is the site of existing and previous industrial uses, primarily by PG&E and SMUD, and it was the location of the State's Raney collector for discharge of its state building cooling and heating plant operations for many years. With the adoption of the 2030 General Plan in March 2009, the General Plan land use designation for the site was changed from Heavy Industrial to Urban Center High.

In July 2003, the City Council accepted the Sacramento Riverfront Master Plan, which identified the Sacramento Docks Project Area as an opportunity development site. In 2005, the City initiated an extensive community planning process to further define future development in the Docks Area. That planning process resulted in a detailed concept plan, including a higher density residential and a mixed-use neighborhood with a riverfront parkway/promenade. The specific plan has been developed based on that concept plan.

In 2006, the Redevelopment Agency executed an Exclusive Right to Negotiate (ERN) agreement with KSWM Docks Partners, LLC (KSWM) as the master developer for the Sacramento Docks Project Area. The Agency owns or is in the process of acquiring all of the vacant land in the Docks Area west of Front Street. KSWM has assisted staff in overseeing the consultant's preparation of the Docks Area Specific Plan. Once the plan is adopted and the parcels are rezoned accordingly, the Agency may negotiate with KSWM for transfer of its ownership of the land once the Agency has acquired all of the vacant parcels if KSWM remains interested in proceeding with development based on market conditions. KSWM or another developer would have to apply for a tentative map, special permits, design review, and perhaps other entitlements before any development could commence.

The City Council adopted the 2030 General Plan in March 2009 and amended the project site from Heavy Industrial to Urban Center High. The Urban Center High designation provides areas with concentrations of uses similar to downtown. Once adopted, the Docks Area Specific Plan would become part of the Central City Community Plan section of the 2030 General Plan. In order to prepare the site for future urban development, the Agency is requesting adoption of the Docks Area Specific Plan, the Docks Area Design Guidelines and the Docks Area Financing Plan, and to rezone the properties in the Docks Area to C-2. Design guidelines and a financing plan are required components of a specific plan. The Final EIR was released on October 23, 2009.

**Public/Neighborhood Outreach and Comments**

The project application and plans were mailed to neighborhood associations and groups, including Walk Sacramento, Sacramento Housing Alliance, Capitol Area R Street Association, Sacramento Old City Association, River District, Southside Park Neighborhood Association, and Sacramento County Alliance of Neighborhoods. Staff also sent out hearing notices to all property owners within a 500 foot radius of the subject site. Staff has not received any comments from the neighbors or associations in

response to the routing or noticing. The California Automobile Museum operators, who lease the City's warehouse building, have expressed concerns on prior occasions that the specific plan proposes that their current site be redeveloped in the future. A representative of Friends of Sacramento River Green Way, Dan Gorfain, commented on the project at the Planning Commission meeting on October 8, 2009. He requested that the project be designed to be a regional waterfront destination instead of a mixed use neighborhood with primarily residential uses. He recommended focusing on retail and recreational uses instead so the area could become a regional destination for the public.

### **Access**

The site is located on Front Street; local automobile access is provided via Front Street from O Street (north) and Broadway (south). The proposed project will create east-west directional streets that will be aligned with corresponding "alphabet" streets from the existing downtown grids, and it will also provide public access to the River. R Street's western terminus is at 2nd Street, where a rail bridge crosses over I-5 to Front Street and into the Docks Area. A bicycle and pedestrian path is proposed to be constructed on the rail bridge.

### **Design Guidelines**

The Sacramento Docks Area Urban Design Guidelines articulate the overall vision for the physical form and character of the public and private improvements within the Plan Area. The Design Guidelines, which were developed by the same consultant who prepared the Central City Urban Design Guidelines, will ensure a quality of design that is consistent and reflective of the Sacramento Docks Specific Plan and the larger Central City area.

Guiding principles for the Design Guidelines include: create a new riverfront neighborhood; create parks and open space for a new neighborhood; strengthen riverfront promenade connections; and provide access to the water's edge.

The Design Guidelines define key components for the private realm by land use and building type, building configurations, maximum bulk and heights, framework for pedestrian access to the river, retail frontage locations, street-wall build-to lines and setbacks, façade articulation and permitted encroachments within the street-wall setbacks, preferred locations for building entrances, parking garages, and signage. Key components of the public realm include landscape, public parks and open space, and signage, which would establish unique way finding techniques and identity.

The Docks Area is located within the existing Central City Design Review District and adoption of the Docks Design Guidelines would apply more specific standards within this portion of that design review district.

### **Finance Plan**

The Sacramento Docks Area Financing Plan is one of the components of the Specific Plan. It identifies all infrastructure and site improvements, public facilities, and administrative costs needed to serve the proposed land uses in the project so the improvements would be appropriately funded in a timely manner to meet the project demands. The Financing Plan is designed to achieve the following goals:

- Identify potential ways to finance construction of site improvements, infrastructure, and public facilities through public and private financing.
- Use existing City, Sacramento County, and Special District fee programs to the extent possible.
- Make maximum use of “Pay-as-you-go” mechanisms.
- Make appropriate use of municipal debt financing mechanisms.
- Build in flexibility to allow response to market conditions.
- Provide developer funding for appropriate facilities.

The Financing Plan also addresses the costs for development of a park above the Pioneer Reservoir.

Attachment 2    **Resolution for EIR**

**RESOLUTION NO. 2009-**

Adopted by the Sacramento City Council

**CERTIFYING THE ENVIRONMENTAL IMPACT REPORT  
AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE DOCKS  
AREA SPECIFIC PLAN PROJECT (P08-058)**

**BACKGROUND**

- A.** On September 17, 2008, the Design Commission conducted a public hearing, and forwarded to the City Council its recommendation of approval of the Sacramento Docks Area Design Guidelines;
- B.** On October 8, 2009, the Planning Commission conducted a review and comment on the Sacramento Docks Area Specific Plan project and voted to initiate a rezone of the property within the Docks Area consistent with the Sacramento Docks Area Specific Plan and the 2030 General Plan;
- C.** On November 12, 2009, the Planning Commission conducted a public hearing, and forwarded to the City Council its recommendation of approval on the Sacramento Docks Area Specific Plan project based on Option B, and the Sacramento Docks Area Design Guidelines and Financing Plan; and
- D.** On December 15, 2009, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code sections 17.204.020(C), 17.208.020(C) and 17.200.010(C)(2)(a), (b), and (c)(publication, posting, and mail 500'), and received and considered evidence concerning the Sacramento Docks Area Specific Plan project based on Option B, and the Sacramento Docks Area Design Guidelines and Financing Plan and proposed rezoning.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL  
RESOLVES AS FOLLOWS:**

- Section 1. The City Council finds that the Environmental Impact Report for Docks Area Specific Plan Project (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
- Section 2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final

Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

- Section 3. The City Council certifies that the EIR has been presented to it that the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed Project, and that the EIR reflects the City Council's independent judgment and analysis.
- Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in the attached Exhibit A of this Resolution.
- Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit B of this Resolution.
- Section 6. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.
- Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

**Table of Contents:**

- Exhibit 2A - Findings of Fact and Statement of Overriding Consideration  
Exhibit 2B - Mitigation Monitoring Plan

Exhibit 2A Findings of Fact and Statement of Overriding Consideration

**CEQA Findings of Fact and Statement of Overriding  
Considerations for the Docks Area Specific Plan Project EIR**

**Description of the Project**

The proposed project under review in this EIR includes the adoption of the Docks Area Specific Plan, the Docks Area Design Guidelines, the Docks Specific Plan Financing Plan, and rezoning the properties to C-2, General Commercial. The Specific Plan provides for a range of mixed-use development densities within the Docks area based on Option B, including:

- 1,000 dwelling units (du)
- 243,300 square feet (sf) office
- 43,300 sf retail
- 1,370 off-street parking spaces
- 9.74 acres of open space

Under the Specific Plan, the ground floor of the proposed buildings would be constructed at the same elevation as the Sacramento Riverfront Promenade currently being constructed along the river levee. Between the original ground level and the top of the Promenade would be structured parking or fill that would vary in height based on the slope of the site.

Three land use options were evaluated in the EIR and draft Specific Plan: Option A1, Option A2, and Option B, which are briefly described below. These options are similar in design, and all include a city street grid that extends the lettered street pattern common in Downtown Sacramento into the project area.

There is only one difference between Option A1 and Option A2. Option A2 would construct a 30-story residential high-rise at the southwest corner of Reservoir and U streets, but Option A1 maintains this corner as a low-rise stacked residential development. All three options include a Docks Park, but the location of the park varies depending on whether or not the City's Pioneer Reservoir facility remains in the project area. Options A1 and A2 assume that the City would relocate Pioneer Reservoir to another location in the wastewater system.

Option B assumes that the Reservoir will remain in its current location. Under Option B, the amount of office sq. ft. is reduced by 300,000 sq. ft. and the open space area increases by 6.37 acres. Based on the Pioneer Reservoir Engineering Feasibility Study, the City does not intend to relocate the Pioneer Reservoir due to cost considerations. After adoption of Docks Specific Plan, the City will proceed to implement repairs and improvements, which will be subject to subsequent environmental review, to allow for development of a park over the reservoir roof. The Docks Specific Plan to be adopted is based on land use Option B.

All Options also assume that the State of California will decommission the Ranney Well, a facility located within the project area that is currently part of the State's existing central heating and cooling system. This facility is scheduled to be decommissioned in 2010.

It is anticipated that construction of the project will be completed in three or four phases. The total construction time is expected to be 54 months, with some flexibility in the office element in "Phase F," which could move forward at any time based on market conditions.

## **Findings Required Under CEQA**

### **1. Procedural Findings**

The City Council of the City of Sacramento finds as follows:

Based on the initial study conducted for Docks Area Specific Plan Project, SCH # 2005062143, (herein after the Project), the City of Sacramento's Environmental Planning Services determined, on substantial evidence, that the Project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; that the Project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the Project; and that the Project **will** have additional significant environmental effects not previously examined in the Master EIR. Therefore, staff prepared a focused environmental impact report ("EIR") on the Project which incorporates by reference the Master EIR and analyzes only the project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR have been applied to the project as appropriate. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 *et seq.* ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, as follows:

a. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency September 28, 2007 and was circulated for public comments from September 28, 2007 through October 29, 2007.

b. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on August 11, 2008 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

c. An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on August 11, 2008 and ended on September 25, 2008.

d. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on August 11, 2008. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, 300 Richards Boulevard, Third Floor, Sacramento, California 95811. The letter also indicated that the official 45-day public review period for the Draft EIR would end on Thursday, September 25, 2008.

e. A public notice was placed in the Daily Recorder on August 11, 2008, which stated that the Draft EIR was available for public review and comment.

f. A public notice was posted in the office of the Sacramento County Clerk on August 11, 2008.

g. Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR to produce the Final EIR.

## **2. Record of Proceedings**

The following information is incorporated by reference and made part of the record supporting these findings:

a. The Draft and Final EIR and all documents relied upon or incorporated by reference;

b. The City of Sacramento 2030 General Plan adopted March 3, 2009, and all updates.

c. The Master Environmental Impact Report for the City of Sacramento 2030 General Plan certified on March 3, 2009, and all updates.

d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento 2030 General Plan adopted March 3, 2009, and all updates.

e. Zoning Ordinance of the City of Sacramento

f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004

- g. Central City Community Plan
- h. Docks Area Specific Plan Design Guidelines
- i. The Mitigation Monitoring Program for the Project.
- j. The Docks Area Specific Plan
- k. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project.

### 3. Findings

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environment impacts that would otherwise occur. Mitigation measures or alternatives are not required, however, where such changes are infeasible or where the responsibility for the project lies with some other agency. (CEQA Guidelines, § 15091, sub. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California ("Laurel Heights I")* (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all

feasible mitigation measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the EIR are (i) environmentally superior with respect to that effect and (ii) “feasible” within the meaning of CEQA.

In cases in which a project’s significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the “benefits of the project outweigh the significant effects on the environment.” (Public Resources Code, Section 21081, sub. (b); see *also*, CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Project will cause.

The California Supreme Court has stated that “[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Goleta II* (1990) 52 Cal.3d 553 at 576.)

In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the EIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

**A. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.**

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below.

**5.1 Aesthetics, Light, and Glare**

**Impact 5.1-3 - The proposed Specific Plan could create substantial new sources of light. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.1-3a The Specific Plan Development Standards shall specify that all exterior lighting and advertising (including signage) shall be directed onto the specific location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent properties and public right-of-ways (ROW) to minimize light spillover onto adjacent areas. Monument lighting and night-lit signage is prohibited on building facades that face existing residential neighborhoods.
- 5.1-3b Prior to the issuance of a Site Development Permit for each specific development project, the applicant shall submit a lighting plan to the Development Services Department for review and approval. The plan shall specify the lighting type and placement to ensure that the effects of security and other outdoor lighting are minimized on adjacent uses and do not create spillover effects.

**Finding:** Implementation of the mitigation measures listed above would ensure that all lighting is focused toward its target to eliminate spillover light and creation of a lighting plan, which would ensure that the proposed project would not cast light or glare in such a way as to cause a public hazard or annoyance for a sustained period of time. With implementation of the mitigation measures, this impact is reduced to a *less than significant* level. (DEIR, P.5.1-26)

**Impact 5.1-4 - The proposed Specific Plan could result in a substantial new source of glare. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.1-4 The Specific Plan Development Standards shall specify that highly reflective mirrored glass walls shall cover no more than 35% of the surface area of building facades. Low emission (Low-E) glass or other materials shall be used in order to reduce the reflective qualities of the building.

**Finding:** Implementation of the mitigation measure listed above would ensure that windows installed would be low emission glass and that the surface area of buildings will be covered by a limited amount of reflective materials, which would ensure that the proposed project would not cast light or glare in such a way as to cause a public hazard or annoyance for a sustained period of time. With implementation of the mitigation measure, this impact is reduced to a *less than significant* level. (DEIR, P. 5.1-27)

**Impact 5.1-8 - Implementation of the proposed Specific Plan, in combination with cumulative development along major roadways in the project vicinity, could create cumulative glare that could affect adjacent properties. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

**5.1-8 Implement Mitigation Measure 5.1-4**

**Finding:** Implementation of the mitigation measure listed above would ensure that windows installed would be low emission glass and that the surface area of buildings will be covered by a limited amount of reflective materials, which would ensure that the proposed project would not cast light or glare in such a way as to cause a public hazard or annoyance for a sustained period of time. With implementation of the mitigation measure, this impact is reduced to a *less than significant* level. (DEIR, P. 5.1-31)

**5.2 Air Quality**

**Impact 5.2-1 - Construction of the proposed Specific Plan could result in increases in NO<sub>x</sub> emissions. Without mitigation, this is a *significant impact*.**

5.2-1 As parcel specific development projects are defined, the developer for each parcel specific project shall prepare an URBEMIS analysis for the construction of that project. Where NO<sub>x</sub> emissions are anticipated to be in excess of 85 lb/day, the following measures shall be incorporated into construction practices and approved by SMAQMD prior to the start of demolition and construction:

- (a) The project developer shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet average of 20% NO<sub>x</sub> reduction and 45% particulate reduction compared to the most recent CARB fleet average at the time of construction.
- (b) The project developer shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.

- (c) The project developer shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.
- (d) For any remaining construction NO<sub>x</sub> emissions in excess of 85 lb/day, the then-current SMAQMD mitigation fees shall be calculated and paid in coordination with SMAQMD prior to the issuance of building or grading permits.

The estimated construction mitigation fee has been calculated using the construction activities for the build-out option with the highest emissions (i.e., Option A2). Construction of Option A2 would generate approximately 419 total pounds per day of NO<sub>x</sub> over the construction significance threshold during the entire construction period. Therefore, according to the SMAQMD's Construction Emissions Mitigation Fee Calculator, the proposed project would be required to pay \$3,352 (currently \$16,000 per ton) to fully mitigate its construction emissions.

**Finding:** Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Implementation of SMAQMD's standard construction mitigation measures would reduce NO<sub>x</sub> emissions by approximately 20 percent. (DEIR, P. 5.2-33.) The analysis of the DEIR covered three options, which all had short-term construction emissions estimated over the SMAQMD's significance threshold of 85 lbs/day. Option B, which is the option being brought forward as the recommended option for the Docks Area Specific Plan. Option B has maximum daily emission estimate of 99.61 lbs/day. As depicted, implementation of SMAQMD's standard mitigation measures would be sufficient to reduce maximum daily emissions to below SMAQMD's NO<sub>x</sub> significance threshold of 85 lbs/day. Based upon the analysis of the other options, additional mitigation, consisting of the SMAQMD mitigation fee, for emissions estimated to be greater than 85 lbs/day after the 20% reduction is included. The SMAQMD current mitigation fee (\$16,000/ton) will

be used to calculate payment to SMAQMD to offset mitigated NOx emissions in excess of the threshold. In the event that changes to the construction schedules occur, emissions of NOx and associated mitigation fees shall be recalculated based on the mitigation fee in place at the time fees are to be paid. With implementation of the mitigation measures, this impact is reduced to a *less than significant* level

**Impact 5.2-2 - Construction of the proposed Specific Plan could result in increases in ambient PM<sub>10</sub>. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.2-2a Exposed surfaces shall be watered at least three times daily.
- 5.2-2b Soil piles shall be watered at least three times daily.
- 5.2-2c A minimum of two feet of freeboard shall be maintained in all haul trucks.
- 5.2-2d Prior to grading, the development shall submit a dust control plan to the City that demonstrates that the dust control mitigation measures will be implemented and enforced.

**Finding:** Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental effect as identified in the EIR.

Implementation of the above mitigation measures would reduce fugitive dust emissions. For Projects resulting in less than 15 acres of disturbance/day, the SMAQMD considers implementation of recommended mitigation measures for the control of fugitive dust to be sufficient to reduce Project-generated emissions of fugitive dust to a less than significant level; therefore, implementation of the above mitigation measures would reduce short-term increases of construction-generated PM to a *less-than-significant* level. (DEIR, P. 5.2-35)

**Impact 5.2-4 - The proposed Specific Plan has the potential to bring sensitive receptors close to an existing odor source, thereby violating SMAQMD's qualitative emissions thresholds for odors. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.2-4 For Option B, the City Utilities Department shall install single-stage activated media scrubbing towers to the Pioneer Reservoir as a part of the reservoir upgrade project.

**Finding:** Implementation of the above mitigation measure along with current methodologies in place will provide removal of 99.5% of odor-causing substances, essentially all detectible odors. With implementation of the mitigation measures, this impact is reduced to a *less than significant* level. (DEIR, P. 5.2-45)

**Impact 5.2-5 - The proposed Specific Plan would construct housing and parks within 500 feet of a freeway. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.2-5a Landscaping plans for trees adjacent to Pioneer Bridge shall include plantings of finely-needled evergreen trees such as redwood and deodar to disperse and catch pollutants, wherever feasible.
- 5.2-5b The final design of each building shall provide electrostatic air filtering systems.

**Finding:** Implementation of the mitigation measures listed above provide the ability to remove very-fine particulates, including diesel particulate matter, from the air, reducing exposure of sensitive receptors. A recent study has determined that certain tree species act as air filters by protecting against inhaling tiny, toxic particles from vehicle emission. Up to 65-85% of very-fine particles were removed by finely needed trees. With implementation of the mitigation measures, this impact is reduced to a *less than significant* level. (DEIR, P. 5.2-50)

**Impact 5.2-8 - Demolition and construction for the proposed Specific Plan could contribute cumulatively to global climate change. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.2-8 The proposed project shall achieve Leadership in Energy and Environmental Design (LEED) credit MR2.2: Divert a minimum of 75% from disposal of construction and demolition waste for recycling and reuse.

**Finding:** Implementation of the above mitigation measure will ensure a reduction of construction waste and debris. DEIR Impacts 5.2-8 and 5.2-9 regarding climate change were developed based on the current information available at the time. The 2030 General Plan Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Docks Specific Plan is consistent with the 2030 General Plan and the mitigation measures outline in the General Plan Master EIR. The

Docks project would result in no new impacts or feasible mitigation measures not identified in the MEIR.

The Specific Plan meets, exceeds, or directly implements the goals, policies, and implementation programs of the 2030 General Plan. Key strategies identified by the 2030 General Plan Findings of Significance and implemented by the Specific Plan include:

- Land use patterns that focus on infill and mixed use development, support public transit, and increase opportunities for pedestrians and bicycle use
- Quality design guidelines and “complete” neighborhoods and streets to enhance neighborhood livability and the pedestrian experience
- “Green building” practices including the adoption of a green building rating program and ordinance and the use of recycled construction materials and alternative energy systems
- Adaptation to climate change, such as reducing the impacts from the urban heat island effect, managing water use, and increasing flood protection

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level. (DEIR, P. 5.2-54)

**Impact 5.2-9 - Construction and operation of the proposed Specific Plan could contribute to global climate change. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.2-9a** All development shall meet the criteria listed below for each project type:
- Retail & Commercial Buildings and Hotels: LEED Silver certification
  - Multifamily: Enterprise Green Communities criteria, or according to the Green Multi-family Design Guidelines by the California Integrated Waste Management Board.
  - All other development types: LEED certification.

A project team may propose an alternate rating system that clearly illustrates how their project is holistically either equal to or more sustainable than the strategies identified in the Specific Plan. Acceptance of this strategy would be at the discretion of Planning Director.

**5.2-9b** Implement Mitigation Measure 5.2-3

**5.2-9c** The City shall require that all daily parking will be charged at rates that are equal to or greater than the cost of Sacramento Regional Transit day passes plus 20%. Monthly charges for parking will be equal to or greater than the cost of an RT monthly pass plus 20%.

- 5.2-9d Buildings shall be designed to exceed Title 24 requirements by 20%, where feasible.
- 5.2-9e The City will encourage, through incentives, the installation of facilities to support the use of alternative fuel vehicles, where feasible and available based on market conditions.

**Finding:** DEIR Impacts 5.2-8 and 5.2-9 regarding climate change were developed based on the current information available at the time. The 2030 General Plan Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Docks Specific Plan is consistent with the 2030 General Plan and the mitigation measures outline in the General Plan Master EIR. The Docks project would result in no new impacts or feasible mitigation measures not identified in the MEIR.

The Specific Plan meets, exceeds, or directly implements the goals, policies, and implementation programs of the 2030 General Plan. Key strategies identified by the 2030 General Plan Findings of Significance and implemented by the Specific Plan include:

- Land use patterns that focus on infill and mixed use development, support public transit, and increase opportunities for pedestrians and bicycle use
- Quality design guidelines and “complete” neighborhoods and streets to enhance neighborhood livability and the pedestrian experience
- “Green building” practices including the adoption of a green building rating program and ordinance and the use of recycled construction materials and alternative energy systems
- Adaptation to climate change, such as reducing the impacts from the urban heat island effect, managing water use, and increasing flood protection

In addition, the implementation of mitigation measures 5.2-9a-e, further provide for the reduction in energy use and vehicle miles travelled. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level. (DEIR, P. 5.2-55 thru 5.2-68 and FEIR, P. 13).

### 5.3 Biological Resources

**Impact 5.3-1 - The proposed Specific Plan could result in a loss of protected heritage trees. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.3-1a Prior to issuance of grading permits for each phase of development, an ISA certified arborist shall conduct a tree survey to identify the diameter at breast height (DBH), height, location, and health of each tree located within the proposed construction zone.
- 5.3-1b To the extent feasible, existing heritage trees shall be retained and incorporated into proposed development and/or landscaping plans in coordination with the City Arborist. A tree protection plan will be developed consistent with Chapter 12.64. An ISA Certified Arborist will be retained by the developer and/or construction contractor to monitor the tree protection plan and make weekly inspections of the project site during construction. The arborist will monitor and take any required action to ensure the health of the trees. No Heritage tree may be pruned, disturbed, or removed without a permit pursuant to Section 12.64.050, Chapter 12.64 of the City Municipal Code.

**Finding:** The mitigation measures listed above provide protection measures ensuring the protection of existing trees that will remain on the project site. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level. (DEIR, P. 5.3-16)

**Impact 5.3-2 - The proposed Specific Plan could result in a loss of existing street trees. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.3-2a Prior to the issuance of building permits, each developer shall provide a final site plan for the project to the City Arborist, which plots existing trees, identifies the size, species types and location of any that are proposed for removal, and identifies utilities to be installed and their proposed location relative to existing street trees. The Arborist shall review the plan and determine which trees, if any, are acceptable for removal (Section 6-1-3c).
- 5.3-2b Existing street trees will be preserved and protected to the maximum extent feasible, as determined by the City Arborist. A tree protection plan will be developed consistent with Chapter 12.56.060. An ISA Certified Arborist will be retained by the developer and/or construction contractor to monitor the tree protection plan and make weekly inspections of the project site during construction. The arborist will monitor and take any required action to ensure the health of the trees. No street tree may be pruned, disturbed, or removed without a permit pursuant to Section 12.56.070, Chapter 12.56 of the City Municipal Code.

**Finding:** The mitigation measures listed above provide protection measures ensuring the protection of existing trees that will remain on the project site. With

implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level. (DEIR, P. 5.3-17)

**Impact 5.3-3 - The proposed Specific Plan could result in a potential loss of nesting and foraging habitat for special status species. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

5.3-3a Nesting Swainson's Hawk Habitat: If construction occurs during the breeding season (February 1-August 31), the project applicant shall conduct CDFG-recommended protocol-level surveys prior to construction as required by the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley or as required by the CDFG in the future. If active nests are found in the construction area, mitigation measures consistent with the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California shall be incorporated in the following manner or as directed by CDFG:

- 1) If an active nest is found, no intensive new disturbances (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that may cause nest abandonment or forced fledging, can be initiated within 200 yards (buffer zone) of an active nest between March 1 and September 15. The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the hawks. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active.
- 2) Nest trees shall not be removed unless there is no feasible way of avoiding removal of the tree. If a nest tree must be removed, a Management Authorization (including conditions to offset the loss of the nest tree) must be obtained from CDFG with the tree removal period specified in the management Authorization, generally between October 1 and February 1.
- 3) If construction or other project-related activities that may cause nest abandonment or forced fledging are necessary within the buffer zone, monitoring of the nest site (funded by the project proponent) by a qualified biologist will be required to determine if the nest is abandoned. If the nest is abandoned and if the nestlings are still alive, the project proponent shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).

- 4) Routine disturbances, such as routine maintenance activities within 0.25 mile of an active nest, shall not be prohibited.

**5.3-3b** Nesting habitat for other protected or sensitive avian species:

- 1) Vegetation removal and construction shall occur after between September 1 and January 31 whenever feasible.
- 2) Prior to any construction or vegetation removal between February 1 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitat within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with CDFG protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. This survey can be carried out concurrently with surveys for other species provided it does not conflict with any established survey protocols. A copy of the pre-construction survey shall be submitted to the City of Sacramento. If an active nest of a sensitive species is identified onsite (per established thresholds), specific mitigation measures shall be developed in consultation with CDFG and USFWS. At a minimum, these measures shall include a 500-foot no-work buffer that shall be maintained between the nest and construction activity until CDFG and/or USFWS approves of any other mitigation measures.
- 3) Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.

**5.3-3c** Burrowing Owl Nesting Habitat:

- 1) Prior to construction activity, focused pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys shall be conducted in accordance with CDFG burrowing owl survey protocol.
- 2) If unoccupied burrows are found during the non-breeding season, the project applicant may collapse the unoccupied burrows, or otherwise obstruct their entrances to prevent owls from entering and nesting in the burrows. This measure would prevent inadvertent impacts during construction activities.
- 3) If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the City and CDFG, and no further mitigation is necessary.

If occupied burrows are found, impacts on the burrows shall be avoided by providing a buffer of 165 feet during the non-breeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the owls. No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained until the breeding season is over.

- 4) If impacts on occupied burrows are unavoidable, onsite passive relocation techniques approved by CDFG shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow guidelines provided in the California Burrowing Owl Consortium's April 1995 Burrowing Owl Survey Protocol and Mitigation Guidelines, which ranges from 7.5 to 19.5 acres per pair.

**Finding:** Implementation of the mitigation measures listed above would ensure that construction activities and tree removal are conducted outside of the nesting season, which would avoid disturbance to any nesting birds. If, however, construction activities or tree removal is necessary during the nesting season, the mitigation specifies the steps that must be followed in order to avoid impacts to nesting birds. The first step is an appropriately timed survey prior to construction to determine whether nesting birds are present. If any nesting birds are identified, compliance with these mitigation measures would ensure that the birds would not be disturbed during the nesting season. The mitigation measure calls for the creation of a buffer zone (no construction area) that is anticipated to protect the nest site such that there would be no take and no violation of California Department of Fish and Game Code regulations governing birds (Sections 3503 and 3513) and/or the Migratory Bird Treaty Act. With implementation of the mitigation measures, this impact is reduced to a *less than significant* level. (DEIR, P. 5.3-17 thru 5.3-20)

#### **5.4 Cultural and Historic Resources**

**Impact 5.4-1 - The proposed Specific Plan could result in the loss or degradation of known or undiscovered prehistoric and historic resources. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.4-1a Prior to any site specific implementation, that could include subsurface disturbance, a detailed archaeological research design shall be prepared that identifies past land use (including geological history, preparation of historic context), assesses the potential of encountering significant deposits based on the past use, provides research themes and questions relevant to types of land use (industrial, commercial, residential, etc.), and identified features, components, and materials necessary to address on-going research themes. If the research design concludes that there is a high potential within a specific project site to encounter significant deposits, then a test excavation and data recovery plan shall be prepared and implemented prior to any grading, excavation, or construction on the property.
- 5.4-1b A qualified archaeologist shall train the construction crew to identify cultural artifacts and human remains, if no qualified archaeologist is to remain as an on-site monitor during all excavation.
- 5.4-1c If cultural materials – not assessed or excavated prior to construction – are discovered during construction, all earth-moving activity within and around the immediate discovery area shall be diverted until a qualified archaeologist can assess the nature and significance of the find.
- 5.4-1d If significant sites are found on the property during grading, excavation, or construction, then a qualified archaeologist shall prepare a report on findings and transmit the report to NCIC, OHP, the City's Preservation Office, and the Sacramento Archives and Museum Collection Center (SAMCC). If the site is determined to be historic, the qualified archaeologist shall prepare recommendations for the property owner(s), the City's Preservation Director, and the City's History and Science Manager for an on-site interpretive exhibit of the artifacts and the site and the ultimate disposition of the artifacts. If the site is determined to be pre-historic, the representative from the NAHC and the Most Likely Descendent (MLD) shall be contacted.
- 5.4-1e If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains and the County Coroner will be contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC who will then notify the MLD. At this time, the person who discovered the remains will contact the City so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

**Finding:** Implementation of the mitigation measures listed above would provide discovery and evaluation procedures for any previously unknown prehistoric or historic resources encountered during project construction and would ensure these resources are properly protected, avoided, or processed, whichever option is deemed appropriate. With implementation of the mitigation measures, this impact is reduced to a *less than significant* level. (DEIR, P. 5.4-26)

**Impact 5.4-2 - The proposed Specific Plan could result in potential effects on historic resources within the Specific Plan Area. Without mitigation, this is a significant impact.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.4-2 If at the time of site-specific implementation, additional properties/sites are present which were not included in this study as 45 years or older, but would, at the time of construction, meet the 45-year criteria, then recordation and evaluation shall occur. These historic resources would require documentation using DPR 523 Forms. The completed forms shall be filed at NCIC, and evaluations should be reviewed by OHP and the City's Preservation Director. Impacts to eligible buildings, structures, or objects would be considered significant and individual mitigation measures, and consultation with OHP and the City's Preservation Director, shall be developed and implemented prior to construction.

**Finding:** Implementation of the mitigation measure listed above would provide discovery and evaluation procedures for any previously unknown historic resources encountered during project construction and would ensure these resources are properly protected, avoided, or processed, whichever option is deemed appropriate. With implementation of the mitigation measures, this impact is reduced to a *less than significant* level. (DEIR, P. 5.4-27)

**Impact 5.4-3 - The proposed Specific Plan, in combination with other development projects, could contribute to the cumulative degradation or loss of archaeological resources, including human remains. Without mitigation, this is a significant impact.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.4-3 Implement Mitigation Measures 5.4-1a through 5.4-1e

**Finding:** Implementation of the mitigation measures listed above provide discovery and evaluation procedures for any previously unknown archeological or paleontological resources in the Docks Specific Plan project area and would ensure these resources

are properly protected, avoided, or processed, whichever option is deemed appropriate. With implementation of the mitigation measures, this cumulative impact is reduced to a *less than significant* level. (DEIR, P. 5.4-28)

**Impact 5.4-4 - The proposed Specific Plan, in combination with other development projects, could contribute to the cumulative loss or alteration of historic resources. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

**5.4-4 Implement Mitigation Measure 5.4-2**

**Finding:** Implementation of the mitigation measures listed above provide discovery and evaluation procedures for any previously unknown historic resources in the Docks Specific Plan project area and would ensure these resources are properly protected, avoided, or processed, whichever option is deemed appropriate. With implementation of the mitigation measures, this cumulative impact is reduced to a *less than significant* level. (DEIR, P. 5.4-28)

**5.5 Hazards and Hazardous Materials**

**Impact 5.5-1 - Construction activities for the proposed Specific Plan would occur on property that is known to contain contaminated soil and groundwater, which could present a hazard to construction workers and future site users if not properly managed. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

**5.5-1a** For each phase of construction, the contractor shall develop an approved Health and Safety Contingency Plan (HSCP) to address how potential environmental contaminants shall be addressed during construction. The HSCP shall address known and potential COCs, as well as proposed control and mitigation measures, and shall include provisions for the proper handling and disposal of undocumented waste materials and contaminated soil and/or water (including groundwater and contaminated rainwater), in accordance with federal, state, and local requirements. The HSCP shall also incorporate measures to safeguard worker health and safety and minimize public exposure. The HSCP shall be prepared under the direction of the appropriate regulatory agencies and shall be in conformance with all applicable laws and regulations, including California CCR, Title 8, General Industry Safety Orders – Control of Hazardous Substances. The HSCP shall be prepared as a supplement to the

contractor's Site Specific Health and Safety Plan, which shall be prepared to meet the requirements of CCR Title 8, Construction Safety Orders.

- 5.5-1b** The project proponent shall provide contractors with a worker health and safety guidance document at the time of grading or building permit application to assist them in preparing site-specific worker health and safety plans. Pursuant to the requirements of state and federal law, the site-specific health and safety plan may require the use of personal protective equipment, on-site continuous air quality monitoring during construction, worker training, and other precautions.
- 5.5-1c** During construction, except in imported clean fill areas, all excavation, soil handling, and dewatering activities shall be observed for signs of apparent contamination by the contractor under DTSC oversight, as specified in the HSCP.
- 5.5-1d** In areas where the groundwater contamination has the potential to reach humans through water, sewer, or storm drainage pipelines due to fluctuations in the elevation of the groundwater table, measures will be used to prevent infiltration in accordance with DTSC requirements.
- 5.5-1e** The Developer shall submit to DTSC advanced notification of any proposed construction activity involving the movement of soil (such as grading, trenching, and excavation) within the Specific Plan Area to ensure compliance with all public health and safety requirements, including, but not limited to, the timely preparation of a site-specific Health and Safety Plan, and if required, a DTSC approved soil management plan.

**Finding:** Implementation of the above mitigation measures, including preparation of a Health and Safety Contingency Plan (HSCP), would ensure that known and unknown contamination is properly treated, managed, and/or removed before work may continue. This would ensure that people, namely those involved in site preparation and construction activities would not be at risk due to exposure to hazardous materials located on-site. (DEIR, P. 5.5-21 FEIR P. 13-17) With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

**Impact 5.5-2 - Contaminated soil and groundwater could present a hazard to people during occupancy of the proposed Specific Plan if not properly managed. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.5-2a** The HHRA shall be provided in conjunction with an application to remove or change existing land use restrictions (deed restriction) placed on property within the Specific Plan Area.

- 5.5-2b Site development shall incorporate all identified mitigation measures as specified in the HHRA and any subsequent planning documents as required by the DTSC prior to the approval of building permits, to the satisfaction of DTSC.

**Finding:** Implementation of the mitigation measures above will ensure that on site contamination will not impact occupancy of the site by eliminating or significantly reducing soil contact by covering native soil, designing buildings to reduce subsurface vapor intrusion, and preventing shallow groundwater from being used as a domestic water supply. These measures would be implemented with oversight from DTSC. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level. (DEIR, P. 5.5-23)

**Impact 5.5-4 - The proposed Specific Plan could expose construction workers and future site users to lead-based paint or other hazardous substances, which could be released to the environment if not properly identified, removed, contained, and transported for disposal at approved sites. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.5-4 Prior to renovation and/or demolition of structures in the Specific Plan Area, the developer shall provide written documentation to the City that the Pioneer Reservoir and Towe Auto Museum structures have been evaluated for the presence of lead-based paint, heavy metals, or PCBs, and that lead-based paint has been abated and any remaining hazardous substances and/or waste have been removed in compliance with applicable state and local laws and regulations.

**Finding:** Implementation of the above mitigation measure would require that an investigation of all buildings to be renovated and/or demolished be performed to detect the presence of lead-based paint, heavy metals, or PCBs. In the event that lead-based paint is discovered, the mitigation would prevent the exposure of individuals and the environment to the hazard by ensuring that all regulations pertaining to the removal and disposal of lead based paint are carried out prior to demolition. This would prevent the release of lead based paint into the surrounding environment. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level. (DEIR, P. 5.5-25)

## 5.7 Noise and Vibration

**Impact 5.7-3 - The proposed Specific Plan would expose planned residential and transient lodging land uses to cumulative traffic noise that would conflict with local planning guidelines. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.7-3a Prior to construction, the developer shall provide an acoustical analysis that identifies measures to ensure that interior noise levels do not exceed 45 dB Ldn. Review of the project floor plans, elevations, window schedules, and construction materials shall be conducted by a qualified acoustical consultant to ensure that the proposed interior mitigation measures are sufficient to achieve compliance with an interior noise level of 45 dB Ldn and must be documented in a written report to be submitted to the Planning Director prior to the issuance of building permits. Such measures shall be incorporated into the design of the building in the project's construction documents to the satisfaction of the City's Building Division.
- 5.7-3b Final site plans shall identify common use outdoor activity areas that are adequately shielded from a direct line-of-site to Pioneer Bridge and I-5 either by buildings or sound walls to achieve conditionally acceptable exterior noise level standards (60-70 dB residential, 60-75 dB hotels), to the satisfaction of the Planning Director.

**Finding:** Implementation of the Mitigation Measures 5.7-3a and b, where specified by each individual project's CEQA review or as established through project review prior to the issuance of a building permit, would substantially reduce predicted noise levels at noise sensitive receptors by requiring appropriate special construction measures to ensure that noise levels would not exceed the Sacramento General Plan standards. These mitigation measures identify the need for a specific acoustic study, the purpose of which will be to define methods for achieving the noise reduction to the applicable City General Plan noise standard. As such, the measures would collectively reduce noise exposure levels at future sensitive receptors in proposed residential areas to those considered acceptable by the City's General Plan. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level. (DEIR, P. 5.7-23 thru 5.7-26)

**Impact 5.7-5 - Construction-induced vibration impacts could damage the Sacramento River levees. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.7-5a A geotechnical report shall be prepared by a qualified geotechnical engineer that addresses potential vibration induced settlements to adjacent improvements, such as the levee and Pioneer Reservoir.

- 5.7-5b All pile driving holes should be pre-drilled and reduced capacity piles used.
- 5.7-5c Construction staging areas shall be located at least 100 feet from the theoretical toe of the levee.

**Finding:** Implementation of mitigation measures 5.7-5a-c would ensure that vibration levels do not cause substantial annoyance or structural damage in the Specific Plan Area. Implementation of these mitigation measures will reduce the impact to less than significant level. (DEIR, P. 5.7-27)

**Impact 5.7-6 - The proposed Specific Plan could expose proposed residential and transient lodging land uses to railroad noise that would conflict with local planning guidelines. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.7-6a Residential or transient lodging windows with a line-of-site to the railroad line shall be fitted with Sound Transmission Class (STC) 35 rated window assemblies. This measure is predicted to result in compliance with an interior noise level standard of 45 dB Ldn. This requirement would apply to all residential or transient lodging uses located within 120 ft of the SSRR line.
- 5.7-6b The development shall implement a buyer or renter notification requirement to inform potential buyers and renters of periodically elevated exterior noise levels at their property, and attach a noise easement to the title of all property sold adjacent to the train tracks.

**Finding:** Implementation of Mitigation Measure 5.7-6a would substantially reduce predicted noise levels at noise sensitive receptors by requiring appropriate special construction measures to ensure that noise levels would not exceed the Sacramento General Plan standards. Implementation of Mitigation Measure 5.7-6b would provide future occupants with notification of periodically elevated noise levels. With implementation of the mitigation measures, this impact is reduced to a *less than significant* level. (DEIR, P. 5.7-27 thru 5.7-28)

**Impact 5.7-7 -The proposed Specific Plan could expose planned residential and transient lodging land uses to non-transportation noise that would conflict with local planning guidelines or Noise Ordinance criteria. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.7-7a It is expected that the Ranney Well water discharge pipes will be decommissioned prior to construction of residential uses. However, if the Ranney Well water discharge pipes remain active when the first residential uses are constructed facing River Street between T Street and R Street, the applicant shall be required to prepare an acoustical analysis and shall incorporate all appropriate noise control measures into the project design, so as to mitigate any noise impacts to below the City's noise level standards. Such noise control measures include, but are not limited to, use of noise barriers, site re-design, silencers, or partial or complete enclosures of critical equipment, etc.
- 5.7-7b** During project review, the Zoning Administrator shall make a determination as to whether or not the proposed retail or office use would likely generate noise levels, which could adversely affect adjacent residential areas. If it is determined from this review that proposed uses could generate excessive noise levels at noise-sensitive uses, the applicant shall be required to prepare an acoustical analysis and shall incorporate all appropriate noise control measures into the project design, so as to mitigate any noise impacts to below the City's noise level standards. Such noise control measures include, but are not limited to, use of noise barriers, site re-design, silencers, or partial or complete enclosures of critical equipment, etc.
- 5.7-7c HVAC equipment shall be placed as far as possible from residential uses and shall be located within mechanical rooms where possible or screened from view through the use of building parapets or other solid noise barriers/enclosures.

**Finding:** Implementation of the Mitigation Measures 5.7-7a-c, where specified by each individual project's CEQA review or as established through project review prior to the issuance of a building permit, would substantially reduce predicted noise levels at noise sensitive receptors by requiring appropriate special measures to ensure that noise levels would not exceed the Sacramento General Plan standards. These mitigation measures identify the need for a specific acoustic study, the purpose of which will be to define methods for achieving the noise reduction to the applicable City General Plan noise standard. As such, the measures would collectively reduce noise exposure levels at future sensitive receptors in proposed residential areas to those considered acceptable by the City's General Plan. Additionally the applicant will have to take steps to reduce noise from HVAC equipment and other onsite stationary sources. Implementation of these mitigation measures will reduce the impact to less than significant. (DEIR, P. 5.7-29)

## 5.8 Public Services

**Impact 5.8-9 - The proposed Specific Plan would increase demand for parks and recreation facilities. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.8-9 Prior to the recordation of the tentative map, the project applicant shall reach agreement with the City on an appropriate project specific “urban park” standard, and on which of the proposed project elements and acreage meet these parkland dedication requirements. The project applicant shall pay in-lieu fees (Quimby and/or or Park Impact Fees) on the difference in acreage between the City parkland requirement and the amount of parkland the proposed project would supply, or provide “turnkey” improvements equal to the value of in-lieu fees owed, if any.

**Finding:** Development of the Specific Plan would increase demand for parks and public recreation facilities The Specific Plan will provide 8.18 acres of new park/open space, as stated in Option B, along with plazas and other forms of urban open space. Although the Specific Plan will provide both active and passive open space the proposed acreage will not meet the City s Service Level Goal. Applicant s compliance with Mitigation Measure 5.8-9 would ensure that any shortfall will be satisfied with in lieu fees With implementation of the mitigation measure, this impact is reduced to a *less than significant* level. (DEIR, P. 5.8-12)

**Impact 5.8-10 - The proposed Specific Plan would contribute to cumulative increases in the demand for additional parkland in the Central City. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.8-10 Implement Mitigation Measure 5.8-9.

**Finding:** Development of the Specific Plan would increase demand for parks and public recreation facilities The Specific Plan will provide 8.18 acres of new park/open space, as stated in Option B, along with plazas and other forms of urban open space. Although the Specific Plan will provide both active and passive open space the proposed acreage will not meet the City s Service Level Goal. Applicant s compliance with Mitigation Measure 5.8-9 would ensure that any shortfall will be satisfied with in lieu fees With implementation of the mitigation measure, this impact is reduced to a *less than significant* level. (DEIR, P. 5.8-12)

## 5.9 Transportation and Circulation

**Impact 5.9-1 - Intersections: The proposed Specific Plan would increase traffic volumes at local intersections. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.9-1a The City Development Engineering Division shall monitor the density of development being approved as the Specific Plan develops. When traffic conditions warrant, as determined by the City's Traffic Engineer, the project applicant shall install a traffic signal at the intersection of 3<sup>rd</sup> Street and Broadway and shall restripe the existing Broadway two way left turn lane as an exclusive left turn lane. No roadway widening is required.
- 5.9-1b The City Development Engineering Division shall monitor the density of development being approved as the Specific Plan develops. When traffic conditions warrant, as determined by the City's Traffic Engineer, the project applicant shall add a second left turn lane on the northbound 5<sup>th</sup> Street approach at the intersection of 5<sup>th</sup> and W streets. This can be accomplished by restriping the northbound intersection approach. No roadway widening is required.

**Finding:** With implementation of the above mitigation measures, intersection operating conditions improve to LOS "C". Therefore, the Specific Plan Area's study intersections would operate at acceptable levels and the impact would be reduced to a *less-than-significant* level, as illustrated in Table 5.9-14 of the DEIR. (DEIR, P.5.9-30). With implementation of the mitigation measures, this impact is reduced to a *less than significant* level.

**Impact 5.9-8 - Intersections under Cumulative Plus Project conditions: The proposed Specific Plan would increase traffic volumes at study area intersections. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) has been adopted to address this impact:**

- 5.9-8a The project applicant shall install a traffic signal at the intersection of the NB I-5 off-ramp and Broadway. No roadway widening is required. Installing a traffic signal at the intersection of the Northbound I-5 off-ramp and Broadway will reduce delay under both the Options and provide LOS C under Option B.
- 5.9-8b The project applicant shall install a traffic signal at the intersection of 3<sup>rd</sup> Street and Broadway. No roadway widening is required. Installing a

traffic signal at the intersection of the 3<sup>rd</sup> Street and Broadway will reduce delay under both Options and provide LOS C under both Options.

- 5.9-8c The project applicant shall add a second left turn lane on the NB 5<sup>th</sup> Street approach at the intersection of 5<sup>th</sup> and W streets. This can be accomplished by restriping the northbound intersection approach. No roadway widening is required. Adding a second left turn lane on the northbound 5<sup>th</sup> Street approach at the intersection of 5<sup>th</sup> and W streets by restriping the northbound intersection approach would reduce delay and maintain LOS C under all Options.
- 5.9-8d The project applicant shall add a westbound left turn lane on the westbound P Street approach at the intersection of 3<sup>rd</sup> and P streets by restricting parking for one block on the south side of the westbound intersection approach. This measure will reduce delay below no project levels under all Options.

**Finding:** With implementation of the above mitigation measures, intersection operating conditions improve to LOS “C” or below no project levels. Therefore, the Specific Plan Area’s study intersections would operate at acceptable levels and the impact would be reduced to a *less-than-significant* level, as illustrated in Tables 5.9-23 and 5.9-24 of the DEIR. (DEIR, P.5.9-39 and 5.9-40). With implementation of these mitigation measures, this impact is reduced to a *less than significant* level.

**B. Significant or Potentially Significant Impacts for which Mitigation is Outside the City’s Responsibility and/or Jurisdiction.**

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the Project, are within the responsibility and jurisdiction of another public agency and not the City. Pursuant to section 21081(a)(2) of the Public Resources Code and section 15091(a)(2) of the CEQA Guidelines, the City Council, based on the evidence in the record before it, specifically finds that implementation of these mitigation measures can and should be undertaken by the other public agency. The City will request, but cannot compel implementation of the identified mitigation measures described. The impact and mitigation measures and the facts supporting the determination that mitigation is within the responsibility and jurisdiction of another public agency and not the City, are set forth below. Notwithstanding the disclosure of these impacts, the City Council elects to approve the Project due to the overriding considerations set forth below in Section G, the statement of overriding considerations.

**5.9 - Transportation and Circulation**

**Impact 5.9-2 - The proposed Specific Plan would increase traffic volumes on freeway mainline and ramp operating conditions. Because the freeway mainline**

is already operating at LOS F, this impact is significant and unavoidable. Without mitigation, this is a *significant impact*.

**Mitigation Measure (From MMP): The following mitigation measure(s) within the authority of the City to impose has been adopted to address this impact to the extent feasible:**

- 5.9-2 Prior to building occupancy, each developer shall pay the I-5 corridor impact fee that is in effect at the time of the issuance of building permit.

**Finding:** The applicant will pay its required share of freeway-related improvements. Payment of the fees, however, cannot assure that impacts at the freeway mainline and ramp junctions will be reduced to a less than significant level. Since improvements to the freeway and ramps are controlled by the California Department of Transportation, and given the uncertainty regarding the timing and completion of the proposed freeway improvements, the impacts of the Project on the freeway mainline and ramp junctions would remain *significant and unavoidable*. (DEIR, P. 5.9-34)

**Impact number and description:** Impact 5.9-9 - Freeway operating conditions under Cumulative Plus Project conditions: The proposed Specific Plan would increase traffic volumes on the freeway system. Without mitigation, this is a *significant impact*.

**Mitigation Measure (From MMP): The following mitigation measure(s) within the authority of the City to impose has been adopted to address this impact to the extent feasible:**

- 5.9-9 Implement mitigation measure 5.9-2.

**Finding:** The applicant will pay its required share of freeway-related improvements. Payment of the fees, however, cannot assure that impacts at the freeway mainline and ramp junctions will be reduced to a less than significant level. Since improvements to the freeway and ramps are controlled by the California Department of Transportation, and given the uncertainty regarding the timing and completion of the proposed freeway improvements, the impacts of the Project on the freeway mainline and ramp junctions would remain *significant and unavoidable*. (DEIR, P. 5.9-47)

### **C. Significant or Potentially Significant Impacts for which Mitigation Measures Found To Be Infeasible.**

There are no significant or potentially significant environmental effects of the Project for which mitigation is determined to be infeasible.

## D. Significant and Unavoidable Impacts.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the City Council elects to approve the Project due to overriding considerations as set forth below in Section G, the statement of overriding considerations.

### 5.2 Air Quality

**Impact 5.2-3 - The proposed Specific Plan would result in specific operational increases in regional criteria pollutants. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) within the authority of the City to impose has been adopted to address this impact to the extent feasible:**

- 5.2-3 The developer shall prepare and submit an AQMP to the SMAQMD and the City prior to the issuance of building permits for the first phase. The AQMP shall include mitigation measures above and beyond the project features and demonstrate a total emission reduction of at least 15%, including the reductions associated with project features. The AQMP shall be endorsed by the SMAQMD and approved by the City. Documentation confirming implementation of the AQMP shall be provided to the SMAQMD and the City prior to issuance of occupancy permits.

**Finding:** Even with the inclusion of site planning, alternative travel modes, and design features recommended by the SMAQMD, the Docks Area Specific Plan project would generate considerable ROG and NO<sub>x</sub> emissions. Other foreseeable development in the SVAB would be expected to also comply with the SMAQMD recommendations; however, even if the 15 percent operational emissions reduction is achieved, the threshold of 65 pounds per day may still be exceeded. While the above measures can substantially reduce air emissions, their effectiveness at reducing emissions for a particular project that would occur far in the future is somewhat speculative. Furthermore, it is not possible to anticipate the size, scope, and intensity of a particular development project that may occur in the Long-Term Plan area or elsewhere in the City, and, thus, the ability to control ozone precursors to a less-than-significant level remains undetermined. The City has taken a conservative position on this effect and determined that the mitigation measures may not be sufficient to reduce air emission levels to less than significant. For these reasons, the impact remains *significant and unavoidable*. (DEIR, P. 5.2-36 thru 5.2-42)

**Impact 5.2-6 - The proposed Specific Plan land uses would result in greater air emissions than if the project area were developed under the current industrial zoning. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) within the authority of the City to impose has been adopted to address this impact to the extent feasible:**

5.2-6 Implement Mitigation Measure 5.2-3.

**Finding:** Even with the inclusion of site planning, alternative travel modes, and design features recommended by the SMAQMD, the Docks Area Specific Plan project would generate considerable ROG and NO<sub>x</sub> emissions. Other foreseeable development in the SVAB would be expected to also comply with the SMAQMD recommendations; however, even if the 15 percent operational emissions reduction is achieved, the threshold of 65 pounds per day may still be exceeded. While the above measures can substantially reduce air emissions, their effectiveness at reducing emissions for a particular project that would occur far in the future is somewhat speculative. Furthermore, it is not possible to anticipate the size, scope, and intensity of a particular development project that may occur in the Long-Term Plan area or elsewhere in the City, and, thus, the ability to control ozone precursors to a less-than-significant level remains undetermined. The City has taken a conservative position on this effect and determined that the mitigation measures may not be sufficient to reduce air emission levels to less than significant. For these reasons, the impact remains *significant and unavoidable*. (DEIR, P. 5.2-50 thru 5.2-52)

## 5.7 Noise and Vibration

**Impact 5.7-1 - The proposed Specific Plan could result in construction noise at sensitive receptors. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) within the authority of the City to impose has been adopted to address this impact to the extent feasible:**

- 5.7-1a Erect a 6 to 10 foot solid plywood construction/noise barrier along the exposed project boundaries adjacent to occupied residential and/or outdoor restaurant seating areas. The barrier shall not contain any significant gaps at its base or face, except for site access and surveying openings, and shall be of sufficient height to buffer ground floor uses.
- 5.7-1b Construction activities shall comply with the Noise Ordinance. Demolition and pile driving activities shall be coordinated with adjacent land uses in order to minimize potential disturbance of planned activities.

- 5.7-1c Pile holes shall be pre-drilled to the maximum feasible depth. This shall reduce the number of blows required to seat the pile, and shall concentrate the pile driving activity closer to the ground where noise can be attenuated more effectively by the construction/noise barrier.
- 5.7-1d Construction equipment such as compressors and generators shall be located as far as possible from sensitive receptors. The contractor shall shroud or shield all impact tools and muffle or shield all intake and exhaust ports on power construction equipment.
- 5.7-1e The developer shall designate a disturbance coordinator and conspicuously post this person's number around the project site and in adjacent public spaces. The disturbance coordinator will receive all public complaints about construction noise disturbances, will be responsible for determining the cause of the complaint, and implement any feasible measures to be taken to alleviate the problem.

**Finding:** The City's Noise Ordinance exempts construction activities from the specified Noise Ordinance standards during the hours of 7:00 am to 6:00 pm Monday through Saturday and from 9:00 am to 6:00 pm on Sunday; however, with the inclusion of site planning, noise barriers, alternative construction techniques, and establishment of a disturbance coordinator, construction that could occur in the Docks Area Specific Plan project area could expose nearby uses to excessive noise levels. While alternative construction techniques can substantially reduce noise levels, the proximity of uses in the project area may mean that building occupants may still be significantly annoyed and/or subject to short-term construction noise. The City has taken a conservative position on this effect and determined that the mitigation measures may not be sufficient to reduce construction noise levels to less than significant. For these reasons, the impact remains *significant and unavoidable*. (DEIR, P. 5.7-18 thru 5.7-20)

## 5.10 Utilities

**Impact 5.10-6 - The proposed Specific Plan would contribute to cumulative increases in the need for water supply facilities. Without mitigation, this is a *significant impact*.**

**Mitigation Measure (From MMP): The following mitigation measure(s) within the authority of the City to impose has been adopted to address this impact to the extent feasible:**

- 5.10-6a Implement Diversion and WTP (Water Treatment Plant) as cost-sharing partner in SRWRS (Sacramento River Water Reliability Study).

The City shall agree to a cost-sharing partnership for the construction and operation of a second Sacramento River diversion and WTP to divert and treat water which could result, at a minimum, in the following potentially significant environmental impacts associated with the construction and

operation. This project is currently being analyzed under a separate EIR/EIS

- Exposure of soils to erosion and loss of topsoil during construction
- Surface water quality degradation
- Destruction or disturbance of subsurface archeological or paleontological resources
- Construction-related air emissions
- Construction and operations-related noise impacts
- Visual and/or light and glare impacts
- Loss of protected species and degradation or loss of their habitats
- Conversion of existing agricultural lands or resources
- Degradation of fisheries habitat and other in-stream impacts above and downstream of diversion
- Exposure to pre-existing listed and unknown hazardous materials contamination

Mitigation measures would need to be developed to reduce any potentially significant impacts to less-than-significant levels, to the extent feasible. The following are illustrative of the types of mitigation measures that could be implemented to avoid or reduce those impacts listed above to less-than-significant levels:

- Reduction in operational and construction air emissions as required by SMAQMD
- Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs (Best Management Practices)
- Minimization of operational and construction noise through the use of noise attenuation measures
- Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources
- Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities
- Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards
- Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands

The City, as a cost-sharing local partner participating in the Sacramento River Water Reliability Study project, would be a responsible agency required to implement all mitigation measures within its control.

**OR**

**5.10-6b** Implement a City of Sacramento-Only Sacramento River Diversion and WTP.

The City shall be solely responsible for the construction and operation of a second Sacramento River diversion and WTP to divert and treat water. This would be a separate project that would require its own environmental review, in addition to compliance with all applicable regulatory requirements. The construction and operation of this facility to divert and treat water, although having a smaller capacity than the regional facility, would have the same potentially significant environmental impacts as discussed above, and would entail the same types of mitigation measures, discussed above. The City would be the lead agency if this option were selected.

**Finding:** The above discussion identifies different means that the City could use to respond to the increase in future demand for potable water in excess of the City's existing water supply facility capacity. One of the City's important water supply goals is to have sufficient capacity in its surface water diversion and treatment facilities to meet future maximum day demands with surface water. Surface water provides the most reliable and highest quality water for City residents, and relying on surface water minimizes water quality issues associated with groundwater contamination and pollution. Providing and maintaining sufficient capacity to meet peak day demands with surface water during normal and wet years promotes conjunctive use of surface and groundwater throughout the region, and using surface water exercises and thereby protects and maintains the City's surface water rights and entitlements that are an invaluable asset to the City and City residents. These considerations are reflected in the goals and policies set forth in the 2030 General Plan.

Consistent with this goal, the City historically has been diligent in planning for future water supply facility needs by constructing water supply facilities as they are needed to accommodate increasing water supply demands, and intends to continue to do so. Under CEQA, land use planning is a necessary prerequisite to the approval and construction of facilities needed to provide water service to the planned development, and CEQA does not require that all water supply facilities necessary to serve future development be approved and built prior to approval of such development. Consistent with these mandates, the City expects to approve and construct, as part of the SRWRS project (discussed above), or as a separate project to construct new facilities and/or expand the City's existing water supply facilities, the City's next increment of water diversion and treatment capacity that will serve future cumulative water demand, after completion of the necessary environmental review and receipt of all necessary approvals.

However, because the future water supply facilities described above have not yet been approved and constructed, at present it is not possible to state with certainty that these facilities will be approved and constructed. Therefore, to fulfill the disclosure requirements of CEQA, this EIR must indicate that the potential cumulative increase in demand for potable water in excess of the City's existing water supply facility capacity, that could require the construction of new water supply facilities, is considered a significant and unavoidable impact.

2030 GP MEIR Finding: Under CEQA, water supply facilities necessary to serve future development cannot be approved and built until a general plan that allows such development is adopted. Consistent with this mandate, the City is participating as a local partner in the SRWRS (Sacramento River Water Reliability Study) project and expects to approve and construct, as part of the SRWRS project, the City's next increment of water diversion and treatment capacity that would serve future water demand, after approval of the 2030\_General Plan, completion of the SRWRS project's environmental review and receipt of all necessary approvals by the SRWRS partner agencies. However, because the future water supply facilities have not yet been approved and constructed, at present it is not possible to state with certainty that these facilities would be approved and constructed. For these reasons, the impact remains significant and unavoidable. (DEIR, P. 5.10-35 thru 5.10-41 and FEIR, P. 18 thru 23)

**E. Findings Related to the Relationship Between Local Short-term Uses of the Environment and Maintenance and Enhancement of Long-term Productivity.**

Based on the EIR and the entire record before the City Council, the City Council makes the following findings with respect to the project's balancing of local short term uses of the environment and the maintenance of long term productivity:

- As the project is implemented certain impacts would occur on a short term level. Such short term impacts are discussed fully above. Where feasible, measures have been incorporated in the project to mitigate these potential impacts.
- The project would result in the long term commitment of resources to urban development. Resources necessary to serve the project include water, natural gas, fossil fuels, and electricity. The long term implementation of the project would provide economic and housing benefits to the City. The project would be developed in an existing urbanized area and not contribute to urban sprawl. Notwithstanding the foregoing some long term impacts would result.

Although there are short and long term adverse impacts from the project, the short and long term benefits of the project justify its immediate implementation.

## **F. Project Alternatives.**

The City Council has considered the Project alternatives presented and analyzed in the final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

### **Alternatives Considered and Dismissed from Further Consideration**

CEQA Guidelines §15126.6(c) requires an EIR to identify and briefly discuss any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. The following alternatives were previously considered and rejected from further consideration, for the reasons discussed below:

#### ***Alternative Location***

CEQA requires that an alternative location for a proposed project be analyzed if one is available that could lessen potentially significant impacts of the proposed project. The objective of the project is to redevelop the existing Docks Area in a manner consistent with the goals and objectives of the SRMP, the 2005 Concept Plan, and the Merged Downtown Redevelopment Plan (MDRP), providing mixed-use, infill development and increased accessibility to the Sacramento River. There are no other locations in the MDRP Project Area that could accommodate the project objectives. Implementation of an off-site alternative to the proposed project was determined to be infeasible, and no off-site alternative has been considered or evaluated in this EIR.

#### ***All Office Use***

The All Office Use Alternative would have involved constructing high-density office in the project area. There would be no residential uses and significantly less park and open space. This alternative was determined to be infeasible because of the limited roadway access to the project area, and it would not meet the objectives of animating the riverfront by providing for uses that extend into the evening and weekends, providing mixed-use housing, or a pedestrian orientation. In addition, the City of Sacramento General Plan (General Plan) and Central City Community Plan (CCCP) focus office development in the Central Business District (CBD), and there is sufficient land available in those areas to meet office space demand.

***Arena***

The Arena Alternative would have involved constructing a sports arena as the sole use of the project area. This alternative was determined to be infeasible because of the limited roadway access to the project area, and such a use would not meet the objective to create an “animated” pedestrian environment that provides interaction with the riverfront throughout weekdays, evenings, and weekends without significant “down” time between facility uses.

***Single-Family Housing***

The Single-Family Housing Alternative would have involved constructing single family housing instead of mixed-use medium- to high-density housing. This alternative was ruled out due to the existing soil and groundwater contamination, and the extremely high cost and extended time period necessary to remediate such a site to allow lawns and single family foundations (see Chapter 5.5, Hazards and Hazardous Materials). In addition, the cost of site improvements such as street and utility infrastructure and the construction of Docks public Park is estimated to be between \$15-60 million; the resulting high cost of single family housing and the ultimate exclusivity of such a neighborhood could limit public access to the river, and would fail to meet Smart Growth objectives of providing medium- to high-density mixed-use, infill housing in proximity to the Downtown. Project objectives of opening up the riverfront to public access and animating the riverfront would not be achieved. In addition, mitigating the existing freeway noise conditions for outdoor residential spaces would be infeasible for single family yards without buildings to act as freeway noise buffers.

***All Park***

The All Park Alternative would have involved turning the project area into a public park. This alternative was determined to be infeasible because of the high cost of site remediation and infrastructure improvements that would be required to create a public park without the sale of property or a property and/or sales tax generating use to defray the public expense. Smart Growth objectives of providing medium- to high-density mixed-use, infill housing in proximity to Downtown would not be met. In addition, this alternative was rejected from further consideration due to the isolated nature of the project area and the potential safety implications of creating an isolated green space without adjacent residential or commercial uses.

***All Retail/Entertainment Venue***

The All Retail/Entertainment Venue Alternative would have established a theme-based all retail and entertainment use in the project area, similar to Old Sacramento. This alternative was determined to be infeasible due to the City policies in the Cultural and Entertainment District Master Plan, General Plan, and CCCP that focus entertainment and retail venues along K Street, and concerns about the limited vehicular access and relative isolation of the project area for

such a destination use. In addition, Smart Growth objectives of providing medium- to high-density mixed-use, infill housing in proximity to Downtown would not be met.

## **Summary of Alternatives Considered**

### ***No-Project//No Development Alternative***

The No Project/ No Development Alternative is defined in this section as the existing conditions at the time the Updated Notice of Preparation (NOP) was published as well as what could reasonably be expected to occur in the foreseeable future.

### ***Sacramento Riverfront Master Plan (SRMP) Original Concept Plan Alternative***

The SRMP Original Concept Plan Alternative would be similar to the proposed project, but would include surface parking behind Pioneer Reservoir and lower density mixed-use housing north of U Street. Development would be predominantly medium- to high-density residential (5-8 stories) mixed with retail, cafés, and, possibly, office space.

### ***Public/Quasi-Public and Park Alternative***

The Public/Quasi-Public and Park Alternative would amend the General Plan designation of the project area to Public/Quasi-Public and Park to provide for cultural and public uses such as a museum or aquarium.

## **No Project/No Development Alternative**

Section 15126(d)(2) of the State CEQA Guidelines requires that a no project alternative or no action alternative be evaluated in comparison to the proposed project. The No Project/ No Development Alternative is defined in this section as the existing conditions at the time the Updated Notice of Preparation (NOP) was published as well as what could reasonably be expected to occur in the foreseeable future. Under the No Project/No Development Alternative the proposed land use changes and permits would not occur, including adopting the Docks Area Specific Plan as part of the CCCP as a Community Plan Amendment; the General Plan Amendment; the Planned Unit Development (PUD), including the establishment of PUD Guidelines and a PUD Schematic Plan; the rezoning of the property; Special Use Permits; amendment of the Central City Neighborhood Design Guidelines; (CCNDG), the Tentative Map, all to facilitate the development of a mixed-use neighborhood with residential, retail, and office space, as well as parks and improved access to the riverfront, would not be approved. The proposed public improvements identified in Chapter 2 (Project Description) would not be implemented. The existing general plan designation, Heavy Commercial/Warehouse, CCCP industrial designation, and zoning designations M1 and M2 would remain in place. No changes are anticipated to occur on the project site under the No Project/No Development in the foreseeable future because of existing infrastructure and contamination constraints, and the project area's isolation caused by

the adjacent elevated freeways. The project area would remain owned by the State of California, the City, the Redevelopment Agency of the City of Sacramento (Agency), and utility companies. Existing utility and public uses such as the Pioneer Reservoir and Towe Auto Museum would continue. The Pacific Gas & Electric (PG&E) site would remain capped and vacant, and other unoccupied lands would remain vacant until some feasible use consistent with the industrial zoning or public use is proposed and developed.

### **Facts in Support of Finding of Infeasibility**

Under the No Project/No Development Alternative, the blighted, vacant, underutilized, and marginal public and utility properties and inadequate infrastructure would be expected to remain in the project area. No new housing, either market rate or affordable, would be built. Contamination would remain sealed at the PG&E site. Front Street would remain the only road in the area, thus traffic patterns and levels are not anticipated to change; no new impacts to the freeway mainline or ramps would occur. Construction would not occur; thus, construction noise and vibration impacts, and runoff impacts would not occur. No new residential or recreational uses would be exposed to the noise and air emissions generated by traffic on the nearby stretch of Interstate 5 (I-5) and the Interstate 80/Highway 50/Pioneer Bridge (Pioneer Bridge). No changes to public services or utilities would occur.

Specific guidelines set forth by the Sacramento Area Council of Governments' (SACOG) Blueprint Transportation–Land Use Study (Blueprint Project) identify the potential for the project area to accommodate high-density redevelopment. Overall, site-specific environmental impacts associated with the No Project/No Development Alternative would be less than for the proposed project, but the project area would remain underutilized in conflict with City and regional goals to promote infill development and reduce demand for development on the urban fringe.

The Blueprint Project determined that infill development is required to reduce the footprint of development needed to serve future population growth. Regional impacts due to urban sprawl were identified and quantified in the Environmental Impact Report for the Metropolitan Transportation Plan for 2035, adopted on March 20, 2008. As discussed in the Population and Housing section of the EIR, population and employment are expected to increase significantly between 2005 and 2035. Region wide, population is expected to increase by about 58 percent, and employment is expected to increase by about 54 percent. On the transportation side, growth in travel is expected as a result of these increases in population and employment. Daily vehicle miles traveled (VMT) in the SACOG region is projected to grow from 55 million in 2005 to about 85 million in 2035. The pre-Blueprint projected growth allocation, extended out to Year 2035, would result in a total VMT in Year 2035 of nearly 91 million, or nearly 6 million more than the MTP2035 projection. By comparison, with implementation of the Blueprint, the VMT growth rate projected over the Years 2005-2035 is expected to decrease from the historic growth rate of 2.5 percent per year to 1.4 percent per year. Moreover, the VMT growth rate is projected to be lower than the population growth rate

of 1.6. This represents a major reversal of the historic trend in VMT and population growth in the region.

The No Project Alternative would therefore result in increased regional traffic congestion, air quality degradation due to increased VMT, and loss of agriculture and open space if population growth occurs to the urban fringe. Although temporary construction noise, and localized freeway congestion and increased air emissions would not occur in this location, the No Project/No Development Alternative is considered environmentally inferior to the proposed project and the other alternatives based on long-term regional environmental goals and objectives.

#### Mitigation That Would No Longer Be Required

None of the mitigation measures identified in this EIR would be required under the No Project/No Development Alternative.

#### Significant Unavoidable Impacts That Would No Longer Occur

None of the significant and unavoidable impacts identified in this EIR would occur under the No Project/No Development Alternative. It is reasonable, however, to assume that there would be secondary significant unavoidable environmental effects caused by the accommodation of a similar amount of development at much lower densities elsewhere in the region.

#### Relationship of the No Project/No Development Alternative to the Project Objectives

The No Project/No Development Alternative would not meet any of the stated objectives of the proposed project. In particular, it would not develop the Specific Plan Area into a mixed-use urban village near Downtown and the Sacramento waterfront. This Alternative would not integrate the project area into the fabric of the existing Central City.

The current industrial zoning and lack of river orientation of the existing uses in the project area are inconsistent with the goals and objectives of the SRMP. Without adoption of new land use designations and additional site remediation to allow unrestricted and/or residential use of the project area and a facility plan to develop the necessary infrastructure, no new development is anticipated to occur in the area. Redevelopment goals for reuse of a brownfields site and the development of additional Downtown housing would not occur. There would be no animation of the riverfront or development of park lands. Therefore, the No Project/No Development Alternative would not achieve any of the key project objectives.

#### **Sacramento Riverfront Master Plan (SRMP) Original Concept Plan Alternative**

The SRMP Original Concept Plan Alternative would be similar to the proposed project, but would include surface parking behind Pioneer Reservoir and lower density mixed-use housing north of U Street. Development would be predominantly medium- to high-density residential (5-8 stories) mixed with retail, cafés, and, possibly, office space. Development would be set back from the edge of the Docks Riverfront Promenade

Project (Promenade). An additional park would be provided south of U Street. Structured parking would be used to elevate the new uses up to the elevation of the levee in order to enhance physical and visual connections to the Promenade.

### **Facts in Support of Finding of Infeasibility**

The SRMP Original Concept Plan Alternative would have similar impacts to the proposed project. Traffic would be less intense, but impacts to the freeway system would remain significant and unavoidable since the mainline and ramps are already operating at level of service (LOS) F near Downtown. Construction impacts would be similar, although fewer short-term construction emissions would result without the elevation of the development to the height of the parkway. Brownfields in the project area would be redeveloped. New housing would be provided, therefore the project area would help meet the City and regional goals to promote infill development and reduce demand for development on the urban fringe. However, the surface parking proposed in the SRMP Original Concept Plan Alternative is a significant underutilization of Downtown riverfront property. Cumulative air emissions would be less, but still significant and unavoidable.

As previously discussed, the Blueprint Project identified the project area for high-density infill in order to minimize regional open space and traffic/air quality impacts. As noted above, because the SRMP Original Concept Plan Alternative provides for less infill density than the proposed project, it could result in greater long-term regional impacts on agriculture and open space, traffic congestion, and air quality.

Residential uses would be developed inside the greater than 70 dB Ldn (day-night average noise level) noise contours of the adjacent freeways, but fewer units would be subjected to noise and air emissions from traffic on the adjacent freeways; mid-rise housing construction would be able to buffer exterior spaces from noise, but low-rise construction would be less effective, and different mitigation measures could be required. Recreation and open space/parks would be more exposed to freeway air emissions and high noise levels.

### **Mitigation That Would No Longer Be Required**

All of the mitigation measures identified in this Draft EIR would be required under the SRMP Original Concept Plan Alternative.

### **Significant Unavoidable Impacts That Would No Longer Occur**

All of the significant and unavoidable impacts identified in this Draft EIR would occur under the SRMP Original Concept Plan Alternative. The SRMP Original Concept Plan Alternative would involve construction over several phases that could affect sensitive receptors with construction noise. The SRMP Original Concept Plan Alternative would generate traffic that would use the freeway system that is already experiencing LOS F. And the increased intensity of land uses would result in cumulative air emissions. There could also be secondary significant unavoidable environmental effects caused by the accommodation of housing units at much lower densities elsewhere in the region.

### Relationship of the SRMP Original Concept Plan Alternative to the Project Objectives

The SRMP Original Concept Plan Alternative would achieve the key project objectives by providing a mixed-use residential neighborhood, animation of the riverfront, and brownfields redevelopment. The SRMP Original Concept Plan Alternative would provide for medium-density residential in the area north of U Street, but construction of a surface parking lot would not fully meet objectives for smart growth development, and the Alternative does not maximize densities and animation of the riverfront.

### Public/Quasi-Public and Park Alternative

The Public/Quasi-Public and Park Alternative would amend the General Plan designation of the project area to Public/Quasi-Public and Park to provide for cultural and public uses such as a museum or aquarium. The Public/Quasi-Public and Park Alternative assumes that the Pioneer Reservoir would remain. The Promenade's R Street Park would be extended to T Street, and an 114,000 square feet (sf) cultural facility would be constructed on the PG&E site; podium parking would be constructed to bring the facility to the Promenade level. The Towe Auto Museum building would be demolished and a permanent facility with upgraded surface parking would be constructed in its place.

### Facts in Support of Finding of Infeasibility

Front Street would remain the only road in the area; thus, circulation would not change significantly. A cultural use such as a museum developed on the PG&E site would generate some traffic, but generally not during peak periods. Therefore, impacts on freeway cumulative operation conditions would be expected to be less than significant.

Under the Public/Quasi-Public and Park Alternative, vacant lands would be converted to park or cultural uses. Existing utility uses would remain, leaving the project area visually blighted. No new housing would be built, but alternatively, no new residential uses would be exposed to construction noise, or noise and air emissions generated by traffic on the nearby stretch of I-5 and the Pioneer Bridge. Additional public open space and cultural uses would help animate the riverfront, but park space would be exposed to excessive noise levels without intervening structures to mitigate the noise. Specific guidelines set forth by Blueprint Project identify the potential of the project area to accommodate high-density residential development. The project area would remain underutilized in conflict with city and regional goals to promote infill development and reduce demand for development on the urban fringe, and thus the Public/Quasi-Public and Park Alternative would result in increased regional traffic congestion and air emissions, and loss of agriculture and open space.

### Mitigation That Would No Longer Be Required

Under the Public/Quasi-Public and Park Alternative, all buildings would be expected to be low-rise structures that would not require mitigation for light and glare, thus mitigation measures (MM) 5.1-3, 5.1-4 would not be required. No residential uses would be located near the freeways, thus MM 5.7-3, would not be required. No residential uses

would generate a demand for parks and recreations, thus MM 5.8-9 and 5.8-10 would not be required. The Public/Quasi-Public and Park Alternative would not generate a demand for water supply beyond existing and previous uses on the site, thus MM 5.10-6 would not be required. All other mitigation measures identified for the proposed project would be required for this alternative.

#### Significant Unavoidable Impacts That Would No Longer Occur

No residential uses would be in the project area during any phase, so no construction noise impacts would occur. Increased destination traffic would result in cumulative air emissions, although at a lower magnitude than the proposed project. However, as discussed above, since this Alternative would be inconsistent with the Blueprint and City goals and policies regarding smart growth, there could be secondary significant and unavoidable environmental effects caused by the accommodation of housing units at much lower densities elsewhere in the region. The transportation and air emissions models developed for the Metropolitan Transportation Plan for 2035 Draft EIR (October 2007) show substantial travel and air quality benefits if the region is able to successfully implement the Blueprint, including shorter car trips, higher numbers of transit, walking and biking trips, and less air pollution than would result from a Base Case (trend) development pattern. The Public/Quasi-Public and Park Alternative would generate traffic that would use the freeway system that is already experiencing LOS F, thus freeway impacts would remain significant and unavoidable.

#### Relationship of the Public/Quasi-Public and Park Alternative to Project Objectives

The Public/Quasi-Public and Park Alternative would achieve key project objectives by providing brownfields redevelopment, and park and cultural uses to animate the riverfront. The Public/Quasi-Public and Park Alternative would not meet City objectives for a mixed-use residential neighborhood near the riverfront or for smart growth development by constructing additional Downtown housing and full utilization of Central City land. Although there would be improved access to the riverfront, a new park, and a new cultural use, there would not be the additional draw of residential and retail uses to animate the riverfront beyond the operating hours of the cultural uses. Therefore, the Public/Quasi-Public and Park Alternative would not achieve most of the key project objectives.

### **G. Statement of Overriding Considerations:**

Pursuant to Guidelines section 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in Sections 5.0 through 5.6. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

### **Statement of Overriding Considerations:**

The Docks Area Specific Plan would be consistent with the Sacramento City Council adopted a set of Smart Growth Principles adopted in December 2001 in order to promote growth that is economically sound, environmentally friendly, and supportive of community livability. The Smart Growth Principles encourage: Providing a mix of land uses; Create a range of housing opportunities and choices with a diversity of affordable housing near employment centers; Concentrating new development and targeting infrastructure investments within the urban core of the region; Fostering a walkable community; Multi-modal transportation and land use patterns that support walking, cycling, and public transit; and Provide a variety of transportation choices for people to bike, walk, take transit, or drive.

The Docks Area Specific Plan would provide infill development and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.

The Docks Area Specific Plan would promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities.

The Docks Area Specific Plan would promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively (e.g., architectural design) to existing neighborhoods and surrounding areas.

The Docks Area Specific Plan would feature (e.g., access, building orientation, design) the Sacramento River and will develop a riverfront parks and open spaces that provide a destination for visitors and respite from the urban setting for residents.

The Docks Area Specific Plan would use the natural river environment as a key feature to guide the scale, design, and intensity of development, and to maximize visual and physical access to the rivers.

The Docks Area Specific Plan would provide compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.

The Docks Area Specific Plan would provide high-quality development character of buildings along freeway corridors and protect the public from the adverse effects of vehicle-generated air emissions, noise, and vibration, using such techniques as: 1)

Requiring extensive landscaping and trees along the freeway fronting elevation; 2) Establish a consistent building line, articulating and modulating building elevations and heights to create visual interest; 3) Include design elements that reduce noise and provide for proper filtering, ventilation, and exhaust of vehicle air emissions.

The Docks Area Specific Plan would provide new development and redevelopment projects that create walkable, pedestrian scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use.

The Docks Area Specific Plan meets the 2030 General Plan goals and policies related to reuse and rehabilitation of existing urban development, improving waterfront properties and City's Gateways, and proposing high quality architectural designed community. The proposed project will be a unique sense of place with the proposed mixed-use neighborhood with a comprehensive system of urban forests and is accessible via alternate modes of transportation such as transit, walking, and bicycling.

The Docks Area Specific Plan would provide redevelopment of a brownfields site. The project area was historically an industrial area with major industrial facilities. Given the past industrial activity, hazardous material has been identified in the area; the proposed development must address viable solutions to safely redevelop this existing brownfields site.

The Docks Area Specific Plan would provide development that maximizes alternative modes of transportation. Given the proximity to downtown, the area should plan for alternative modes of transportation including public transit, bicycle, and pedestrian options

The Docks Area Specific Plan would provide development that uses sustainable and green building concepts. The project will comply with Title 24 California Energy Efficiency Standards and where feasible will employ additional energy conservation measures. This would include implementing energy conservation measures in design and construction.

The proposed project will reduce greenhouse gas emissions by creating an urban area that encourages the use of alternative modes of transportation. The project will create a walkable, bikeable, and transit friendly community. This will reduce vehicle miles traveled and in turn will decrease consumption of natural resources particularly fuels

The Docks Area Specific Plan would provide mixed-use neighborhoods; public and open space including greenways and a riverfront parkway; pedestrian and bicycle access integrated throughout the plan area; and medium to high density development with building heights designed to maximize views

Exhibit 2B Mitigation Monitoring Plan

**Docks Area Specific Plan  
Mitigation Monitoring Program**

INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) Guidelines requires all state and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring Program (MMP) for the Docks Area Specific Plan project. The project as approved includes mitigation measures to address impacts of the project. The intent of the MMP is to prescribe a means for properly and successfully implementing and enforcing the mitigation measures as identified within the Environmental Impact Report for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMP shall be funded by the applicant.

COMPLIANCE CHECKLIST

The MMP contained herein is intended to satisfy the requirements of CEQA as they relate to the Environmental Impact Report for the Docks Area Specific Plan project prepared by the City of Sacramento. This MMP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMP were developed in the Environmental Impact Report prepared for the proposed project.

The Docks Area Specific Plan project Environmental Impact Report presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

(CEQA Guidelines Section 15370.) The intent of the MMP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Sacramento. The table attached to this report identifies the impact number, impact, mitigation measure, the monitoring agency for the mitigation measure, the implementation schedule, and signoff. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP. The City of Sacramento will be responsible for ensuring compliance.

### MITIGATION MONITORING PROGRAM

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
<b>5.1 Aesthetics, Light, and Glare</b>				
<p><b>Impact 5.1-3</b> The proposed Specific Plan could create substantial new sources of light.</p>	<p><b>5.1-3a</b> The Specific Plan Development Standards shall specify that all exterior lighting and advertising (including signage) shall be directed onto the specific location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent properties and public right-of-ways (ROW) to minimize light spillover onto adjacent areas. Monument lighting and night-lit signage is prohibited on building facades that face existing residential neighborhoods.</p>	Community Development Department	Measures shall be shown and confirmed on construction plans.	
	<p><b>5.1-3b</b> Prior to the issuance of a Site Development Permit for each specific development project, the applicant shall submit a lighting plan to the Development Services Department for review and approval. The plan shall specify the lighting type and placement to ensure that the effects of security and other outdoor lighting are minimized on adjacent uses and do not create spillover effects.</p>	Community Development Department	Prior to issuance of building permits.	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
<p><b>Impact 5.1-4</b> The proposed Specific Plan could result in a substantial new source of glare.</p>	<p><b>5.1-4</b> The Specific Plan Development Standards shall specify that highly reflective mirrored glass walls shall cover no more than 35% of the surface area of building facades. Low emission (Low-E) glass or other materials shall be used in order to reduce the reflective qualities of the building.</p>	Community Development Department	Measures shall be shown and confirmed on construction plans.	
<p><b>Impact 5.1-8</b> Implementation of the proposed Specific Plan, in combination with cumulative development along major roadways in the project vicinity, could create cumulative glare that could affect adjacent properties.</p>	<p><b>5.1-8</b> Implement Mitigation Measure 5.1-4</p> <p><b>5.1-4</b> The Specific Plan Development Standards shall specify that highly reflective mirrored glass walls shall cover no more than 35% of the surface area of building facades. Low emission (Low-E) glass or other materials shall be used in order to reduce the reflective qualities of the building.</p>	Community Development Department	Measures shall be shown and confirmed on construction plans.	
<b>5.2 Air Quality</b>				
<p><b>Impact 5.2-1</b> Construction of the proposed Specific Plan could result in increases in NO<sub>x</sub> emissions.</p>	<p><b>5.2-1</b> As parcel specific development projects are defined, the developer for each parcel specific project shall prepare an URBEMIS analysis for the construction of that project. Where NO<sub>x</sub> emissions are anticipated to be in excess of 85 lb/day, the following measures shall be incorporated into construction practices and approved by SMAQMD prior to the start of demolition and construction:</p>	Community Development Department  SMAQMD	Prior to issuance of future planning entitlements and/or building permits.	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
	<p>(a) The project developer shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (&gt;50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet average of 20% NO<sub>x</sub> reduction and 45% particulate reduction compared to the most recent CARB fleet average at the time of construction;</p> <p>(b) The project developer shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.</p>			

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
	<p>(c) The project developer shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.</p> <p>(d) For any remaining construction NO<sub>x</sub> emissions in excess of 85 lb/day, the then-current SMAQMD mitigation fees shall be calculated and paid in coordination with SMAQMD prior to the issuance of building or grading permits.</p>			

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
	The estimated construction mitigation fee has been calculated using the construction activities for the build-out option with the highest emissions (i.e., Option A2). Construction of Option A2 would generate approximately 419 total pounds per day of NO <sub>x</sub> over the construction significance threshold during the entire construction period. Therefore, according to the SMAQMD's Construction Emissions Mitigation Fee Calculator, the proposed project would be required to pay \$3,352 (currently \$16,000 per ton) to fully mitigate its construction emissions.			
<b>Impact 5.2-2</b> Construction of the proposed Specific Plan could result in increases in ambient PM <sub>10</sub> .	<b>5.2-2a</b> Exposed surfaces shall be watered at least three times daily.	Community Development Department SMAQMD	Measures shall be shown on construction plans and implemented during construction.	
	<b>5.2-2b</b> Soil piles shall be watered at least three times daily.	Community Development Department SMAQMD	Measures shall be shown on construction plans and implemented during construction.	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
	<p><b>5.2-2c</b> A minimum of two feet of freeboard shall be maintained in all haul trucks.</p>	Community Development Department SMAQMD	Measures shall be shown on construction plans and implemented during construction.	
	<p><b>5.2-2d</b> Prior to grading, the development shall submit a dust control plan to the City that demonstrates that the dust control mitigation measures will be implemented and enforced.</p>	Community Development Department SMAQMD	Prior to issuance of grading permit	
<p><b>Impact 5.2-3</b> The proposed Specific Plan would result in specific operational increases in regional criteria pollutants.</p>	<p><b>5.2-3</b> The developer shall prepare and submit an AQMP to the SMAQMD and the City prior to the issuance of building permits for the first phase. The AQMP shall include mitigation measures above and beyond the project features and demonstrate a total emission reduction of at least 15%, including the reductions associated with project features. The AQMP shall be endorsed by the SMAQMD and approved by the City. Documentation confirming implementation of the AQMP shall be provided to the SMAQMD and the City prior to issuance of occupancy permits.</p>	Community Development Department SMAQMD	Prior to issuance of future planning entitlements and/or building permits.	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
<p><b>Impact 5.2-4</b> The proposed Specific Plan has the potential to bring sensitive receptors close to an existing odor source, thereby violating SMAQMD's qualitative emissions thresholds for odors.</p>	<p><b>5.2-4</b> For Option B, the City Utilities Department shall install single-stage activated media scrubbing towers to the Pioneer Reservoir as a part of the reservoir upgrade project.</p>	<p>Community Development Department And Department of Utilities</p>	<p>Prior to issuance of Final Building Permits for residential uses.</p>	
<p><b>Impact 5.2-5</b> The proposed Specific Plan would construct housing and parks within 500 feet of a freeway.</p>	<p><b>5.2-5a</b> Landscaping plans for trees adjacent to Pioneer Bridge shall include plantings of finely-needled evergreen trees such as redwood and deodar to disperse and catch pollutants, wherever feasible.</p>	<p>Community Development Department  SMAQMD</p>	<p>Prior to issuance of future planning entitlements and/or building permits.</p>	
	<p><b>5.2-5b</b> The final design of each building shall provide electrostatic air filtering systems.</p>	<p>Community Development Department SMAQMD</p>	<p>Measures shall be shown and confirmed on construction plans for residential buildings.</p>	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
<p><b>Impact 5.2-6</b> The proposed Specific Plan land uses would result in greater air emissions than if the project area were developed under the current industrial zoning.</p>	<p><b>5.2-6</b> Implement Mitigation Measure 5.2-3.</p> <p><b>5.2-3</b> The developer shall prepare and submit an AQMP to the SMAQMD and the City prior to the issuance of building permits for the first phase. The AQMP shall include mitigation measures above and beyond the project features and demonstrate a total emission reduction of at least 15%, including the reductions associated with project features. The AQMP shall be endorsed by the SMAQMD and approved by the City. Documentation confirming implementation of the AQMP shall be provided to the SMAQMD and the City prior to issuance of occupancy permits.</p>	<p>Community Development Department SMAQMD</p>	<p>Prior to issuance of future planning entitlements and/or building permits.</p>	
<p><b>Impact 5.2-8</b> Demolition and construction for the proposed Specific Plan could contribute cumulatively to global climate change.</p>	<p><b>5.2-8</b> The proposed project shall achieve Leadership in Energy and Environmental Design (LEED) credit MR2.2: Divert a minimum of 75% from disposal of construction and demolition waste for recycling and reuse.</p>	<p>City of Sacramento Community Development Department</p>	<p>Measures shall be shown and confirmed on construction plans for residential buildings.</p>	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
<p><b>Impact 5.2-9</b> Construction and operation of the proposed Specific Plan could contribute to global climate change.</p>	<p><b>5.2-9a</b> All development shall meet the criteria listed below for each project type:</p> <ul style="list-style-type: none"> <li>• Retail &amp; Commercial Buildings and Hotels: LEED Silver certification</li> <li>• Multifamily: Enterprise Green Communities criteria, or according to the Green Multi-family Design Guidelines by the California Integrated Waste Management Board.</li> <li>• All other development types: LEED certification.</li> </ul> <p>A project team may propose an alternate rating system that clearly illustrates how their project is holistically either equal to or more sustainable than the strategies identified in the Specific Plan. Acceptance of this strategy would be at the discretion of Planning Director.</p>	<p>Community Development Department</p>	<p>Measures shall be shown and confirmed on construction plans for residential buildings.</p>	
	<p><b>5.2-9b</b> Implement Mitigation Measure 5.2-3</p> <p><b>5.2-3</b> The developer shall prepare and submit an AQMP to the SMAQMD and the City prior to the issuance of building permits for the first phase. The AQMP shall include mitigation measures above and beyond the project features and demonstrate a total emission reduction of at least 15%, including the reductions associated with project features. The AQMP shall be endorsed by the SMAQMD and approved by the City. Documentation confirming implementation of the AQMP shall be provided to the SMAQMD and the City prior to issuance of occupancy permits.</p>	<p>Community Development Department</p> <p>SMAQMD</p>	<p>Prior to issuance of future planning entitlements and/or building permits.</p>	

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	<p><b>5.2-9c</b> The City shall require that all daily parking will be charged at rates that are equal to or greater than the cost of Sacramento Regional Transit day passes plus 20%. Monthly charges for parking will be equal to or greater than the cost of an RT monthly pass plus 20%.</p>	Community Development Department	Prior to issuance of future planning entitlements and/or building permits.	
	<p><b>5.2-9d</b> Buildings shall be designed to exceed Title 24 requirements by 20%, where feasible.</p>	Community Development Department	Measures shall be shown and confirmed on construction plans.	
	<p><b>5.2-9e</b> The City will encourage, through incentives, the installation of facilities to support the use of alternative fuel vehicles, where feasible and available based on market conditions.</p>	Community Development Department	Prior to issuance of future planning entitlements and/or building permits.	
<b>5.3 Biological Resources</b>				
<p><b>Impact 5.3-1</b> The proposed Specific Plan could result in a loss of protected heritage trees.</p>	<p><b>5.3-1a</b> Prior to issuance of grading permits for each phase of development, an ISA certified arborist shall conduct a tree survey to identify the diameter at breast height (DBH), height, location, and health of each tree located within the proposed construction zone.</p>	Community Development Department And City Arborist.	Prior to issuance of grading permits	

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	<p><b>5.3-1b</b> To the extent feasible, existing heritage trees shall be retained and incorporated into proposed development and/or landscaping plans in coordination with the City Arborist. A tree protection plan will be developed consistent with Chapter 12.64. An ISA Certified Arborist will be retained by the developer and/or construction contractor to monitor the tree protection plan and make weekly inspections of the project site during construction. The arborist will monitor and take any required action to ensure the health of the trees. No Heritage tree may be pruned, disturbed, or removed without a permit pursuant to Section 12.64.050, Chapter 12.64 of the City Municipal Code.</p>	<p>Community Development Department And City Arborist</p>	<p>Measures shall be shown and confirmed on construction plans.</p>	
	<p><b>5.3-2a</b> Prior to the issuance of building permits, each developer shall provide a final site plan for the project to the City Arborist, which plots existing trees, identifies the size, species types and location of any that are proposed for removal, and identifies utilities to be installed and their proposed location relative to existing street trees. The Arborist shall review the plan and determine which trees, if any, are acceptable for removal (Section 6-1-3c).</p>	<p>Community Development Department And City Arborist</p>	<p>Measures shall be shown and confirmed on construction plans.  Prior to the issuance of building permits.</p>	

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	<p><b>5.3-2b</b> Existing street trees will be preserved and protected to the maximum extent feasible, as determined by the City Arborist. A tree protection plan will be developed consistent with Chapter 12.56.060. An ISA Certified Arborist will be retained by the developer and/or construction contractor to monitor the tree protection plan and make weekly inspections of the project site during construction. The arborist will monitor and take any required action to ensure the health of the trees. No street tree may be pruned, disturbed, or removed without a permit pursuant to Section 12.56.070, Chapter 12.56 of the City Municipal Code.</p>	<p>Community Development Department And City Arborist</p>	<p>Measures shall be shown and confirmed on construction plans.</p>	
<p><b>Impact 5.3-3</b> The proposed Specific Plan could result in a potential loss of nesting and foraging habitat for special status species.</p>	<p><b>5.3-3a</b> Nesting Swainson’s Hawk Habitat: If construction occurs during the breeding season (February 1-August 31), the project applicant shall conduct CDFG-recommended protocol-level surveys prior to construction as required by the Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in California’s Central Valley or as required by the CDFG in the future. If active nests are found in the construction area, mitigation measures consistent with the Staff Report Regarding Mitigation for Impacts to Swainson’s Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California shall be incorporated in the following manner or as directed by CDFG:</p> <p>1) If an active nest is found, no intensive new disturbances (e.g., heavy equipment operation associated with construction, use of cranes or</p>	<p>Community Development Department  CDFG</p>	<p>Measures shall be shown and confirmed on construction plans.</p> <p>Prior to issuance of first grading and/or building permits.</p>	

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	<p>draglines, new rock crushing activities) or other project-related activities that may cause nest abandonment or forced fledging, can be initiated within 200 yards (buffer zone) of an active nest between March 1 and September 15. The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the hawks. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active.</p> <p>2) Nest trees shall not be removed unless there is no feasible way of avoiding removal of the tree. If a nest tree must be removed, a Management Authorization (including conditions to offset the loss of the nest tree) must be obtained from CDFG with the tree removal period specified in the management Authorization, generally between October 1 and February 1.</p> <p>3) If construction or other project-related activities that may cause nest abandonment or forced fledging are necessary within the buffer zone, monitoring of the nest site (funded by the project proponent) by a qualified biologist will be required to determine if the nest is abandoned. If the nest is abandoned and if the nestlings are still alive, the project proponent shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).</p> <p>4) Routine disturbances, such as routine maintenance activities within 0.25 mile of an active nest, shall not be prohibited.</p>			

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	<p><b>5.3-3b</b> Nesting habitat for other protected or sensitive avian species:</p> <ol style="list-style-type: none"> <li>1) Vegetation removal and construction shall occur after between September 1 and January 31 whenever feasible.</li> <li>2) Prior to any construction or vegetation removal between February 1 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitat within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with CDFG protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. This survey can be carried out concurrently with surveys for other species provided it does not conflict with any established survey protocols. A copy of the pre-construction survey shall be submitted to the City of Sacramento. If an active nest of a sensitive species is identified onsite (per established thresholds), specific mitigation measures shall be developed in consultation with CDFG and USFWS. At a minimum, these measures shall include a 500-foot no-work buffer that shall be maintained between the nest and construction activity until CDFG and/or USFWS approves of any other mitigation measures.</li> <li>3) Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.</li> </ol>	<p>Community Development Department</p> <p>CDFG</p>	<p>Measures shall be shown and confirmed on construction plans.</p> <p>Prior to issuance of first grading and/or building permits.</p>	

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	<p><b>5.3-3c</b> Burrowing Owl Nesting Habitat:</p> <ol style="list-style-type: none"> <li>1) Prior to construction activity, focused pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys shall be conducted in accordance with CDFG burrowing owl survey protocol.</li> <li>2) If unoccupied burrows are found during the non-breeding season, the project applicant may collapse the unoccupied burrows, or otherwise obstruct their entrances to prevent owls from entering and nesting in the burrows. This measure would prevent inadvertent impacts during construction activities.</li> <li>3) If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the City and CDFG, and no further mitigation is necessary.</li> </ol> <p>If occupied burrows are found, impacts on the burrows shall be avoided by providing a buffer of 165 feet during the non-breeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the owls. No project activity shall commence within the</p>	<p>Community Development Department</p> <p>CDFG</p>	<p>Measures shall be shown and confirmed on construction plans.</p> <p>Prior to issuance of first grading and/or building permits.</p>	

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	<p>buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained until the breeding season is over.</p> <p>4) If impacts on occupied burrows are unavoidable, onsite passive relocation techniques approved by CDFG shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow guidelines provided in the California Burrowing Owl Consortium's April 1995 Burrowing Owl Survey Protocol and Mitigation Guidelines, which ranges from 7.5 to 19.5 acres per pair.</p>			
<b>5.4 Cultural and Historic Resources</b>				
<p><b>Impact 5.4-1</b> The proposed Specific Plan could result in the loss or degradation of known or undiscovered prehistoric and historic resources.</p>	<p><b>5.4-1a</b> Prior to any site specific implementation, that could include subsurface disturbance, a detailed archaeological research design shall be prepared that identifies past land use (including geological history, preparation of historic context), assesses the potential of encountering significant deposits based on the past use, provides research themes and questions relevant to types of land use (industrial, commercial, residential, etc.), and identified features,</p>	<p>Community Development Department</p>	<p>Measures shall be shown and confirmed on construction plans.</p> <p>Prior to issuance of first grading</p>	

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	components, and materials necessary to address on-going research themes. If the research design concludes that there is a high potential within a specific project site to encounter significant deposits, then a test excavation and data recovery plan shall be prepared and implemented prior to any grading, excavation, or construction on the property.		and/or building permits.	
	<b>5.4-1b</b> A qualified archaeologist shall train the construction crew to identify cultural artifacts and human remains, if no qualified archaeologist is to remain as an on-site monitor during all excavation.	Community Development Department	Measures shall be shown and confirmed on construction plans.  Prior to issuance of first grading and/or building permits and during construction.	
	<b>5.4-1c</b> If cultural materials – not assessed or excavated prior to construction – are discovered during construction, all earth-moving activity within and around the immediate discovery area shall be diverted until a qualified archaeologist can assess the nature and significance of the find.	Community Development Department	Measures shall be shown and confirmed on construction plans.  During construction activities.	
	<b>5.4-1d</b> If significant sites are found on the property during grading, excavation, or construction, then a qualified archaeologist shall prepare a report on findings and transmit the report to	Community Development Department	Measures shall be shown and confirmed on construction	

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	NCIC, OHP, the City's Preservation Office, and the Sacramento Archives and Museum Collection Center (SAMCC). If the site is determined to be historic, the qualified archaeologist shall prepare recommendations for the property owner(s), the City's Preservation Director, and the City's History and Science Manager for an on-site interpretive exhibit of the artifacts and the site and the ultimate disposition of the artifacts. If the site is determined to be pre-historic, the representative from the NAHC and the Most Likely Descendent (MLD) shall be contacted.		plans.  During Construction activities.	
	<b>5.4-1e</b> If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains and the County Coroner will be contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC who will then notify the MLD. At this time, the person who discovered the remains will contact the City so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.	Community Development Department	Measures shall be shown and confirmed on construction plans.  During Construction activities.	
<b>Impact 5.4-2</b> The proposed Specific Plan could result in potential effects on historic resources within the Specific Plan Area.	<b>5.4-2</b> If at the time of site-specific implementation, additional properties/sites are present which were not included in this study as 45 years or older, but would, at the time of construction, meet the 45-year criteria, then recordation and evaluation shall occur. These historic resources would require documentation using DPR 523 Forms. The completed forms shall be filed at NCIC, and evaluations should be reviewed by OHP and the City's Preservation	Community Development Department  California Dept of Parks and Recreation, Office of Historic	Measures shall be shown and confirmed on construction plans.  During Construction	

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	Director. Impacts to eligible buildings, structures, or objects would be considered significant and individual mitigation measures, and consultation with OHP and the City's Preservation Director, shall be developed and implemented prior to construction.	Preservation	activities.	
<b>Impact 5.4-3</b> The proposed Specific Plan, in combination with other development projects, could contribute to the cumulative degradation or loss of archaeological resources, including human remains.	<b>5.4-3</b> Implement Mitigation Measures 5.4-1a through 5.4-1e		Measures shall be shown and confirmed on construction plans.  During Construction activities.	
<b>Impact 5.4-4</b> The proposed Specific Plan, in combination with other development projects, could contribute to the cumulative loss or alteration of historic resources.	<b>5.4-4</b> Implement Mitigation Measure 5.4-2	Community Development Department	Measures shall be shown and confirmed on construction plans.  Prior to issuance of first grading and/or building permits.	
<b>5.5 Hazards and Hazardous Materials</b>				
<b>Impact 5.5-1</b> Construction activities for the proposed Specific Plan would occur on property that is known	<b>5.5-1a</b> For each phase of construction, the contractor shall develop an approved Health and Safety Contingency Plan (HSCP) to address how potential environmental contaminants shall be addressed during construction. The HSCP shall address	Community Development Department	Measures shall be shown and confirmed on construction	

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to contain contaminated soil and groundwater, which could present a hazard to construction workers and future site users if not properly managed.	known and potential COCs, as well as proposed control and mitigation measures, and shall include provisions for the proper handling and disposal of undocumented waste materials and contaminated soil and/or water (including groundwater and contaminated rainwater), in accordance with federal, state, and local requirements. The HSCP shall also incorporate measures to safeguard worker health and safety and minimize public exposure. The HSCP shall be prepared under the direction of the appropriate regulatory agencies and shall be in conformance with all applicable laws and regulations, including California CCR, Title 8, General Industry Safety Orders – Control of Hazardous Substances. The HSCP shall be prepared as a supplement to the contractor’s Site Specific Health and Safety Plan, which shall be prepared to meet the requirements of CCR Title 8, Construction Safety Orders.	DTSC	plans.  Prior to issuance of first grading and/or building permits.	
	<b>5.5-1b</b> The project proponent shall provide contractors with a worker health and safety guidance document at the time of grading or building permit application to assist them in preparing site-specific worker health and safety plans. Pursuant to the requirements of state and federal law, the site-specific health and safety plan may require the use of personal protective equipment, on-site continuous air quality monitoring during construction, worker training, and other precautions.	Community Development Department  DTSC	Measures shall be shown and confirmed on construction plans.  Prior to issuance of first grading and/or building permits.	
	<b>5.5-1c</b> During construction, except in imported clean fill areas, all excavation, soil handling, and dewatering activities shall be observed for signs of apparent contamination by the	Community Development Department  DTSC	Measures shall be shown and confirmed on construction	

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	contractor under DTSC oversight, as specified in the HSCP.		plans. During construction activities.	
	<b>5.5-1d</b> In areas where the groundwater contamination has the potential to reach humans through water, sewer, or storm drainage pipelines due to fluctuations in the elevation of the groundwater table, measures will be used to prevent infiltration in accordance with DTSC requirements.	Community Development Department DTSC	Measures shall be shown and confirmed on construction plans.	
	<b>5.5-1e</b> The Developer shall submit to DTSC advanced notification of any proposed construction activity involving the movement of soil (such as grading, trenching, and excavation) within the Specific Plan Area to ensure compliance with all public health and safety requirements, including, but not limited to, the timely preparation of a site-specific Health and Safety Plan, and if required, a DTSC approved soil management plan.	Community Development Department  DTSC	Measures shall be shown and confirmed on construction plans.  Prior to issuance of first grading and/or building permits.	
<b>Impact 5.5-2</b> Contaminated soil and groundwater could present a hazard to people during occupancy of the proposed Specific Plan if not properly managed.	<b>5.5-2a</b> The HHRA shall be provided in conjunction with an application to remove or change existing land use restrictions (deed restriction) placed on property within the Specific Plan Area.	Community Development Department  DTSC	Measures shall be shown and confirmed on construction plans.  Prior to issuance of first grading and/or building permits.	

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	<p><b>5.5-2b</b> Site development shall incorporate all identified mitigation measures as specified in the HHRA and any subsequent planning documents as required by the DTSC prior to the approval of building permits, to the satisfaction of DTSC.</p>	<p>Community Development Department</p> <p>DTSC</p>	<p>Measures shall be shown and confirmed on construction plans.</p> <p>Prior to issuance of first grading and/or building permits.</p>	
<p><b>Impact 5.5-4</b> The proposed Specific Plan could expose construction workers and future site users to lead-based paint or other hazardous substances, which could be released to the environment if not properly identified, removed, contained, and transported for disposal at approved sites.</p>	<p><b>5.5-4</b> Prior to renovation and/or demolition of structures in the Specific Plan Area, the developer shall provide written documentation to the City that the Pioneer Reservoir and Towe Auto Museum structures have been evaluated for the presence of lead-based paint, heavy metals, or PCBs, and that lead-based paint has been abated and any remaining hazardous substances and/or waste have been removed in compliance with applicable state and local laws and regulations.</p>	<p>Community Development Department</p> <p>DTSC</p>	<p>Measures shall be shown and confirmed on construction plans.</p> <p>Prior to issuance of first grading and/or building permits.</p>	
<b>5.7 Noise and Vibration</b>				
<p><b>Impact 5.7-1</b> The proposed Specific Plan could result in construction noise at sensitive receptors.</p>	<p><b>5.7-1a</b> Erect a 6 to 10 foot solid plywood construction/noise barrier along the exposed project boundaries adjacent to occupied residential and/or outdoor restaurant seating areas. The barrier shall not contain any significant gaps at its base or face, except for site access and surveying openings, and shall be of sufficient height to buffer ground floor uses.</p>	<p>Community Development Department</p>	<p>Measures shall be shown and confirmed on construction plans.</p> <p>During site preparation for</p>	

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			construction activities.	
	<p><b>5.7-1b</b> Construction activities shall comply with the Noise Ordinance. Demolition and pile driving activities shall be coordinated with adjacent land uses in order to minimize potential disturbance of planned activities.</p>	Community Development Department	<p>Measures shall be shown and confirmed on construction plans.</p> <p>During site preparation for construction activities.</p>	
	<p><b>5.7-1c</b> Pile holes shall be pre-drilled to the maximum feasible depth. This shall reduce the number of blows required to seat the pile, and shall concentrate the pile driving activity closer to the ground where noise can be attenuated more effectively by the construction/noise barrier.</p>	Community Development Department	<p>Measures shall be shown and confirmed on construction plans.</p> <p>During site preparation for construction activities.</p>	
	<p><b>5.7-1d</b> Construction equipment such as compressors and generators shall be located as far as possible from sensitive receptors. The contractor shall shroud or shield all impact tools and muffle or shield all intake and exhaust ports on power construction equipment.</p>	Community Development Department	<p>Measures shall be shown and confirmed on construction plans.</p> <p>During site preparation for construction</p>	

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			activities.	
	<p><b>5.7-1e</b> The developer shall designate a disturbance coordinator and conspicuously post this person's number around the project site and in adjacent public spaces. The disturbance coordinator will receive all public complaints about construction noise disturbances, will be responsible for determining the cause of the complaint, and implement any feasible measures to be taken to alleviate the problem.</p>	Community Development Department	<p>Measures shall be shown and confirmed on construction plans.</p> <p>During site preparation for construction activities.</p>	
<p><b>Impact 5.7-3</b> The proposed Specific Plan would expose planned residential and transient lodging land uses to cumulative traffic noise that would conflict with local planning guidelines.</p>	<p><b>5.7-3a</b> Prior to construction, the developer shall provide an acoustical analysis that identifies measures to ensure that interior noise levels do not exceed 45 dB Ldn. Review of the project floor plans, elevations, window schedules, and construction materials shall be conducted by a qualified acoustical consultant to ensure that the proposed interior mitigation measures are sufficient to achieve compliance with an interior noise level of 45 dB Ldn and must be documented in a written report to be submitted to the Planning Director prior to the issuance of building permits. Such measures shall be incorporated into the design of the building in the project's construction documents to the satisfaction of the City's Building Division.</p>	Community Development Department	<p>Measures shall be shown and confirmed on construction plans.</p> <p>During site preparation for construction activities.</p> <p>Prior to the issuance of building permits.</p>	
	<p><b>5.7-3b</b> Final site plans shall identify common use outdoor activity areas that are adequately shielded from a direct line-of-site to Pioneer Bridge and I-5 either by buildings or sound walls to achieve conditionally acceptable exterior noise level</p>	Community Development Department	Measures shall be shown and confirmed on construction plans.	

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	standards (60-70 dB residential, 60-75 dB hotels), to the satisfaction of the Planning Director.			
<b>Impact 5.7-5</b> Construction-induced vibration impacts could damage the Sacramento River levees.	<b>5.7-5a</b> A geotechnical report shall be prepared by a qualified geotechnical engineer that addresses potential vibration induced settlements to adjacent improvements, such as the levee and Pioneer Reservoir.	Community Development Department Utilities Department.	Measures shall be shown and confirmed on construction plans.  Prior to issuance of building permits.	
	<b>5.7-5b</b> All pile driving holes should be pre-drilled and reduced capacity piles used.		Measures shall be shown and confirmed on construction plans.  During construction activities.	
	<b>5.7-5c</b> Construction staging areas shall be located at least 100 feet from the theoretical toe of the levee.	Community Development Department	Measures shall be shown and confirmed on construction plans.  During site preparation for construction activities.	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
<p><b>Impact 5.7-6</b> The proposed Specific Plan could expose proposed residential and transient lodging land uses to railroad noise that would conflict with local planning guidelines.</p>	<p><b>5.7-6a</b> Residential or transient lodging windows with a line-of-site to the railroad line shall be fitted with Sound Transmission Class (STC) 35 rated window assemblies. This measure is predicted to result in compliance with an interior noise level standard of 45 dB Ldn. This requirement would apply to all residential or transient lodging uses located within 120 ft of the SSRR line.</p>	Community Development Department	Measures shall be shown and confirmed on construction plans.  Prior to issuance of building permits.	
	<p><b>5.7-6b</b> The development shall implement a buyer or renter notification requirement to inform potential buyers and renters of periodically elevated exterior noise levels at their property, and attach a noise easement to the title of all property sold adjacent to the train tracks.</p>	Community Development Department	Measures shall be shown and confirmed on construction plans.	
<p><b>Impact 5.7-7</b> The proposed Specific Plan could expose planned residential and transient lodging land uses to non-transportation noise that would conflict with local planning guidelines or Noise Ordinance criteria.</p>	<p><b>5.7-7a</b> It is expected that the Ranney Well water discharge pipes will be decommissioned prior to construction of residential uses. However, if the Ranney Well water discharge pipes remain active when the first residential uses are constructed facing River Street between T Street and R Street, the applicant shall be required to prepare an acoustical analysis and shall incorporate all appropriate noise control measures into the project design, so as to mitigate any noise impacts to below the City's noise level standards. Such noise control measures include, but are not limited to, use of noise barriers, site re-design, silencers, or partial or complete enclosures of critical equipment, etc.</p>	Community Development Department	Measures shall be shown and confirmed on construction plans.  Prior to issuance of building permits.	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
	<p><b>5.7-6b</b> During project review, the Zoning Administrator shall make a determination as to whether or not the proposed retail or office use would likely generate noise levels, which could adversely affect adjacent residential areas. If it is determined from this review that proposed uses could generate excessive noise levels at noise-sensitive uses, the applicant shall be required to prepare an acoustical analysis and shall incorporate all appropriate noise control measures into the project design, so as to mitigate any noise impacts to below the City's noise level standards. Such noise control measures include, but are not limited to, use of noise barriers, site re-design, silencers, or partial or complete enclosures of critical equipment, etc.</p>	Community Development Department	<p>Measures shall be shown and confirmed on construction plans.</p> <p>Prior to issuance of future planning entitlements and/or building permits.</p>	
	<p><b>5.7-6c</b> HVAC equipment shall be placed as far as possible from residential uses and shall be located within mechanical rooms where possible or screened from view through the use of building parapets or other solid noise barriers/enclosures.</p>	Community Development Department	<p>Measures shall be shown and confirmed on construction plans.</p> <p>Prior to issuance of building permits.</p>	
<b>5.8 Public Services</b>				
<p><b>Impact 5.8-9</b> The proposed Specific Plan would increase demand for parks and recreation facilities.</p>	<p><b>5.8-9</b> Prior to the recordation of the tentative map, the project applicant shall reach agreement with the City on an appropriate project specific "urban park" standard, and on</p>	Community Development Department	Prior to the recordation of the tentative map	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
	which of the proposed project elements and acreage meet these parkland dedication requirements. The project applicant shall pay in-lieu fees (Quimby and/or or Park Impact Fees) on the difference in acreage between the City parkland requirement and the amount of parkland the proposed project would supply, or provide "turnkey" improvements equal to the value of in-lieu fees owed, if any.	Department of Parks and Recreation DOT Development Engineering.		
<b>Impact 5.8-10</b> The proposed Specific Plan would contribute to cumulative increases in the demand for additional parkland in the Central City.	<b>5.8-10</b> Implement Mitigation Measure 5.8-9.  <b>5.8-9</b> Prior to the recordation of the tentative map, the project applicant shall reach agreement with the City on an appropriate project specific "urban park" standard, and on which of the proposed project elements and acreage meet these parkland dedication requirements. The project applicant shall pay in-lieu fees (Quimby and/or or Park Impact Fees) on the difference in acreage between the City parkland requirement and the amount of parkland the proposed project would supply, or provide "turnkey" improvements equal to the value of in-lieu fees owed, if any.	Community Development Department  Department of Parks and Recreation  DOT Development Engineering	Prior to the recordation of the tentative map	
<b>5.9 Transportation and Circulation</b>				
<b>Impact 5.9-1</b> Intersections: The proposed Specific Plan would increase traffic volumes at local intersections.	<b>5.9-1a</b> The City Development Engineering Division shall monitor the density of development being approved as the Specific Plan develops. When traffic conditions warrant, as determined by the City's Traffic Engineer, the project	Community Development Department	Construction is fully funded by the Docks Finance Plan.  Construction of	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
	applicant shall install a traffic signal at the intersection of 3 <sup>rd</sup> Street and Broadway and shall restripe the existing Broadway two way left turn lane as an exclusive left turn lane. No roadway widening is required.	Department of Transportation	the signal shall be completed as soon as feasible, in the City's sole discretion.	
	<b>5.9-1b</b> The City Development Engineering Division shall monitor the density of development being approved as the Specific Plan develops. When traffic conditions warrant, as determined by the City's Traffic Engineer, the project applicant shall add a second left turn lane on the northbound 5 <sup>th</sup> Street approach at the intersection of 5 <sup>th</sup> and W streets. This can be accomplished by restriping the northbound intersection approach. No roadway widening is required.	Community Development Department Department of Transportation	Construction is fully funded by the Docks Finance Plan.  Construction of the signal shall be completed as soon as feasible, in the City's sole discretion.	
<b>Impact 5.9-2</b> The proposed Specific Plan would increase traffic volumes on freeway mainline and ramp operating conditions. Because the freeway mainline is already operating at LOS F, this impact is significant and unavoidable.	<b>5.9-2</b> Prior to building occupancy, each developer shall pay the I-5 corridor impact fee that is in effect at the time of the issuance of building permit.	Community Development Department Department of Transportation	Prior to issuing building permits	
<b>Impact 5.9-8</b> Intersections under Cumulative Plus Project conditions: The proposed Specific Plan would	<b>5.9-8a</b> The project applicant shall install a traffic signal at the intersection of the NB I-5 off-ramp and Broadway. No roadway widening is required. Installing a traffic signal at	Community Development Department	Construction is fully funded by the Docks Finance	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
increase traffic volumes at study area intersections	the intersection of the Northbound I-5 off-ramp and Broadway will reduce delay under both the Options and provide LOS C under Option B.	Department of Transportation City Traffic Engineer	Plan. Construction of the signal shall be completed as soon as feasible, in the City's sole discretion.	
	<b>5.9-8b</b> The project applicant shall install a traffic signal at the intersection of 3 <sup>rd</sup> Street and Broadway. No roadway widening is required. Installing a traffic signal at the intersection of the 3 <sup>rd</sup> Street and Broadway will reduce delay under both Options and provide LOS C under both Options.	Community Development Department Department of Transportation	Construction is fully funded by the Docks Finance Plan. Construction of the signal shall be completed as soon as feasible, in the City's sole discretion.	
	<b>5.9-8c</b> The project applicant shall add a second left turn lane on the NB 5 <sup>th</sup> Street approach at the intersection of 5 <sup>th</sup> and W streets. This can be accomplished by restriping the northbound intersection approach. No roadway widening is required. Adding a second left turn lane on the northbound 5 <sup>th</sup> Street approach at the intersection of 5 <sup>th</sup> and W streets by restriping the northbound intersection approach would reduce delay and maintain LOS C under all Options.	Community Development Department Department of Transportation	Construction is fully funded by the Docks Finance Plan. Construction of the signal shall be completed as soon as feasible, in the City's sole discretion.	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
	<p><b>5.9-8d</b> The project applicant shall add a westbound left turn lane on the westbound P Street approach at the intersection of 3<sup>rd</sup> and P streets by restricting parking for one block on the south side of the westbound intersection approach. This measure will reduce delay below no project levels under all Options.</p>	<p>Community Development Department Department of Transportation</p>	<p>Construction is fully funded by the Docks Finance Plan.  Construction of the signal shall be completed as soon as feasible, in the City's sole discretion.</p>	
<p><b>Impact 5.9-9</b> Freeway operating conditions under Cumulative Plus Project conditions: The proposed Specific Plan would increase traffic volumes on the freeway system.</p>	<p><b>5.9-9</b> Implement mitigation measure 5.9-2.  <b>5.9-2</b> Prior to building occupancy, each developer shall pay the I-5 corridor impact fee that is in effect at the time of the issuance of building permit.</p>	<p>Community Development Department Department of Transportation</p>	<p>Prior to issuing building permits</p>	
<b>5.10 Utilities</b>				
<p><b>Impact 5.10-6</b> The proposed Specific Plan would contribute to cumulative increases in the need for water supply facilities.</p>	<p>5.10-6a Implement Diversion and WTP (Water Treatment Plant) as cost-sharing partner in SRWRS (Sacramento River Water Reliability Study).  The City shall agree to a cost-sharing partnership for the construction and operation of a second Sacramento River diversion and WTP to divert and treat water which could result, at a minimum, in the following potentially significant</p>	<p>Community Development Department  Utilities Department</p>	<p>Measures shall be determined prior to final building permits.  Pay fair share.</p>	

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
	<p>environmental impacts associated with the construction and operation. This project is currently being analyzed under a separate EIR/EIS</p> <ul style="list-style-type: none"> <li>• Exposure of soils to erosion and loss of topsoil during construction;</li> <li>• Surface water quality degradation;</li> <li>• Destruction or disturbance of subsurface archeological or paleontological resources;</li> <li>• Construction-related air emissions;</li> <li>• Construction and operations-related noise impacts;</li> <li>• Visual and/or light and glare impacts;</li> <li>• Loss of protected species and degradation or loss of their habitats;</li> <li>• Conversion of existing agricultural lands or resources;</li> <li>• Degradation of fisheries habitat and other in-stream impacts above and downstream of diversion; and</li> <li>• Exposure to pre-existing listed and unknown hazardous materials contamination.</li> </ul> <p>Mitigation measures would need to be developed to reduce any potentially significant impacts to less-than-significant levels, to the extent feasible. The following are illustrative of the types of mitigation measures that could be implemented</p>			

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
	<p>to avoid or reduce those impacts listed above to less-than-significant levels:</p> <ul style="list-style-type: none"> <li>• Reduction in operational and construction air emissions as required by SMAQMD;</li> <li>• Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs (Best Management Practices);</li> <li>• Minimization of operational and construction noise through the use of noise attenuation measures;</li> <li>• Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources;</li> <li>• Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities;</li> <li>• Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards;</li> <li>• Avoidance, preservation or other appropriate</li> </ul>			

<b>MITIGATION MONITORING PROGRAM DOCKS AREA SPECIFIC PLAN (P08-058)</b>				
<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Signoff</b>
	<p style="text-align: center;">compensation for loss of or adverse effects to important farmlands</p> <p>The City, as a cost-sharing local partner participating in the Sacramento River Water Reliability Study project, would be a responsible agency required to implement all mitigation measures within its control</p> <p><b>OR</b></p>			
	<p><b>5.10-6b</b></p> <p>Implement a City of Sacramento-Only Sacramento River Diversion and WTP.</p> <p>The City shall be solely responsible for the construction and operation of a second Sacramento River diversion and WTP to divert and treat water.</p> <p>This would be a separate project that would require its own environmental review, in addition to compliance with all applicable regulatory requirements. The construction and operation of this facility to divert and treat water, although having a smaller capacity than the regional facility, would have the same potentially significant environmental impacts as discussed above, and would entail the same types of mitigation measures, discussed above. The City would be the lead agency if this option were selected.</p>	<p>Community Development Department</p> <p>Utilities Department.</p>	<p>Measures shall be determined prior to final building permits.</p>	

**ORDINANCE NO. 2009-**

Adopted by the Sacramento City Council

**AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE  
(THE ZONING CODE) BY REZONING CERTAIN REAL PROPERTY FROM HEAVY  
INDUSTRIAL (M-2) AND LIGHT INDUSTRIAL ZONES (M-1) TO GENERAL  
COMMERCIAL (C-2) ZONE IN THE DOCKS AREA  
LOCATED GENERALLY SOUTH AND EAST OF THE SACRAMENTO RIVER,  
NORTH AND WEST OF I-5 AND INTERSTATE 50 (P08-058)**

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

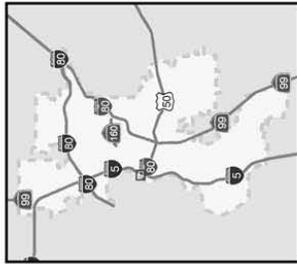
- Section 1 Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the property shown in the attached Exhibit A, generally described, known, and referred to as Sacramento Docks Area (Assessor's Parcel Numbers: 006-0241-007, 009-0012-002, -003, -005, -017, -045, -048, -050, -058, -059, -066-068, -073, and -075.) and consisting of 29.27± acres from Heavy Industrial (M-2) and Light Industrial Zones (M-1) to General Commercial (C-2) zone.
- Section 2 Rezoning of the property described in the attached Exhibit A by the adoption of this Ordinance shall be deemed to be in compliance with the procedures for the rezoning of property described in the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, as said procedures have been affected by recent court decisions.
- Section 3 The City Clerk of the City of Sacramento is hereby directed to amend the official zoning map, which is a part of said Comprehensive Zoning Ordinance, Title 17 of the City Code, to conform to the provisions of this Ordinance.

**Table of Contents:**

Exhibit 3A: Rezone Exhibit

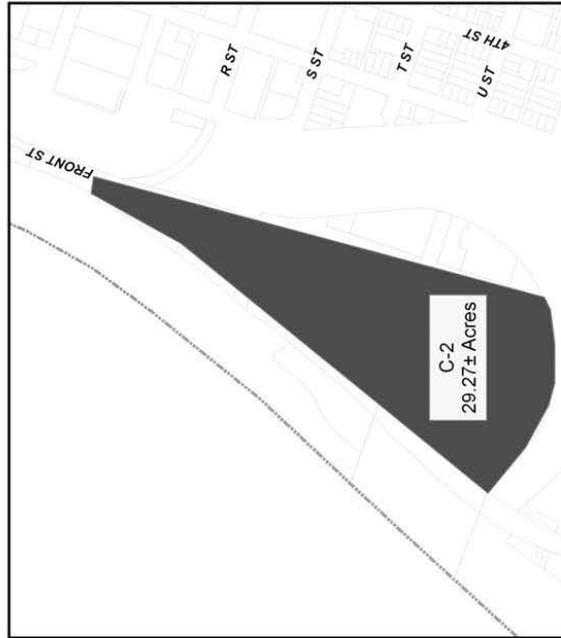
Exhibit 3A

Rezone Exhibit

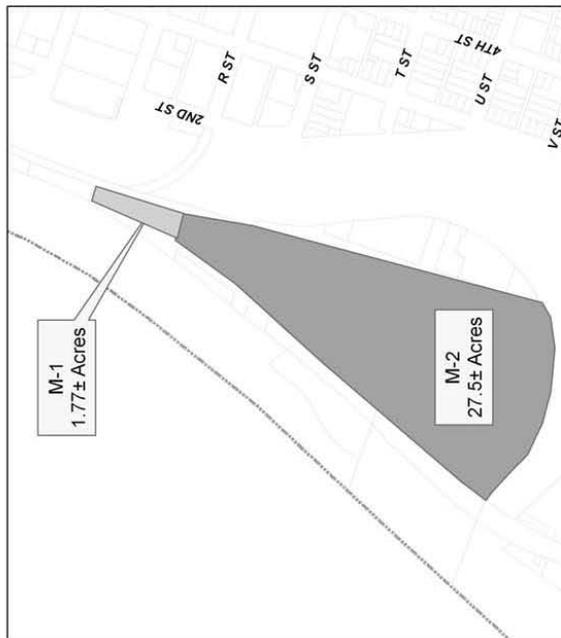


# Sacramento Docks Area

Rezone Exhibit



Proposed Zoning



Existing Zoning

Attachment 4 Resolution for Specific Plan

**RESOLUTION NO. 2009-**

Adopted by the Sacramento City Council

**ADOPTING THE SPECIFIC PLAN  
FOR THE SACRAMENTO DOCKS AREA  
LOCATED GENERALLY SOUTH AND EAST OF THE SACRAMENTO RIVER,  
NORTH AND WEST OF I-5 AND INTERSTATE 50 (P08-058)**

**BACKGROUND**

- A.** On October 8, 2009, the Planning Commission conducted a review and comment on the Sacramento Docks Area Specific Plan project and voted to initiate a rezone of the property consistent with the Sacramento Docks Area Specific Plan and the 2030 General Plan.
- B.** On November 12, 2009, the Planning Commission conducted a public hearing, and forwarded to the City Council its recommendation of approval on the Sacramento Docks Area Specific Plan project based on Option B, and the Sacramento Docks Area Design Guidelines and Financing Plan.
- C.** On December 15, 2009, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code sections 17.204.020(C), 17.208.020(C) and 17.200.010(C)(2)(a), (b), and (c)(publication, posting, and mail 500'), and received and considered evidence concerning the Sacramento Docks Area Specific Plan project based on Option B, and the Sacramento Docks Area Design Guidelines and Financing Plan and proposed rezoning.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL  
RESOLVES AS FOLLOWS:**

- Section 1. Based on the verbal and documentary evidence received at the hearing on the Sacramento Docks Area Specific Plan, the City Council finds that adoption of the Sacramento Docks Area Specific Plan based on Option B is consistent with the following City goals and policies:
- A.** Sacramento City Council adopted a set of Smart Growth Principles in December 2001 in order to promote growth that is economically sound, environmentally friendly, and supportive of community livability. The Smart Growth Principles encourage:
- Providing a mix of land uses;
  - Create a range of housing opportunities and choices with a diversity of affordable housing near employment centers;

- Concentrating new development and targeting infrastructure investments within the urban core of the region;
  - Fostering a walkable community;
  - Multi-modal transportation and land use patterns that support walking, cycling, and public transit;
  - Provide a variety of transportation choices for people to bike, walk, take transit, or drive.
- B. The site is located in the Central City and in the Merged Downtown Redevelopment Project Area and the Sacramento Docks Area Specific Plan is consistent with the City's infill policy, which promotes rehabilitation, reuse of an existing asset such as recycling the 29-acre brown field site located in Sacramento's urban core into a compact, mixed-use waterfront development. The Docks area and waterfront remain one of the City's top priorities for development in providing economic development opportunities and providing housing that supports Downtown businesses and services.
- C. The City adopted the 2030 General Plan in February, 2009 and the Sacramento Docks Area Specific Plan is consistent with many of the adopted principles, and the following highlights some of the General Plan principles which the Plan will implement:
- Includes employment-intensive uses, high-density housing, and a wide variety of retail uses including large format retail, local shops, restaurants, and services.
  - Promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.
  - Promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities.
  - Encourage development throughout the city to feature (e.g., access, building orientation, design) the Sacramento River and develop a world-class system of riverfront parks and open spaces

that provide a destination for visitors and respite from the urban setting for residents.

- Improving development along the Sacramento River to use the natural river environment as a key feature to guide the scale, design, and intensity of development, and to maximize visual and physical access to the rivers.
- Promote quality site, architectural and landscape design that incorporates those qualities and characteristics that make Sacramento desirable and memorable including: walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles.
- Ensure that public improvements and private development work together to enhance the sense of entry at key gateways to the city.
- Promote Sustainable Development Patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.
- Promote high-quality development character of buildings along freeway corridors and protect the public from the adverse effects of vehicle-generated air emissions, noise, and vibration, using such techniques.
- Create walkable, pedestrian scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use.

Section 2. The Environmental Impact Report and Mitigation monitoring Program for the Sacramento Docks Area Specific Plan, which included all of the impacts associated with adoption and implementation of the proposed Specific Plan, rezoning the properties to General Commercial (C-2) Zone, and adoption of the Sacramento Docks Area Design Guidelines, have been adopted by resolution as of the same date set out above.

Section 3. The City Council hereby adopts the Sacramento Docks Area Specific Plan based on Option B as set out in Exhibit 4A.

**Table of Contents:**

Exhibit 4A – Sacramento Docks Specific Plan

Exhibit 4A Sacramento Docks Specific Plan



SACRAMENTO DOCKS AREA  
DRAFT SPECIFIC PLAN

AUGUST 2008



# **SACRAMENTO DOCKS AREA**

## *DRAFT* SPECIFIC PLAN

Prepared for

**City of Sacramento**  
**Economic Development Department**

Prepared by

**Wallace Roberts and Todd / Solomon E.T.C.**

In conjunction with

**Nichols Consulting Engineers**

**DKS Associates**

**DRAFT**  
**August 2008**

# ACKNOWLEDGEMENTS

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(Master Developer Team with exclusive right to negotiate)

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Bethany Fischer

### **Wilson Meany Sullivan**

Todd Saunders, Partner

### **Stockbrige Capital Partners**

Stephen Pilch

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Kimberly Perette, Graphics

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# CONTENTS

<b>1</b>	<b>INTRODUCTION</b>	
	Specific Plan Area Context and Existing Conditions .....	1-3
	Site Opportunities and Constraints .....	1-4
	Two Alternative Site Plans: The Pioneer Reservoir .....	1-5
	Regulatory and Planning Context .....	1-6
	Plan Preparation Process.....	1-7
	Organization of the Specific Plan.....	1-9
<b>2</b>	<b>VISION</b>	
	Guiding Principles .....	2-5
	A New Riverfront Neighborhood .....	2-6
	Sustainability.....	2-8
	Distinctive New Riverfront Parks .....	2-10
<b>3</b>	<b>LAND USE</b>	
	Flexible Options .....	3-2
	Land Use Program and Development Intensity.....	3-11
<b>4</b>	<b>CIRCULATION</b>	
	Circulation Goals .....	4-2
	Context and Access .....	4-3
	Transportation and Circulation Plan.....	4-5
	Multi-modal Transportation.....	4-9

<b>5</b>	<b>URBAN DESIGN INTENT</b>	
	Introduction .....	5-1
	Topographic Conditions .....	5-2
	Influences and Adjacencies .....	5-3
	<b>PRIVATE REALM</b>	
	Summary .....	5a-1
	<b>PUBLIC REALM</b>	
	Summary .....	5b-1
	Public Realm Policies .....	5b-2
<b>6</b>	<b>INFRASTRUCTURE</b>	
	Grading .....	6-2
	Proposed Infrastructure .....	6-5
	Water Supply .....	6-5
	Storm Drain and .....	
	Sanitary Sewer System .....	6-8
	Electrical Power.....	6-17
	Natural Gas.....	6-18
	Telecommunication .....	6-19
	Construction Methods.....	6-20
<b>7</b>	<b>COMMUNITY &amp; PUBLIC SERVICES</b>	
	Police Service .....	7-2
	Fire and Emergency Medical Response .....	7-2
	Parks and Recreation.....	7-3
	Solid Waste Disposal .....	7-5
	Schools.....	7-6

**8 IMPLEMENTATION**

Phasing..... 8-3  
Infrastructure Cost Estimates..... 8-10  
Parks Cost Estimates ..... 8-11

**9 APPENDIX**

Appendix 1 Figures for Chapter 6 : Infrastructure..... 9-3  
Appendix 2 Preliminary Future Water Demand Calculations..... 9-17  
Appendix 3 Preliminary Future Storm Drain System Calculations..... 9-19  
Appendix 4 Preliminary Future Sanitary Sewer System Calculations..... 9-23  
Appendix 5 Preliminary Future Natural Gas Demand Calculations ..... 9-27

# INTRODUCTION

1

The Docks Area Specific Plan creates planning and design standards for the redevelopment of approximately 29-acres of land along the Sacramento riverfront, just south of Tower Bridge, in an area known as the Docks Area. This Specific Plan represents the final stage in a planning process that includes the Sacramento Riverfront Master Plan (2003) and the Docks Area Concept Plan (2005). Building upon the principles and concepts set forth in these previous efforts, this Specific Plan, along with its companion document - the Docks Area Urban Design Guidelines - provides a comprehensive vision for the Docks Area, along with goals, policies and development standards to guide future public and private actions necessary to achieve that vision. The Specific Plan serves as the mechanism for insuring that future development and infrastructure will be feasible, coordinated and efficient.



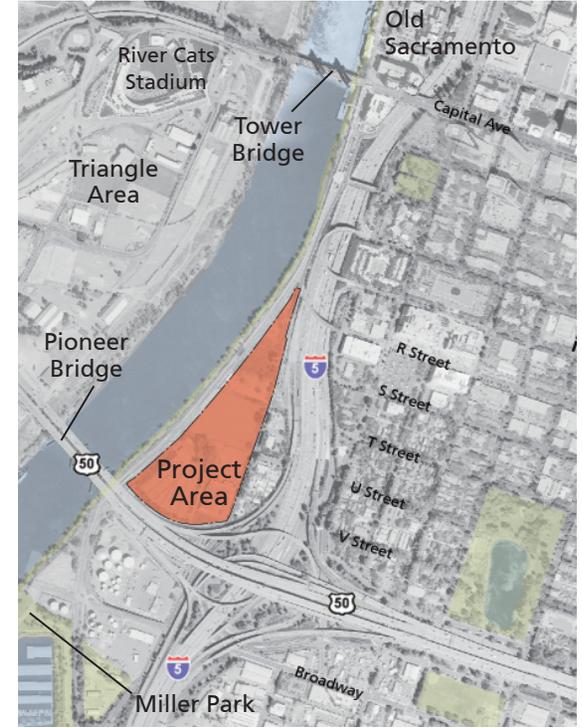
The Docks Area: A new mixed-use riverfront neighborhood



Regional Context



Sacramento Context

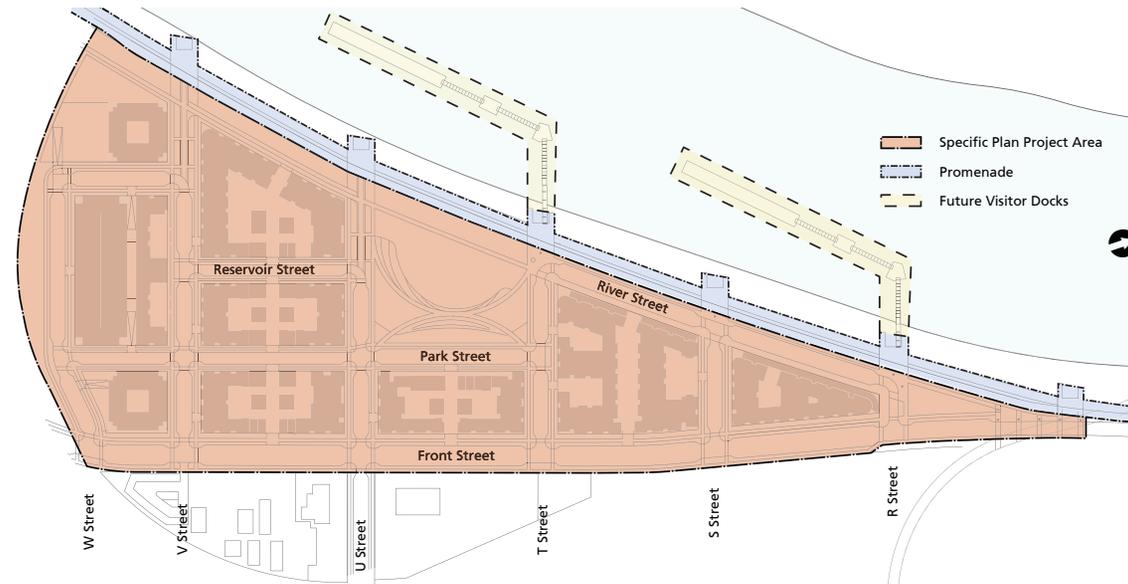


Project Area Context

## Specific Plan Area Context and Existing Conditions

The project area is located within the City of Sacramento, California, along the Sacramento River. The triangularly-shaped 29.3-acre property is bounded by the Sacramento River to the west, elevated Interstate 5 (I-5) to the east, and Highway 50 to the south. The project area is parallel to the Sacramento River, south of Old Sacramento, and separated from Downtown Sacramento by I-5. These natural and man-made features form a physical barrier between a majority of the Docks Area and adjacent land uses. Vehicular access is constrained and limited to Front Street from the north and south, Broadway from the south, and O Street from the east. The R Street over-crossing, once improved, will provide additional pedestrian and bicycle access from Downtown and the east.

The ownership of all industrially-zoned parcels north of Pioneer Bridge is currently held by the State of California, City of Sacramento, the Sacramento Housing and Redevelopment Agency (SHRA), and Pacific Gas and Electric Company (PG&E). The project area has been extensively disturbed and modified over the years—many of the parcels are vacant and were previously used for heavy commercial and industrial activity. Some of this land is either sealed or capped due to soil contamination and remediation.



Project Boundary (overlaid over Option A)

The levee condition and site topography of the project area pose some challenges as well as opportunities with regard to the development of public space and mixed use. In the northern portion of the site, the land is essentially flush with the top of the levee representing an “enlarged levee.” Moving south along the levee, the site grade drops. At the mid point, the difference between the top of levee and the site grade is approximately 15 feet. At the southern end of the site near Pioneer Bridge, the difference is approximately 25 feet. In this area, the

Pioneer Reservoir sits down at the site grade level and its roof is approximately level with the top of the levee (See Sections on page 5-3).

The Sacramento River is the dominant natural feature on the site. Although the existing levee blocks views of the Sacramento throughout much of the project area, the trees along the riverbank are visible above the levee and provide a strong visual connection to the Sacramento River.

## Site Opportunities and Constraints

The existing site possesses a number of features that are conducive to redevelopment. Specifically, the site:

- Is relatively flat;
- Has existing utilities at its periphery;
- Has a public street, Front Street, that runs along its entire length, and provides north and south access;
- Is close to Old Sacramento and Downtown, the proposed R Street pedestrian and bicycle bridge across Interstate 5, and the new CalPERS office building and its 4,000 employees;
- Is one of the few opportunities to redevelop along the riverfront; and
- Is adjacent to the Promenade, which will connect to the neighborhood to the south and to the Two Rivers Trail to the Railyards and River Districts to the north.

However, there are also a number of significant challenges to developing the site, including:

- The impact of the two freeways: high traffic volumes on north-south Interstate 5 and east-west Highway 50/Business 80 create both noise and airborne pollution, while the freeway structures sever connections with the existing street grid;
- The need to raise new streets and blocks to the height of the existing levee to afford views of the river;
- Areas of contaminated soil, the legacy of past industrial activities, that must be either removed or capped;
- The existing Pioneer Reservoir (not the highest and best use) that must be either relocated in its entirety or rebuilt and integrated into new development; and
- The State of California Excursion Train railway that runs immediately west of the site.



Existing Pioneer Reservoir (on right)

## Two Alternative Site Plans: The Pioneer Reservoir

The Pioneer Reservoir, located within the project area, represents an important component of the City's combined stormwater and sanitary sewer infrastructure. In major storm events, the Reservoir serves as an overflow receptacle for the City's combined sewer system. Relocation of this facility would allow for a centrally-located park that is flanked by the new neighborhood. A study currently underway is examining the feasibility of relocating this facility versus the technical challenge and expense of reconstructing it in place and capping it to accommodate a park on top of the structure.

Although a central park scheme involving relocation of the Reservoir is preferred, plans for both possibilities have been developed to an equal level of detail within this Specific Plan. This will provide development options until

studies have been evaluated and a determination is made by City Council regarding the outcome of the Pioneer Reservoir.

Option A assumes that the Reservoir will be relocated off-site. Option B accommodates the Reservoir on-site and incorporates it into the design of the Docks Park. The differences between the two options are discussed in detail in Chapter 3: Land Use.

A phasing plan for the development of the site is included in Chapter 8: Implementation. The site is designed to be developed in phases from the north to the south. However, a phase of development that includes office use has been identified as a flexible phase, or F Phase, that may be implemented first. A decision on whether the Reservoir will be moved must be made prior to the development of the F Phase. More information on phasing is included in Chapter 8: Implementation.

## Regulatory and Planning Context

The Docks Area Specific Plan fulfills the state requirements for specific plans established within Section 65450 et seq. of the California Government Code and conforms to the associated guidelines published by the California Office of Planning and Research. This Specific Plan provides policy direction and a regulatory framework for land use and development within the 29-acre Docks Area that will implement the goals, policies, and standards of the City of Sacramento General Plan and the Sacramento Riverfront Master Plan (2003).

This Specific Plan is consistent with adopted General Plan goals, policies and land use designations. Residential, retail/commercial, park, and parking uses are allowed under the Heavy Commercial/Warehouse land use designation in the Central City with a special permit, and thus the proposed uses are consistent with the General Plan designation. Additionally, at the time of this writing, the land uses proposed in the Specific Plan are consistent with the concepts being explored in the General Plan update process for the Docks Area site.

This document, once adopted as a Planned Unit Development, will be regulatory and apply to development applications, use permits, and subdivisions. Each phase of development

will be evaluated for consistency with both the General Plan and the Specific Plan, as well as for conformance with the City's existing development standards and design guidelines. Adopted by ordinance, the Specific Plan's policies and standards will take precedence over more general zoning and subdivision standards, guidelines, and administrative policies that would otherwise be applicable to the area. In situations where policies or standards relating to a particular subject have not been provided in the Specific Plan, the existing requirements of the City's Zoning Ordinance, Subdivision Ordinance, and other applicable regulations will continue to apply.

The following actions should occur concurrently with the adoption of the Specific Plan:

1. EIR Certification
2. DDA approved by the Redevelopment Agency
3. General Plan Amendment from Heavy Commercial/Warehouse to Residential Mixed-Use, Public/Quasi-Public, Parks and Office.
4. Community Plan Amendment: Change in Land-Use Map.
5. Rezoning to RMX-PUD (Residential Mixed Use) and Parks
6. Establishment of Planned Unit Development (PUD) Guidelines and a PUD Schematic Plan.

7. Review of Guidelines by City Council
8. Planning Commission
9. City Council

The tentative map will be filed at a later date when parcels have been assembled.

Numerous federal and state agencies will also be involved in permitting and funding various elements of the project, including:

- The Sacramento Metropolitan Air Quality Management District (SMAQMD)
- California Department of Toxic Substances Control (DTSC)
- The California Department of Transportation (Caltrans)
- The California State Reclamation Board
- The California Department of Fish and Game (DFG)
- The California Department of Parks and Recreation
- The United States Army Corps of Engineers
- Agencies with Review Authority
- The State of California Native American Heritage Commission
- The California State Clearinghouse, within the Office of Permit Assistance
- The California Department of Water Resources (DWR)

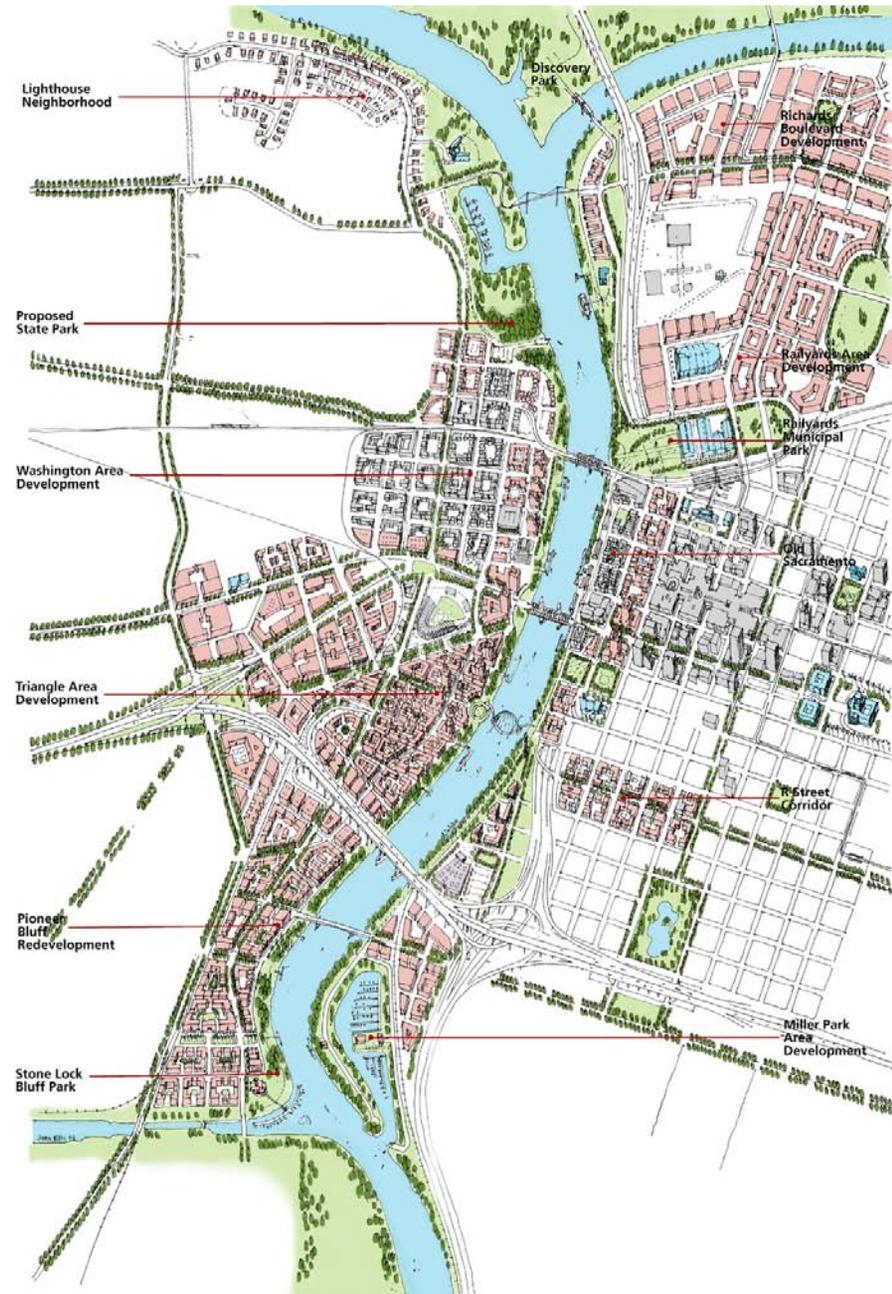
## Plan Preparation Process

A convergence of city and regional policy directives led to the initiation of the Docks Area planning process. These included:

- The completion and adoption of the Sacramento Riverfront Master Plan (SRMP, 2003) that identified and prioritized the development of the Docks Area;
- Policy direction from the City Council to City Agencies to pursue “Smart Growth” programs;
- Guidelines set forth by Sacramento Area Council of Governments’ (SACOG’s) “Blueprint” Transportation – Land Use Study identifying the Docks Area’s potential to accommodate regional growth.

These influences suggest not only the wisdom of focusing new housing and jobs in the Docks Area and other underutilized portions of Sacramento’s urban center, but also providing the public networks—parks, and other infrastructure—to support development while expanding access to the riverfront for the broader community.

In 2005, Wallace Roberts & Todd (WRT) was selected to create a “Concept Plan” for the Docks Area. The purpose of the Docks Area planning process was to further define the concepts developed for the Docks Area in the SRMP into



Sacramento Riverfront Master Plan (2003)



Docks Area Concept Plan (2005): alternate design scheme

a realistic and developable project consistent with its guiding principles.

This plan used a community-based process beginning in February 2005 that extended over a ten-month period and included three community workshops and two council workshops/presentations. The result was a conceptual plan that translated the desires of the community and City Council for the Docks Area into sound planning and design principles.

Upon completion of the Concept Plan, two separate implementing processes were begun: the extension of the City's riverfront Promenade through the Docks Area and the solicitation of a development team. The City of Sacramento hired Walker-Macy to design the extension of the Docks Riverfront Promenade from O Street to Miller Park.

To prepare the Docks Area for development, the City released a Request for Proposals (RFP) to solicit and select a developer-led team. KSWM Docks Partners, LLC, a partnership between Wilson Meany Sullivan, Kenwood Investments, and Stockbridge Capital Partners were selected, and began plan refinements. WRT was brought on to the project by the City to prepare the Specific Plan in cooperation with the developer, who retains an exclusive right to negotiation, as well as the Sacramento Riverfront Promenade design team, stakeholders and a technical advisory committee. The technical advisory committee met multiple times, and a community workshop was held to explore alternatives for both redevelopment and the Promenade with the public. This resulting Specific Plan is intended to be the embodiment of the public's, City's and developer's goals.

## Organization of the Specific Plan

This Specific Plan is organized to provide a step-by-step understanding of the Plan's components and the rationale behind its policy recommendations, design concepts, and implementation measures. The first two chapters are primarily descriptive, characterizing the existing setting, the planning context, and the vision behind the plan. Subsequent chapters present the standards, guidelines and implementation measures that will regulate future development in the planning area. These planning tools are organized into a series of chapters that correspond to topics identified by the City and established in the State's specific plan guidelines.

### Chapters in the Specific Plan include:

**1 Introduction** — articulates the broad purpose of the Specific Plan, describes the legislative authority under which specific plans exist, summarizes the general conditions and sequence of events leading up to the Plan's preparation, and outlines the organization of the Plan.

**2 Vision** — Sets forth the vision, guiding principles and key characteristics of the plan.

**3 Land Use** — Identifies land use goals and policies, describes the general land use program, summarizes development intensities, and describes the land use patterns and associated development concepts.

**4 Circulation** — Describes regional transportation context and access into the site; establishes vehicular, bicycle, and pedestrian circulation networks, and identifies land use goals and policies to support a "complete" circulation system that conveniently serves transit riders, pedestrians, bicyclists, and drivers.

**5 Urban Design Intent** — Outlines the broad intent of the Urban Design Guidelines as they apply to "public and private realms." Urban Design Guidelines are the subject of a separate companion document.

**6 Infrastructure** — Describes the infrastructure systems necessary to provide water, sewer, stormwater management and other public utilities to the proposed development.

**7 Community and Public Services** — Describes important public services, such as police, fire protection, and schools, as well as trash collection required by the proposed development.

**8 Implementation** — Describes actions necessary to implement the Plan by identifying phasing, approval and amendment processes as well as potential financing mechanisms for proposed public improvements.

# VISION

2



Front Street and R Street Park - A gateway to a new riverfront neighborhood: The Docks Area

The Docks Area Specific Plan will create an active new riverfront neighborhood that balances mixed-use development with inviting public open space. The Plan achieves this balance by taking advantage of the natural splendor of the Sacramento River and orienting new development and distinctive riverfront parks to the waterfront. The mix of residential, commercial and office uses will provide a compact, pedestrian oriented neighborhood where people live, work, dine, shop and play with a strong sense of connection to their neighbors and to the Sacramento River.



The Docks Area is an active new riverfront neighborhood that balances inviting public open space with mixed-use development.

In order to facilitate a more sustainable form of urban life, the Docks Area Specific Plan and Urban Design Guidelines advances the vision set forth in the Sacramento Riverfront Master Plan of creating a high-quality riverfront public space and surrounding it with a vibrant, urban neighborhood. The compact, mixed-use Docks Area neighborhood will begin to reverse trends of suburbanization and resource waste while providing a richer social experience for those who live, work, shop and recreate within it. In addition to reducing transportation impacts on the environment, the plan addresses development impacts by promoting green building practices, as well as best practices for reducing urban runoff pollution to the maximum extent practicable.

The vision for the site is to create a new high-density residential neighborhood with as many as 1,155 dwelling units comprised of a variety of dwelling types, riverfront-facing retail spaces, new commercial office space and new parks. The proposed pattern of streets and blocks, together with mid-block alleys, recalls the traditional pattern of Sacramento's street grid, thereby symbolically reconnecting the neighborhood

with those on the other side of the freeway. All letter-named, or "Alphabet" streets, and alleys lead to the river, creating a permeable block pattern and multiple pedestrian routes. Streets have been designed to encourage walking and biking, and to manage and treat stormwater flows.

Through a deliberate urban design approach, ample open space integrated into the neighborhood will provide both an amenity that supports the new neighborhood and an expansion of the regional riverfront recreation system that supports Downtown, Old Sacramento and the tourist industry.

In addition to carefully designed streets and open spaces, the plan proposes a strong definition of the public realm through the urban design of its buildings. By lining the edge of blocks with a typically continuous building line of properties, walls and frontage details, it establishes an active frontage and strong street enclosure. These active building frontages will further animate the public realm through design elements such as stoops, porches and other articulated building entrances.



This neighborhood street, River Street, functions as a linear plaza and active retail destination along the riverfront.

## Guiding Principles

The Sacramento Riverfront Master Plan (SRMP), completed in July 2003, identified the Docks Area as a critical opportunity site for redevelopment. The subsequent Docks Area Concept Plan (2005) set forth four objectives for the Docks Area:

1. Create a New Riverfront Neighborhood;
2. Create Parks and Open Space for a New Neighborhood;
3. Strengthen Riverfront Promenade Connections; and
4. Provide Access to the Water's Edge.

In addition, the following concepts were identified as key elements during the Sacramento Riverfront Master Plan process, refined by the Docks Area community outreach process, and now underlie this Plan:

- A new riverfront mixed-use neighborhood;
- Public access to an animated riverfront;
- New public open space including greenways and a Riverfront Promenade;
- A pedestrian orientation;
- Medium- to high-density development with building heights designed to maximize views to the river;
- Pedestrian and bicycle access integrated throughout the project area; and
- Linkages to adjacent neighborhoods.

The Docks Area is also a designated redevelopment area, and the plan responds to additional objectives of the Sacramento Housing and Redevelopment Agency for the planning area:

- Redevelopment of a brownfield site;
- New housing that embodies smart growth principles and takes advantage of the Project Area's proximity to downtown;
- Development that maximizes alternative modes of transportation;
- Development that uses sustainable and green building concepts;
- Development that takes advantage of limited opportunities for riverfront development;
- Development that bolsters the economic viability of Old Sacramento and Downtown; and
- Development that enhances property values.

The Docks Area Specific Plan and Urban Design Guidelines have built upon the design concepts developed for the Concept Plan to create a realistic development project that remains true to these guiding principles and objectives for the Docks Area.



Typical block with high-rise residential tower



Sidewalk, stoops and planters help to create an intimate neighborhood street. *North Park, San Jose, CA*

## A New Riverfront Neighborhood

### Addressing the Levee and Site Grading

The Docks Plan establishes building grades at or near the levee level to enhance visual and functional connections to the river. This is accomplished by elevating the building levels with structured podium parking. The streets will be built up on fill material so that structured parking is buried in relation to the streets. The “Alphabet” streets (R, S, T, U, V, etc.) can then slope from River Street – at the levee level – back down to Front Street. More information on grading can be found in Chapter 6: Infrastructure.

### Creating a Neighborhood through Building Types

The proposed development will contain a mix of predominately residential uses with a critical amount of corresponding ground-floor retail space. Residential development in the Docks Area will be strongly oriented to the river and open space within the development, and buffered from Highway 50 with office development on the southern side. Office uses are proposed for the southern blocks closest to Pioneer Bridge (I-50), where overshadowing, noise and the potential for airborne pollution are most significant. A buffer of office towers and

their structured garages can help separate the residential blocks from the freeway.

Sufficient housing density will provide the critical residential mass to create a vibrant waterfront neighborhood. A variety of building types, including low-, medium- and high-rise, are integrated within the neighborhood. The mix of building types along with varied architectural designs are intended to create a complete neighborhood that appears to have grown incrementally and organically over time.

Further discussion of building design is included in the “Private Realm” section of the companion document, Urban Design Guidelines.

### Differentiating Public, Semi-public and Private Space

The development schemes carefully differentiate between public space, semi-public space and private space to allow extensive public and private uses to simultaneously thrive within the Docks Area. The public space is designed to promote as much public access and use of the riverfront as possible, and includes parks, plazas, streets and the Promenade. The semi-public space is intended to provide clear but unobtrusive transitions between public and private spaces, and includes mid-block alleys, residential stoops and entries, and selected

interior courts and garden spaces. The private spaces are intended to provide residents and businesses a full range of amenities, and include rooftop gardens, private structured parking areas and other selected interior courts or gardens.

### Making Livable Streets and Blocks

A fine-grained street and block pattern is established to provide a walkable neighborhood. Proposed streets have been designed for pedestrian comfort. To promote a more human scale, interior neighborhood streets are narrow, and have one traffic lane in each direction, on-street parking and ample sidewalks lined with street trees. Mid-block alleys are also provided to create alternate pedestrian routes and access to semi-private interior courts and gardens.

Building façades are to be built at the back edge of the sidewalks with minimal to no setbacks, strengthening the relationship between pedestrians and ground-floor uses. As demonstrated by nearly all successful urban areas, this type of frontage is a prerequisite for neighborhood street life. Further discussion of streets and other public spaces is included in Chapter 3: Circulation and the “Public Realm” section of the Urban Design Guidelines Companion Document.



Livable Streets: A typical “Alphabet Street” adjacent to Docks Park and terminating on the river.

### River Street: A Vibrant Pedestrian Street

River Street is envisioned as a new riverfront retail and entertainment destination for Sacramento. To take advantage of the unique riverfront location and its proximity to Old Sacramento, approximately 40,000 square feet of ground-floor retail space is strategically placed along River Street just south of R Street Park. Desired uses include cafés, restaurants, shops, music venues, etc. A second floor of retail use is

permitted to maximize the amount of outdoor café and restaurant seating with river views. This retail corridor will offer a destination for local residents as well as entice visitors from Capitol Mall and Old Sacramento.

## Sustainability

The Docks Area Specific Plan provides a framework for implementing sustainable development. When sustainability is set as a goal at the outset, site-related planning, design, construction, operations and maintenance practices can link natural and built systems to achieve balanced environmental, social and economic outcomes. This improves the health and quality of life of both the community and the environment. This implementation of this plan should address the goals of Sacramento's Sustainability Master Plan to the maximum practicable extent.

### Land-Use and Site Design

In an effort to minimize air pollution, impacts on valuable habitat and agricultural land and loss of open space in the city, the Redevelopment Agency of the City of Sacramento identified vacant industrial land and waterfront properties as opportunities for significant infill development. Developing the properties in the Docks Area represents a key effort to advance these objectives. Inherent environmental benefits of this location include:

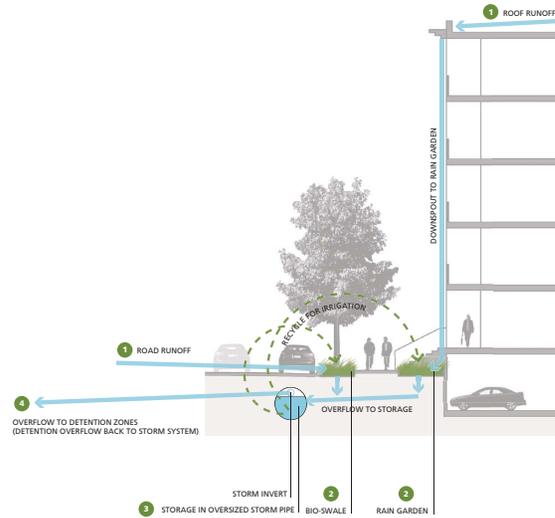
- Infill /previously developed site
- Access to Public Transportation

- Brownfield Redevelopment
- Contribution to Downtown Jobs-Housing Balance

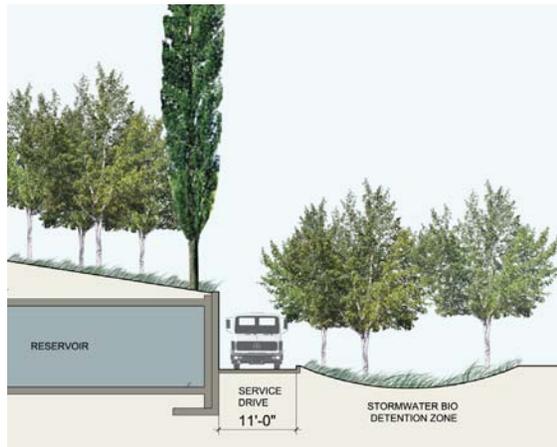
The circulation system in the Docks Area will expand the community's transportation options by extending and upgrading the road system, and creating a comprehensive pedestrian and bicycle network. By providing residential uses within close proximity to Downtown and regional transit, potential traffic generation will be reduced.

A mix of land-uses on-site will reduce the need for travel outside of the project area, and thus reduce the use of and dependence on automobiles. Mixed-use development also emphasizes local and regional-serving uses that will provide economic and social benefit to the city through the generation of tax revenues, employment opportunities, and enhanced local access to services.

Public parks and pedestrian friendly streets will provide health and environmental benefits by providing an environment that encourages social interaction, expands the community's options for recreation and entertainment and minimizes the social and environmental strain associated with traffic congestion and pollution.



A network of bioswales and raingardens within the project area collect stormwater for treatment and potential re-use (See Chapter 6: Infrastructure).



Stormwater detention zone on southern edge of property.

### Natural Resources and Habitat

By integrating natural stormwater management techniques into the design of parks and public streets, the plan will yield multiple benefits, including reducing the volume and flow of stormwater runoff, improving water quality through natural filtration of runoff, securing land for open space, and educating the public through the revelation of ecological systems.

The Docks Area landscape concept integrates native planting areas in order to enhance ecological function and specifically, habitat value. The two main opportunities for these habitat zones are within forested zones in Docks Park and within wetland zones in the water detention zones.



Raingarden - Portland, OR

### The Built Environment

In addition to overall site design, the buildings in the Docks Area themselves have tremendous potential for contributing to improved environmental performance. Areas where environmental improvements can be made include energy efficiency (including on-site renewable energy), water efficiency (reuse and conservation), selection of materials and resources, and indoor air quality.

With the imminent dangers of global warming, new buildings should be designed to be sustainable, especially with respect to energy performance. This is important for a city like Sacramento, located in a predominantly warm and dry climate.



Green roofs aid in stormwater management and energy efficiency.

A reduction of environmental impacts should be established as a goal from the outset of architectural design. Building design, construction and operation should attempt to reduce CO<sub>2</sub> emissions and achieve high energy performance. Development should be built and designed according to current building standards and best practices. All retail, commercial and hotel buildings should achieve LEED Silver certification. Residential development shall meet Enterprise Green Communities criteria, or follow the Green Multi-family Design Guidelines by the California Integrated Waste Management Board. (An alternate rating system may be proposed by the project team, subject to approval by the planning reviewer.)



Docks Park



R Street Park

## Distinctive New Riverfront Parks

The objectives of open space and development are seen as interrelated in achieving a more sustainable and higher quality of life, both in the social and natural realms. In creating this new neighborhood, the Plan prioritizes defining and strengthening the public networks that will support development, facilitate recreation, increase access and improve city services. The Specific Plan is predicated on the conviction that numerous benefits will accrue from both public and private investment in providing open space resources. The riverfront's value as a regional recreational amenity will be enhanced through improvements to the public realm, but so will the Area's economic vitality and the quality of life for those who will work and reside here. The public spaces within the Docks Area strive to achieve the following benefits:

- Improved public health and safety as a result of flood control improvements;
- Enhanced community character and sense of place;
- An attractive and distinctive image for the Docks Area that will help retain and attract desirable businesses;
- A high-quality environment for Docks Area residents and employees;

- Increased opportunities for passive and active outdoor recreation associated with urban parks and improved access to the Sacramento River;
- Expansion of the urban forest through the planting of street and park trees.

Implementing these concepts is critical to establishing a successful neighborhood that contains the active, pedestrian-oriented, and mixed-use character envisioned for the Docks Area.

### Docks Park

The anchor use of the Docks Area is a new riverfront park located strategically between Tower Bridge and Miller Park. The Docks Park will be one in a series of signature public spaces along the riverfront envisioned by the Sacramento Riverfront Master Plan. The park will combine formal and informal activity spaces to serve both as an amenity to new development as well as an important part of Sacramento's regional park system. Of the two possible park locations, a centrally located park would become the centerpiece of the new neighborhood. Flanking the park with development on three sides would create more eyes on the street--a contrast with current conditions at Miller Park.

### R Street Park

At the northern terminus of the Docks Area, R Street Park will serve as a gateway for people entering from the north and the east. It will connect directly to the planned R Street bicycle/ pedestrian bridge and the Riverfront Promenade. R Street Park will serve as an inviting space for relaxation and reflection, with lawn, benches, and small water features.

### Sacramento Riverfront Promenade

An extension of the Riverfront Promenade, from the current terminus at O Street connecting south to Miller Park, is a separate project from this Specific Plan, and will be implemented by the city through a separate planning process. The Promenade accommodates pedestrian and bicycle circulation as well as riverfront seating, access to scenic lookouts and ultimately, connections to visitor docking. From the perspective of the Docks Area, the Promenade project is most important in providing critical, direct and attractive pedestrian connection to Old Sacramento and Downtown, including:

- Old Sacramento to Miller Park
- Downtown to the Promenade via R

### Street Bridge

- Eventual pedestrian bridge to West Sacramento at R Street
- Broadway Avenue to the River District and the Railyards
- Central Loop in Sacramento River Master Plan

The design of the Docks Area streets and parks has been coordinated in detail with the Promenade design team. Their joint function is critical to the success of the Docks Area.

# LAND USE

3

The Land Use chapter establishes the framework for development within the Docks Area. This chapter introduces the plans and describes the land uses for each scheme. The types, intensities, and distribution of uses are described for each block of development. The design of the public and private realms is addressed in Chapter 5: Urban Design Intent. Detailed development standards are established in the Urban Design Guidelines companion document, as well as in other elements of the Specific Plan. More specific information on the circulation system is contained in Chapter 4. Stormwater management and infrastructure information is included in Chapter 6.



A strong integration of a public open space system with residential mixed-use development.



The existing reservoir (seen at right of photo) may be relocated or capped at the level of the adjacent levee.

### Flexible Options

Two distinct plans and one additional variation have been developed to an equal level of detail to allow for flexibility to respond to unknown future fiscal- and market-related variables. Although the options share many features, there are some key differences in open space location and development density. The most significant differences between both options are the placement and the size of Docks Park due to the uncertainty of the future of the Reservoir. A study currently underway is examining the feasibility and costs accommodating the capacity in this facility off-site versus the technical challenge and expense of reconstructing it in place and capping it to accommodate a larger, but less central park on top.

Relocation of the Reservoir elsewhere in the stormwater infrastructure network would allow for a centrally-located park flanked by the new neighborhood (Option A). If the Reservoir cannot be moved, a structural reconstruction will be required to support capping it with fill and locating the park on top (Option B).

Option A, the preferred option, has a more central riverfront park (2.53 acres) in the center of the site and greater developable land opportunity (13.30 acres). Option A could also accommodate a visitor center.

Option B assumes that the Reservoir will stay in its current location in the southern end of the site, and that it be co-located with and integrated



Option A1

into the design of the Docks Park. The roof structure will be rebuilt as a podium to support the park and will include the planting of trees, and a potential visitor's center. Option B's park is larger (8.18 acres) because it covers the entire Reservoir, and consequently, Option B contains less developable land (9.5 acres).

Flanked by the neighborhood on three sides, the centrally located park in Option A builds a better community space. By locating the park at the center of the site, it gains more exposure to the neighborhood than the park in Option B, which abuts Highway 50. This location creates more "eyes on the park," and brings more residents within close proximity of the park.

In both concepts, the street hierarchy is the same,



Option A2

although the circulation patterns differ somewhat to accommodate different park configurations due to the Reservoir. For both options, east-west streets are aligned with corresponding "Alphabet"-named streets across the I-5 freeway in the downtown (R Street, S Street, T Street, etc.). North-south circulation occurs on River, Park and Front Streets. Park Street functions as an interior street connecting the park with the neighborhood River Street functions as a neighborhood retail main street, and Front Street functions as a vehicular and bicycle access road. Design standards for street types apply uniformly across all options refer to Urban Design Guidelines companion document.

In addition, Option A has two schemes with phasing "options" for density distribution.



Option B

The two schemes are referred to as A1 and A2 throughout this document. Option A1 includes two residential high-rise towers, while A2 includes an additional third tower positioned near the river (on Block 6) to accommodate a greater number of dwelling units. These options are intended to provide flexibility to the developer to respond to potential variations in future market conditions. Option A2 contains the maximum overall development, while Option B contains the least.

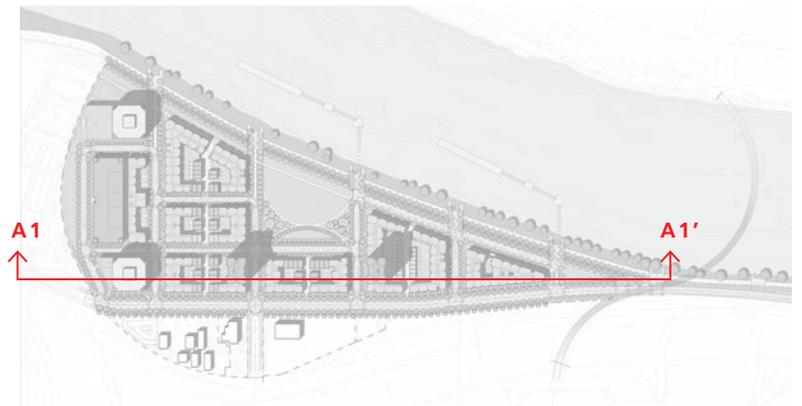
# OPTION A1

Reservoir	Relocated Off-Site
Residential Towers	2
Office Towers	2
Dwelling Units	1,020
Retail (sf)	41,400
Office (sf)	500,000
Off-Street Parking	2,770
On-Street Parking	420

Total Acreage (acres)	29.27
Public ROW	12.60
Open Space	3.37
Development	13.30
Average Net Density	79 DU/Acre



View from the northwest



Key Plan for Site Section (facing page)

# OPTION A1



Illustrative Plan

Site Section A-A'

# OPTION A2

Reservoir	Relocated Off-Site
Residential Towers	3
Office Towers	2
Dwelling Units	1,155
Retail (sf)	40,500
Office (sf)	500,000
Off-Street Parking	2,920
On-Street Parking	420
<b>Total Site Area (acres)</b>	<b>29.27</b>
Public ROW	12.60
Open Space	3.37
Development	13.30
Average Net Density	87 DU/Acre

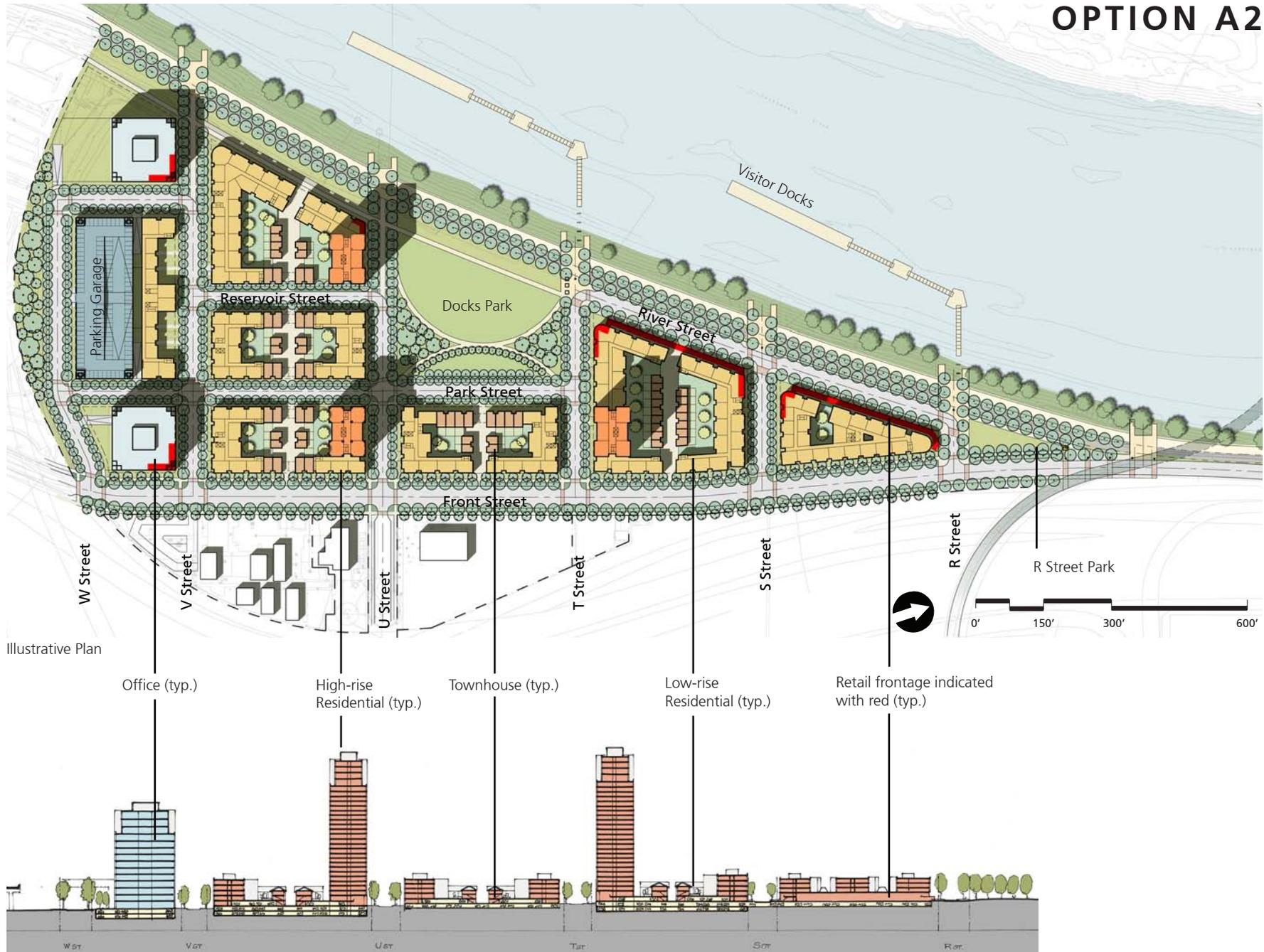


View from the northwest



Key Plan for Site Section (facing page)

# OPTION A2



Site Section A-A'

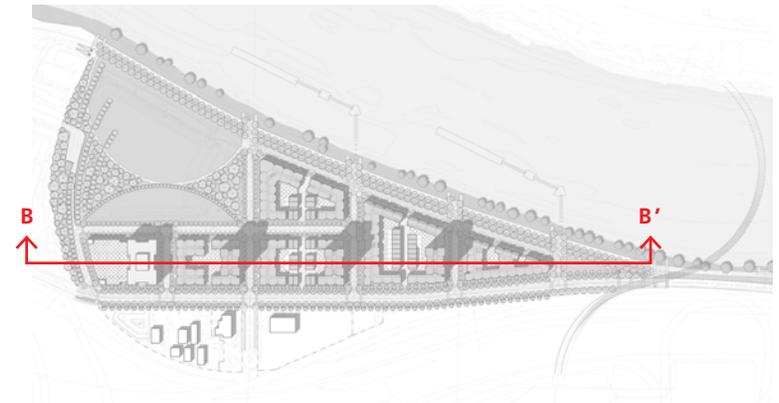
# OPTION B

Reservoir	On-Site
Residential Towers	3
Office Towers	1
Dwelling Units	1,000
Retail (sf)	43,300
Office (sf)	200,000
Off-Street Parking	1,870
On-Street Parking	420

Total Site Area (acres)	29.27
Public ROW	10.12
Open Space	9.74
Development	9.41
Average Net Density	106 DU/Acre



View from the northwest



Key Plan for Site Section (facing page)

# OPTION B



Site Section B-B'

## Land Use Program and Development Intensity

The land-use mix emphasizes local and regional-serving uses that will provide economic and social benefits to the city through the generation of tax revenues, employment opportunities, and enhanced local access to services. Development consists of predominantly medium- to high-density residential units mixed with some retail space, eating establishments and office space. Hotel or a signature entertainment use is permitted on Block 2, and includes the possibility of not only traditional room rental, but also extended-stay room rental or condos with hotel service and interval ownership. The majority of the retail space fronts onto River Street; the remainder is located on select corners throughout the project area to animate key areas. Retail on River Street features partial 2<sup>nd</sup>-level retail and dining terraces. Open space consists of public parks, greenways and a stormwater detention zone. Refer to the Urban Design Guidelines companion document for both the private and public realms.

The overall project development intensity includes between 1,000 – 1,155 dwelling units, 40,500 – 43,300 square feet of retail space, 156,000 – 500,000 square feet of office space, and 3.37 – 9.74 acres of open space.

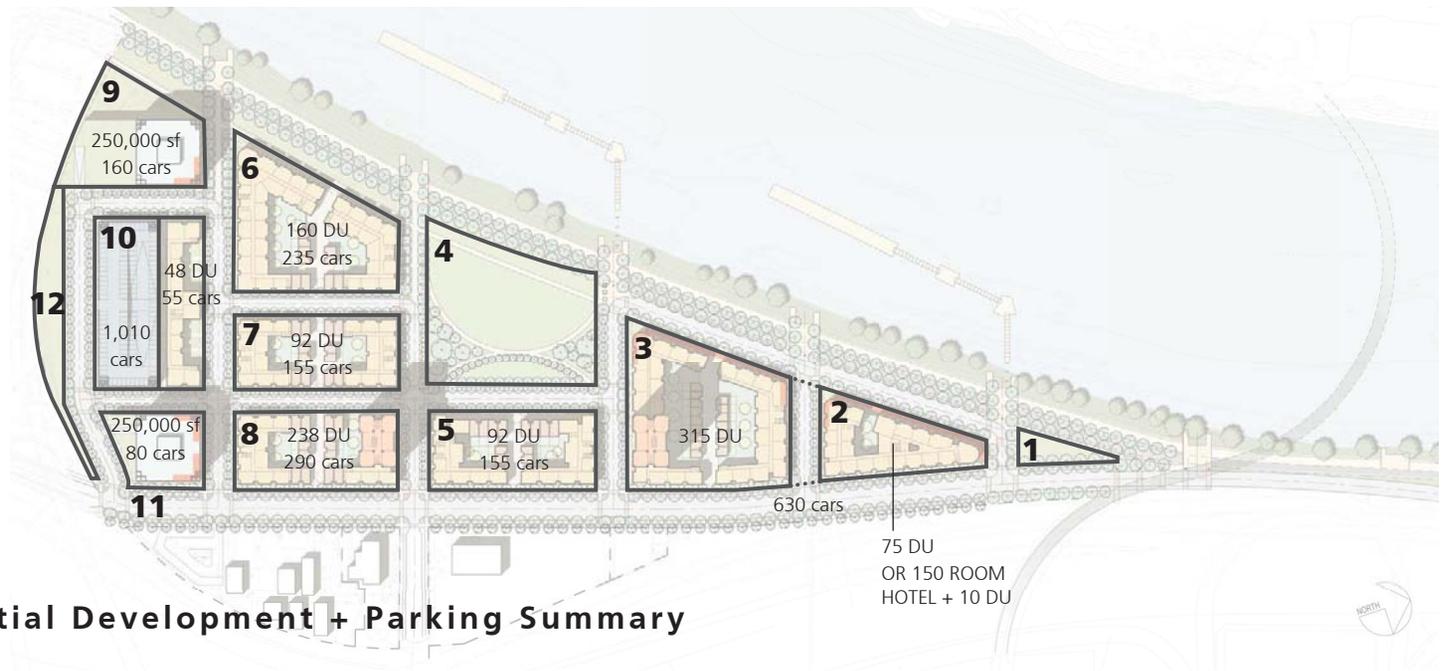
The total projected development potential for the Docks Area is based on input from both the developer and the City of Sacramento, and is limited by the amount of vehicular traffic that can be accommodated on the local access streets. Detailed phasing schemes are included in Chapter 8: Implementation.

All options contain similar building types and are arranged using a palette of unit types. Residential unit types include high-rise stacked units, low-rise stacked units and walk-up townhouses. Low-rise building types are 5-story Type 5 construction over a Type 1 concrete podium for parking. The towers are constructed of either concrete slab or structural steel; high-rise office towers are constructed of structural steel.

Parking would be provided for residential uses in ground-floor and underground podiums, at an average ratio of 1.4-1.5 spaces per dwelling units for all options. Parking for office use is provided in a parking structure, at 2.5 spaces per 1,000 square feet. The total number of off-street parking spaces ranges from 1,870 spaces in Option B to 2,920 spaces in A2. In addition, 420 parallel parking spaces will be provided on-street for visitors and shoppers. Standards for off-street parking design and entrance locations are located in the Urban Design Guidelines companion document.



Land Use Plan



Office/Residential Development + Parking Summary

Land Use - A1

Block Number	Acreage	Open Space (acres)	Commercial (square feet)			Residential (dwelling units)					Subtotal
			Retail	Office	Subtotal (sf)	Townhouse	Lowrise Flat	Highrise Flat	Loft	Hotel	
1	0.21	0.21									
2	1.05		21,000		21,000		65			10	75
2' (hotel option)*	1.05		21,000		21,000					10	150
3	2.42		18,400		18,400	16	125	174			315
4	2.53	2.53									
5	1.37					12	80				92
6	2.00		500		500	10	150				160
7	1.29					12	80				92
8	1.34					12	52	174			238
9	1.14		500	250,000	250,500						
10	1.99						48				48
11	0.70		1,000	250,000	251,000						
12	0.63	0.63									
<b>TOTAL</b>	<b>16.67</b>	<b>3.37</b>	<b>41,400</b>	<b>500,000</b>	<b>541,400</b>	<b>62</b>	<b>600</b>	<b>348</b>	<b>10</b>	<b>N.A.</b>	<b>1,020</b>

\*Hotel option does not count towards totals

Parking - A1

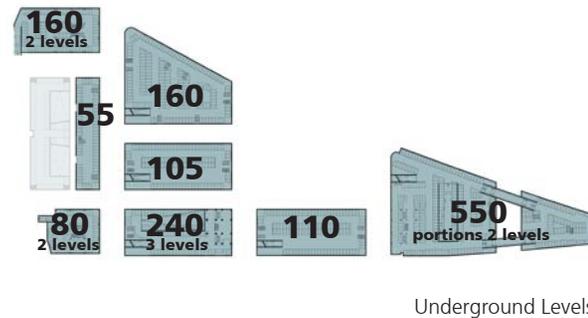
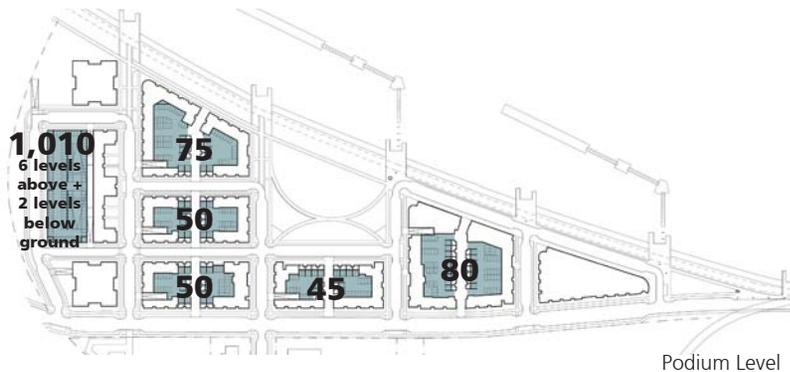
Block Number	Residential Parking Spaces				Parking Ratio (space/unit)	Office Parking Spaces		
	Underground	Podium Level	Subtotal	Dwelling Units		Underground	Podium Level	Subtotal
1								
2	550		630	75	1.6			
3		80		315				
4								
5	110	45	155	92	1.7			
6	160	75	235	160	1.5			
7	105	50	155	92	1.7			
8	240	50	290	238	1.2			
9						160		160
10	55		55	48	1.1	200	810	1010
11						80		80
12								
<b>TOTAL</b>	<b>1220</b>	<b>300</b>	<b>1,520</b>	<b>1,020</b>	<b>1.5</b>	<b>440</b>	<b>810</b>	<b>1250</b>

Additional On-Street Parking Total

420

Office Parking Ratio (space / 1k sf)

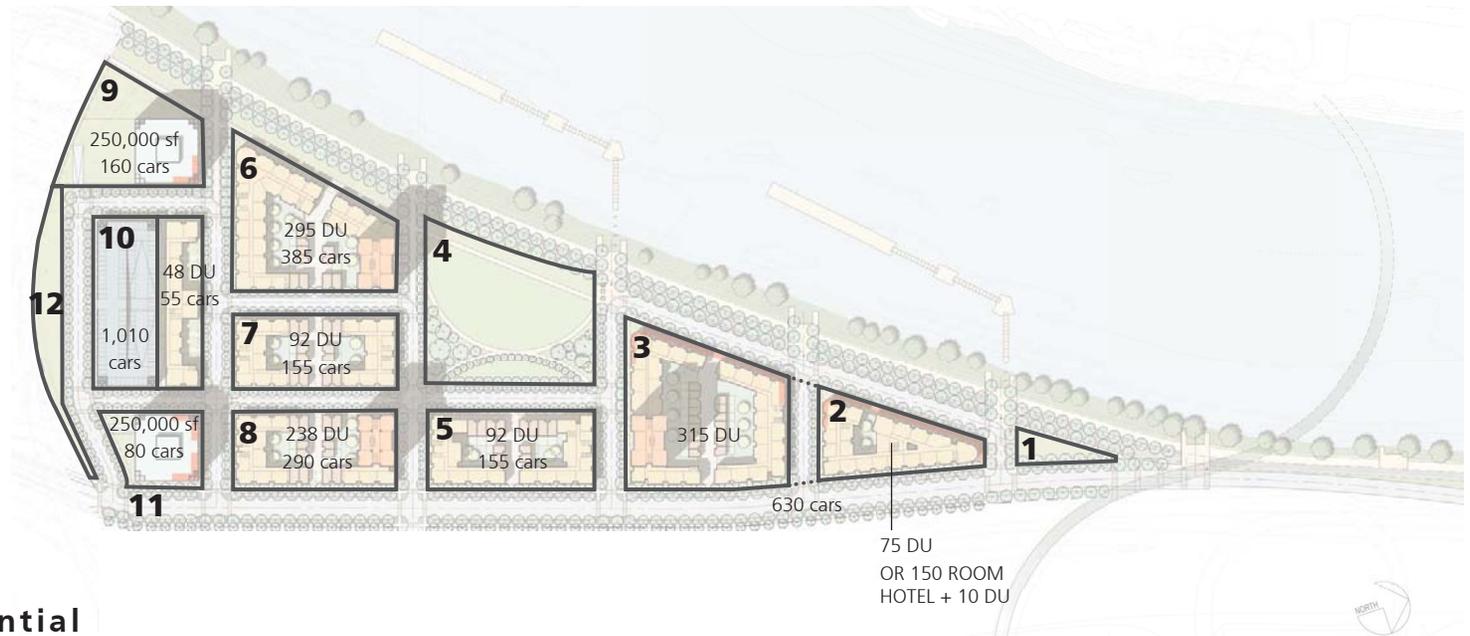
2.5



Off-Street Parking



Land Use Pl.



Office/Residential

Block Number	Acreage	Open Space (acres)	Commercial (square feet)			Residential (dwelling units)					Subtotal
			Retail	Office	Subtotal (sf)	Townhouse	Lowrise Flat	Highrise Flat	Loft	Hotel	
1	0.21	0.21									
2	1.05		21,000		21,000		65			10	75
2' (hotel option)*	1.05		21,000		21,000					10	150
3	2.42		17,500		17,500	16	125	174			315
4	2.53	2.53									
5	1.37					12	80				92
6	2.00					10	111	174			295
7	1.29					12	80				92
8	1.34					12	52	174			238
9	1.14		1,000	250,000	251,000						
10	1.99						48				48
11	0.70		1,000	250,000	251,000						
12	0.63	0.63									
<b>TOTAL</b>	<b>16.67</b>	<b>3.37</b>	<b>40,500</b>	<b>500,000</b>	<b>540,500</b>	<b>62</b>	<b>561</b>	<b>522</b>	<b>10</b>	<b>N.A.</b>	<b>1,155</b>

\*Hotel option does not count towards totals

**Parking - A2**

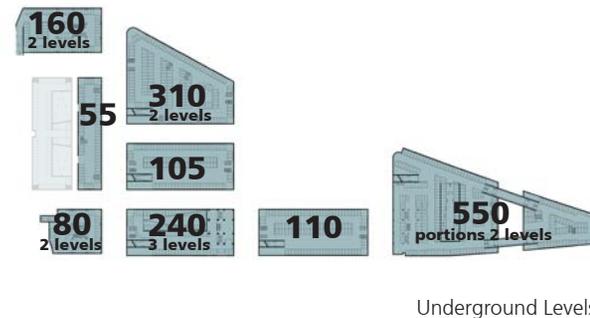
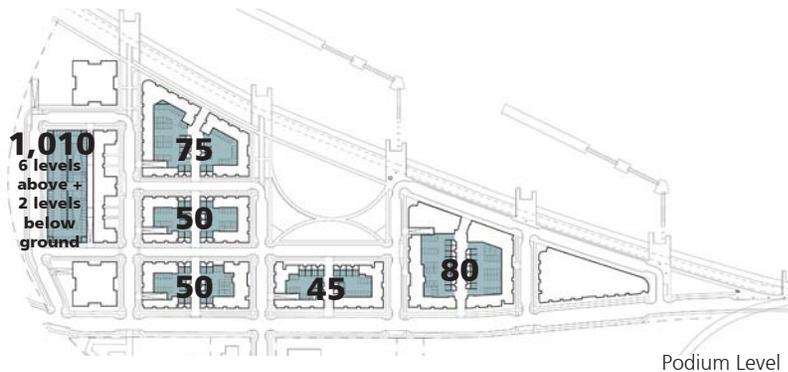
Block Number	Residential Parking Spaces				Office Parking Spaces			
	Underground	Podium Level	Subtotal	Dwelling Units	Parking Ratio (space/unit)	Underground	Podium Level	Subtotal
1								
2	550		630	75	1.6			
3		80	630	315				
4								
5	110	45	155	92	1.7			
6	310	75	385	295	1.3			
7	105	50	155	92	1.7			
8	240	50	290	238	1.2			
9						160		160
10	55		55	48	1.1	200	810	1010
11						80		80
12								
<b>TOTAL</b>	<b>1,370</b>	<b>300</b>	<b>1,670</b>	<b>1,155</b>	<b>1.4</b>	<b>440</b>	<b>810</b>	<b>1250</b>

Additional On-Street Parking Total

420

Office Parking Ratio (space / 1k sf)

2.5

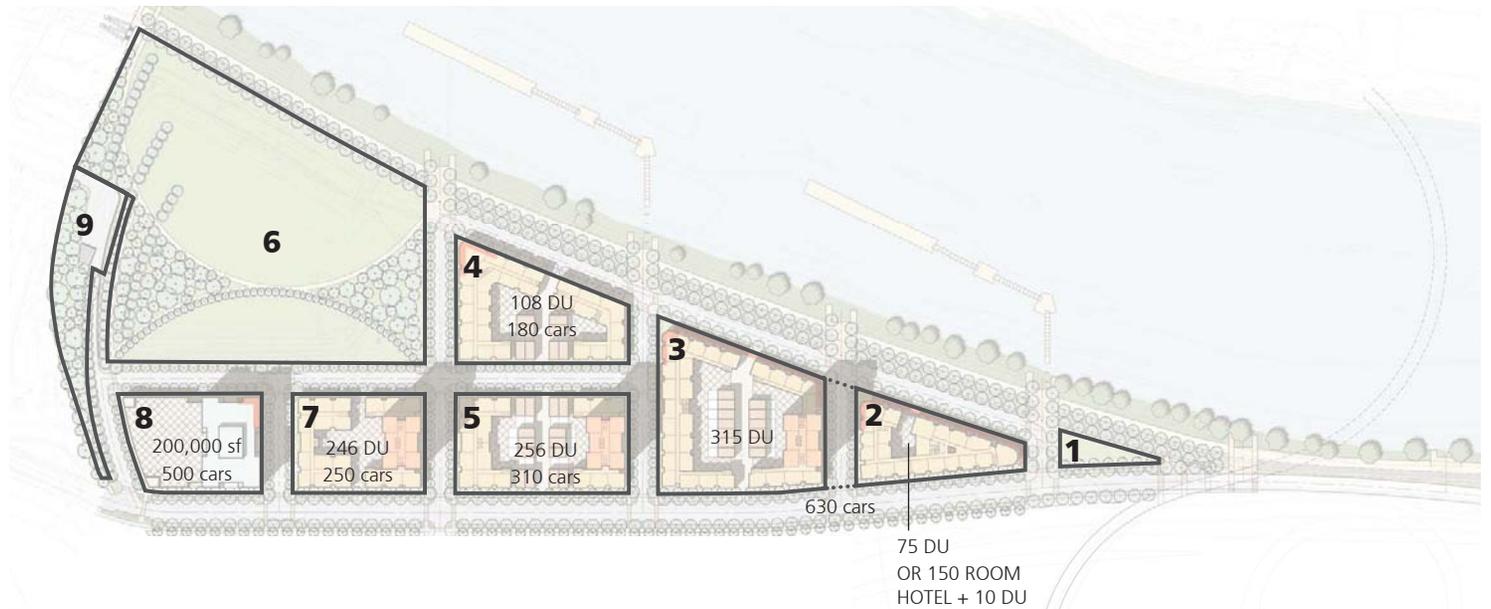


**Off-Street Parking**

**OPTION B**



Land Use Plan



Office/Residential Development + Parking Summary

Block Number	Acreage	Open Space (acres)	Commercial (square feet)			Residential (dwelling units)					Subtotal	Block Number	
			Retail	Office	Subtotal (sf)	Townhouse	Lowrise Flat	Highrise Flat	Loft	Hotel			
1	0.21	0.21										1	
2	1.05		21,000		21,000		65			10	75	2	
2' (hotel option)*	1.05		21,000		21,000					10	150	N.A.	2'
3	2.42		19,800		19,800	13	128	174			315	3	
4	1.60		1,500		1,500	8	100				108	4	
5	1.72					14	68	174			256	5	
6	8.18	8.18										6	
7	1.31						72	174			246	7	
8	1.31		1,000	200,000	201,000							8	
9	1.35	1.35**										9	
<b>TOTAL</b>	<b>19.15</b>	<b>9.74</b>	<b>43,300</b>	<b>200,000</b>	<b>243,300</b>	<b>35</b>	<b>433</b>	<b>522</b>	<b>10</b>	<b>N.A.</b>	<b>1,000</b>	<b>TOTAL</b>	

\*Hotel option does not count towards totals

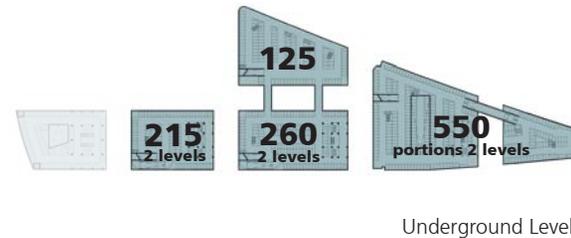
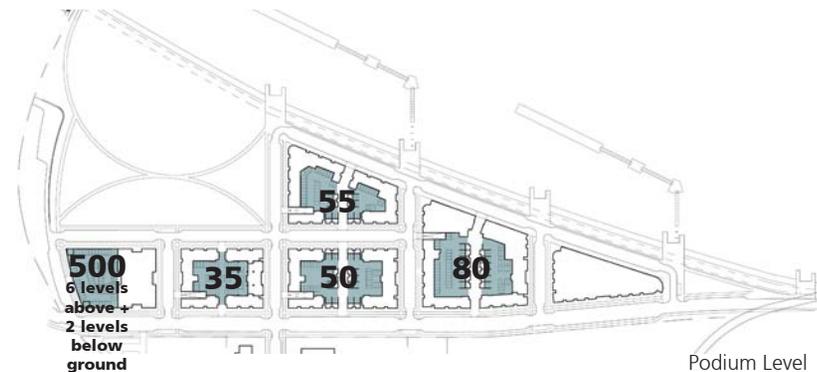
\*\*Includes reservoir service area

**Parking - B**

Block Number	Residential Parking Spaces				Parking Ratio (space/unit)	Office Parking Spaces		
	Underground	Podium Level	Subtotal	Dwelling Units		Underground	Podium Level	Subtotal
1								
2	550		630	75	1.6			
3		80		315				
4	125	55	180	108	1.7			
5	260	50	310	256	1.2			
6								
7	215	35	250	246	1.0			
8						180	320	500
9								
<b>TOTAL</b>	<b>1,150</b>	<b>220</b>	<b>1,370</b>	<b>1,000</b>	<b>1.4</b>	<b>180</b>	<b>320</b>	<b>500</b>

Additional On-Street Parking Total 420

Office Parking Ratio (space / 1k sf) 2.5

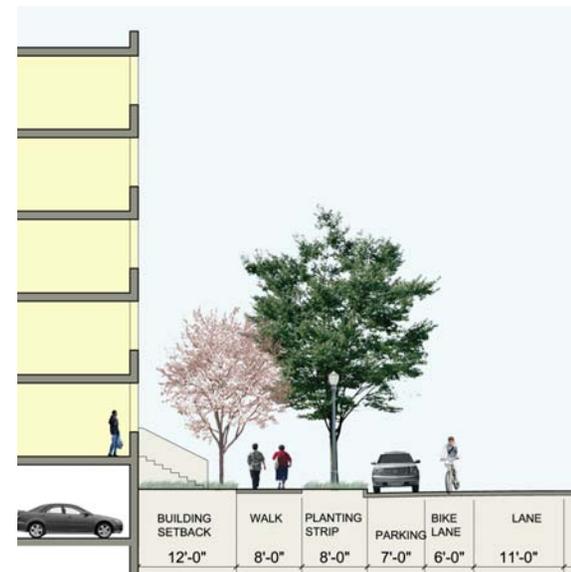


**Off-Street Parking**

# CIRCULATION



The circulation system within the Docks Area is designed to provide a safe and efficient multi-modal transportation system for the new riverfront neighborhood. This chapter describes access to and circulation within the Docks Area Specific Plan, and identifies the elements of the plan that create efficient movement of pedestrians, bicyclists, and vehicles in and around the planning area, including connections to adjacent networks, improvements to existing facilities, and development of new facilities. The street design standards are consistent with the City’s Street Design Guidelines, although they have been adapted to meet the specific conditions of the Docks Area. Detailed street design guidance is located in the Public Realm section of the Docks Area Urban Design Guidelines companion document.



Walking, bicycling and transit provide an alternative to the private automobile in a balanced circulation system.

## Circulation Goals

The Central City Community Plan, which includes the Docks Area, states the following Transportation Goal:

*“Encourage the development of an overall balanced system of transportation which emphasizes public transit, protects residential neighborhoods, promotes alternatives to the single occupant automobile commuter, and which provides for safe, convenient and efficient movement of people and goods in and through the Central City.”*

The following circulation goals of the Docks Area Specific Plan reflect the specific characteristics of the Docks Area within the Central City Context:

- Goal 1. Provide a multi-modal transportation system that safely accommodates the vehicular traffic associated with the planned development while promoting transit, bicycle, and pedestrian modes of travel.
- Goal 2. Provide increased access to the Sacramento Riverfront, including bicycle and pedestrian connections to the Riverfront Promenade.
- Goal 3. Improve connectivity to adjacent areas, including Miller Park.
- Goal 4. Provide efficient access to the planned residential and commercial development.
- Goal 5. Facilitate new connections to West Sacramento to the extent possible.
- Goal 6. Maintain railroad access for Old Sacramento excursion trains and limited freight train use.
- Goal 7. Provide parking and high-quality non-motorized access to attract visitors to the neighborhood.

## Context and Access

### Regional Access

Regional automobile access to the Docks Area is provided primarily by the freeway system that serves Downtown Sacramento, including Interstate Route 5 (I-5) and US 50. Figure 4.1 illustrates the location of the Docks Area within the context of the existing transportation system.

Interstate 5 (I-5), a north-south freeway that extends from Canada to Mexico, is located just east of the Docks Area. To the north of the project area, I-5 provides access to the Richards Boulevard Area, South Natomas, I-80, and North Natomas in the City of Sacramento. I-5 continues to Sacramento International Airport. To the south, I-5 provides access to Land Park, the Pocket, and South Sacramento in the City of Sacramento. There is no direct access from I-5 to the Docks Area. From the north, I-5 access is via a ramp to Q Street east of I-5. To the north,

I-5 access is via a ramp from P Street east of I-5. From the south, I-5 access is via a ramp to Broadway east of I-5. To the south, I-5 access is via a ramp beginning at the intersection of 5th and W Streets.

US 50 (Business I-80) is an east-west freeway located just south of the Docks Area. There is no direct access from US 50 to the Docks Area. To and from the east or west, access is possible via the I-5 P Street and Q Street ramps mentioned previously. From the east, access is possible via the 10th Street ramp that leads to W Street. To the east, access is also possible via the 10th Street ramp that begins on X Street.

Regional access to the Docks Area is also provided via the Tower Bridge to and from West Sacramento.



Figure 4.1 illustrates the location of the Docks Area and its relationship to the existing transportation network. Access to the immediate Docks Area is from the north and the south via Front Street.

### Local Access

Downtown Sacramento is served by a grid street system. Numbered streets exist in a north-south orientation; lettered streets exist in an east-west orientation. The grid system is interrupted by the freeway network in the Docks Area. Local automobile access to the Docks Area is via Front Street to the north O Street and south from Broadway.

*Front Street* is a two-way north-south street between the Sacramento River and I-5 that passes through and provides direct access to the site. It extends from I Street on the north to Broadway and the Miller Park Marina on the south end. North of the project area, Front Street is discontinuous: as it diverts around the Embassy Suites Hotel, it passes under Capitol Avenue via Neasham Circle. Front Street consists of one lane each way, without left turn lanes. Front Street is accessed by O Street from the north and Broadway to the south.

*O Street* is a two-way east-west street that extends from 3rd Street on the east, over the I-5 freeway, to Front Street on the west. It provides the northern access to the site from the north via Front Street, and crosses the I-5 freeway via the only vehicular bridge between Broadway and Capitol Mall.

*Broadway* is a two-way east-west street at the south end of the downtown grid. It provides access to the site from the south via Front Street. It extends from the Sacramento River on the west end to 65th Street on the east end. West of Third Street, it consists of one lane each way, without left turn lanes.

*R Street* is a two-way east-west street that formerly accommodated freight rail tracks. The street's western terminus is at 2nd Street, where a rail bridge crosses over I-5 to Front Street and into the Docks Area. A bicycle and pedestrian path is proposed to be constructed on the rail bridge. To the east, R Street extends continuously to 19th Street. R Street is in poor physical condition in many segments, and generally accommodates relatively low traffic volumes. The street predominantly provides local access rather than accommodating through traffic.

*P and Q Streets* form an east-west one-way pair, or couplet, that extends across the Central City. P Street is one-way westbound, and Q Street is one-way eastbound. They provide direct access to I-5 near 2nd Street. To the east, they continue to Alhambra Boulevard, just east of Business Route 80.

*3rd Street* is a one-way southbound major street that parallels Interstate 5 along its east side from I Street to W Street, providing access to I-5 at several locations. The roadway generally maintains three southbound lanes, except for short sections of roadway north of L Street and south of R Street which contain northbound lanes. 3rd Street terminates at Broadway, which provides access to the Docks Area.

*5th Street* is a one-way northbound major street that begins south of Broadway and terminates at H Street. 5th Street generally maintains three northbound lanes, and is one-way northbound through much of the Central City, although it is two-way between J Street and L Street. 5th Street intersects with both Broadway and O Street, which provide access to the Docks Area.

## Transportation and Circulation Plan

A key objective of the Docks Area Specific Plan, and Goal 1 of this circulation chapter, is to provide safe and efficient access into and through the Docks Area for automobiles, bicyclists, pedestrians, and transit vehicles. The following policies provide for the implementation of transportation improvements to accomplish the goals of the Specific Plan:

- Policy 4.1 Upgrade Front Street to safely accommodate bicycle and pedestrian traffic.
- Policy 4.2. Design local streets to accommodate non-motorized vehicles.
- Policy 4.3 Design streets with sufficient, but not excessive, width to safely accommodate recurrent traffic demands.

Figures 4.2a and 4.2b illustrate the circulation and street typology of Options A and B, respectively, and their integration with the

existing roadway network. Both plans maintain a grid network typical of the Central City, adapted to conform to the Docks Area environs. The plan will continue to utilize Front Street to the north, and Front Street and Broadway to the south, as the primary points of access. Front Street provides access to Downtown and Old Sacramento via O Street and Neasham Circle, respectively. Broadway provides access to other areas of the City and to the freeway system.

### Functional Classification

The City's Master Services Element provides the following definitions for City roadways:

*Expressway:* A roadway with limited access, high traffic volumes few cross streets (and no cross streets without signals), limited driveway access (infrequent driveways and no residential driveways), and no on-street parking.

*Major Arterial:* Provides mobility for high traffic volumes between various parts of the City and the region. Access to parcels is a secondary function and should be limited to the extent feasible. The City transportation network includes both suburban and urban arterials.

Suburban arterials have higher speeds and have the greatest access control. Urban arterials have generally lower speeds and less access control due to the intensity of the development in the urban environment.

*Minor Arterial:* A roadway that connects major facilities provides more access to adjacent land uses than a major arterial. Parking is allowed, but may be limited. Intersections with other arterials are signal controlled. Access is restricted, with no residential driveways except from multi-family units.

*Collector:* Connects residential uses to the major street system.

*Local:* Serves the interior of a neighborhood.

Based upon General Plan designations, Front Street is a collector and Broadway is a minor arterial. Other proposed roadways within the Docks Area are local.

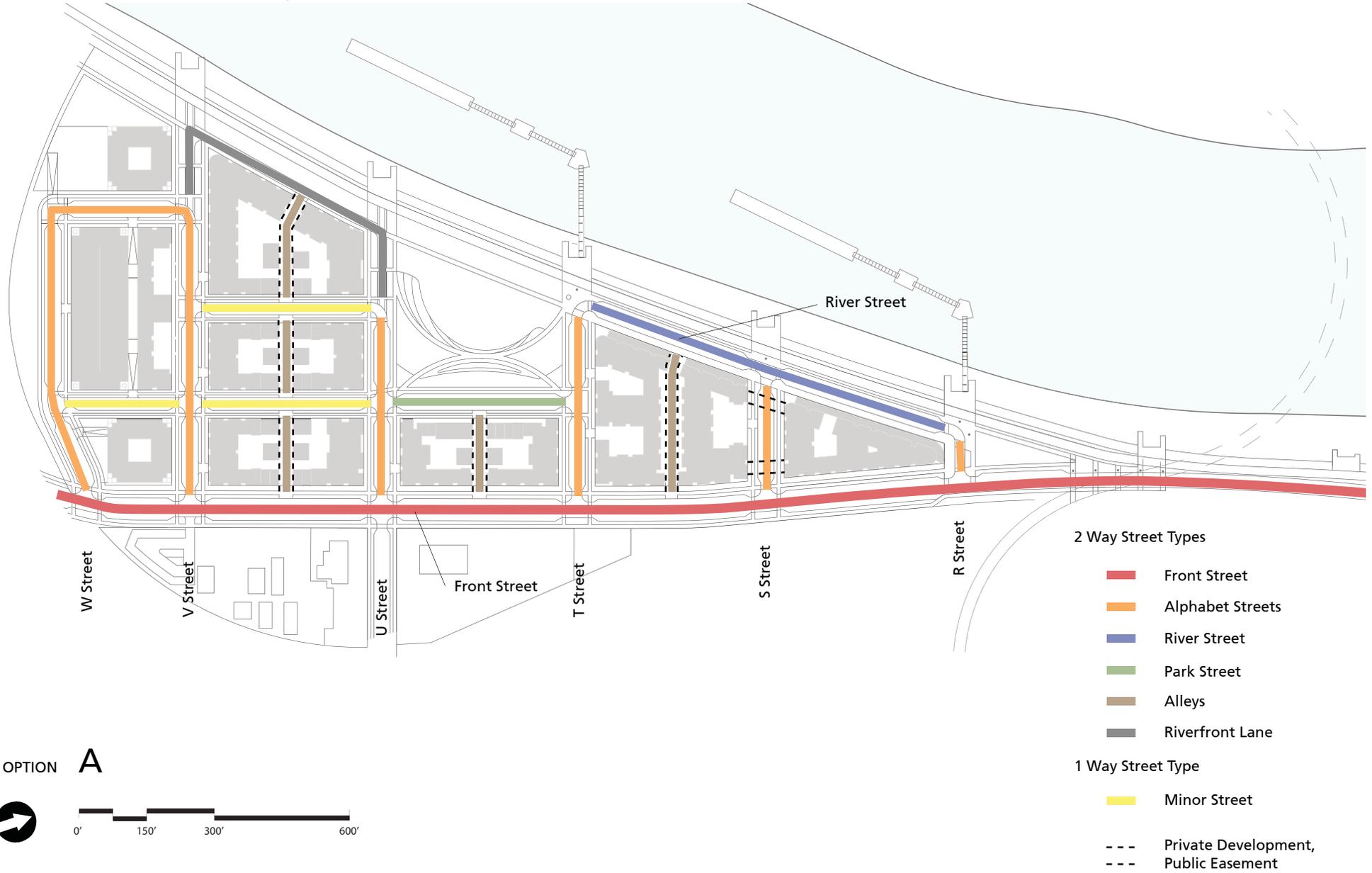


Figure 4.2a  
**SACRAMENTO DOCKS AREA**  
**CIRCULATION: STREET TYPES**

## Street Network

Within the Docks Area, a network of local streets provides direct vehicular, pedestrian and bicycle access to the proposed land uses. Detailed street design standards are included in the Public Realm Section of the Urban Design Guidelines companion document.

*Front Street* is the north-south collector street that defines the east border of the Docks Area. Front Street is proposed as a two-way street with one travel lane and one bike lane in each direction, with parallel parking on both sides. Wide sidewalks on both sides are separated from the curb by continuous planting strips.

*River Street* runs parallel to the Docks Riverfront Promenade in the northwest portion of the Docks Area. This local street accommodates one travel lane in each direction, with parallel parking on both sides. Sidewalks are provided on both sides adjacent to the curb.

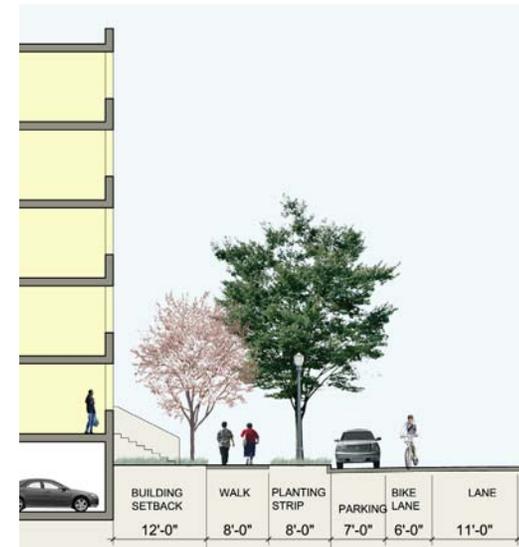
Alphabet streets refer to *R, S, T, U, V, and W Streets* that are east-west local streets. These streets accommodate one travel lane in each direction, with parallel parking on both sides. Intersections with neighborhood streets are marked by bulb-outs. Sidewalks on both sides are separated from the curb by continuous planting strips.

*S Street* is an east-west local street. It follows most design standards of Alphabet Streets, but differs slightly. It will contain public easements at both ends to allow for a connection between the underground parking spanning both adjacent blocks.

*Neighborhood Streets* are one-way streets parallel to Front Street in Option A. These local streets accommodate travel in one direction, with parallel parking on one side. Sidewalks on both sides are separated from the curb by continuous planting strips.

*Park Street* is a north-south local street that accommodates one travel lane in each direction, with parallel parking on both sides. Sidewalks on both sides are separated from the curb by continuous planting strips.

*Riverfront Lane (Option A)* extends U and V Streets to the railroad right-of-way, and connects U and V Streets parallel to the eastern edge of this right-of-way, which is also parallel to the river. It provides both emergency truck access and pedestrian access to the Promenade and riverfront at the southwest corner of the project area. Motorized vehicle circulation is prohibited.



Detailed street standards are located in Urban Design Guidelines: Public Realm

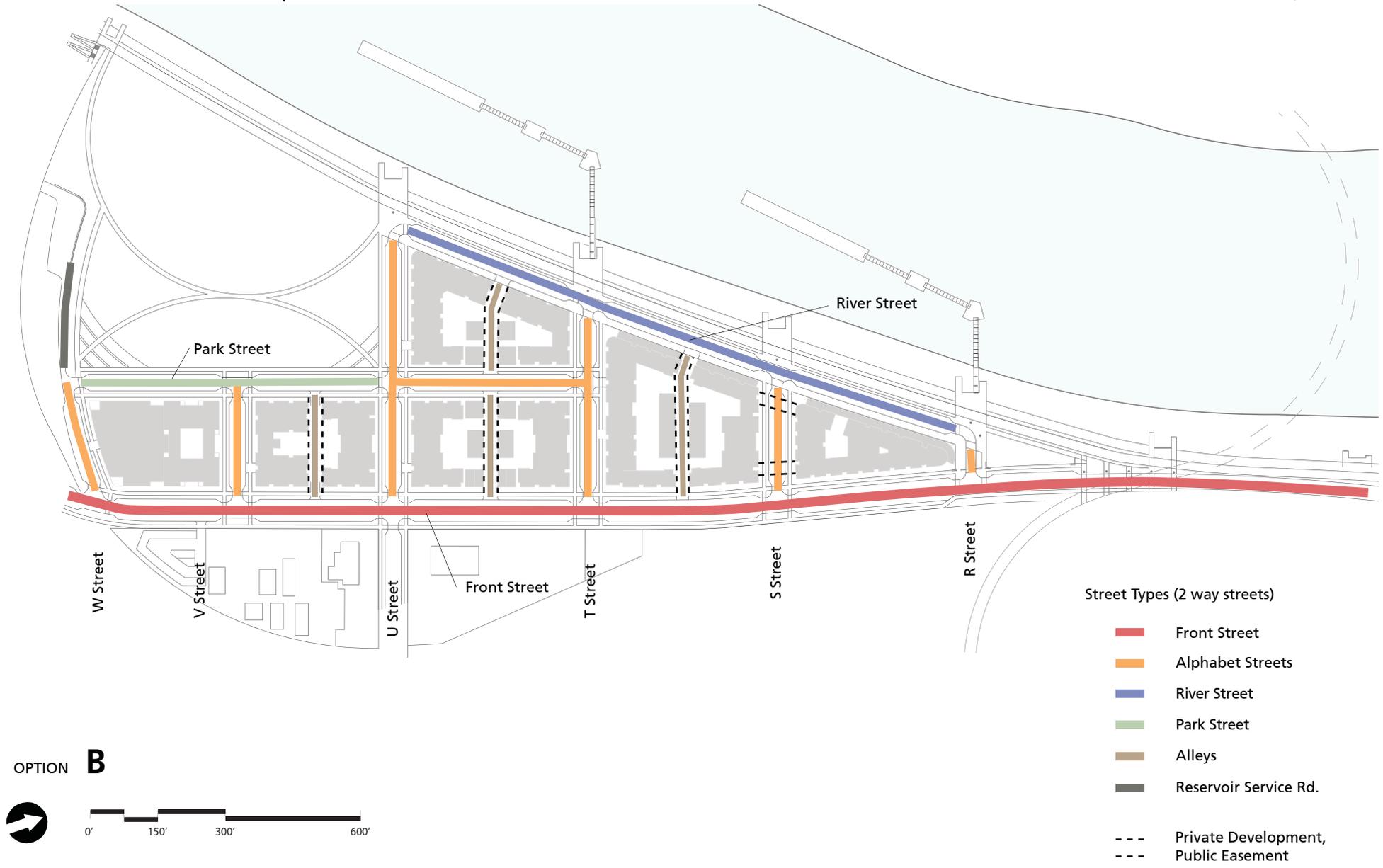


Figure 4.2b  
**SACRAMENTO DOCKS AREA**  
**CIRCULATION: STREET TYPES**

## Parking

On-street parking is permitted on Front Street from approximately S Street to V Street. On Broadway west of 3<sup>rd</sup> Street, on-street parking is prohibited. Parking is provided on both sides of most new streets, excluding Riverfront Lane (emergency vehicle access only), and Neighborhood Streets (3 block segments).

Within the Docks Area neighborhood, off-street parking is provided on several parcels associated with specific land uses. According to Sacramento's Central City Parking Master Plan (2006), the minimum requirement for multi-family units is one space per dwelling unit plus one guest space per 15 units, or 1.15 spaces per unit. Residential parking is provided within development parcels (off-street) at a rate of between 1.4-1.5 spaces per dwelling unit. Central City requirements for office parking are a minimum of one space per 450 square feet and a maximum of 1 space per 400 square feet. Within the Docks Area, office parking is provided at the rate of 2.5 spaces per 1,000 square feet, or one space per 400 square feet.

Detailed information on parking is provided in Chapter 3: Land Use and for on-street parking standards in the Urban Design Guidelines.

## Multi-modal Transportation

### Pedestrian System

Consistent with the City's emphasis on accommodating and encouraging alternative modes of travel, the Docks Area Specific Plan includes a pedestrian system that complements and augments the vehicular roadway system (see Figures 4.3a and 4.3b).

Policy 4.5 Ensure that pedestrian access provides direct and convenient service within the planning area, as well as to adjacent areas.

Pedestrian access to the project site and downtown are provided at Capitol Avenue, O Street and the future R Street over-crossing. Pedestrian access will also be provided from the Riverfront Promenade. Consistent with General Plan and Community Plan policies, the system of pedestrian facilities serves the plan area internally as well as provides connections to adjacent areas.

Pedestrian facilities permeate the Docks Area. All streets in the Docks Area will include sidewalks or other walkways on both sides of vehicular travel. Alleys, while not having separate pedestrian elements, will also provide



Figure 4.3a  
**SACRAMENTO DOCKS AREA**  
**CIRCULATION: PEDESTRIAN + BICYCLE**

additional connectivity. Pedestrian facilities will be provided along the riverfront as part of the Docks Riverfront Promenade. As previously mentioned, the current R Street railroad bridge over I-5 will be reconstructed or replaced to provide pedestrian and bicycle access.

### **Bicycle System**

Consistent with the City's emphasis on accommodating and encouraging alternative modes of travel, the Docks Area Specific Plan includes a bicycle system that complements and augments the vehicular roadway system (see Figures 4.3a and 4.3b).

Policy 4.6 Ensure that bicycle access provides direct and convenient service within the planning area, as well as to adjacent areas.

The 2010 Bikeway Master Plan is a policy document that was prepared to coordinate and develop a bikeway system that will benefit and serve the recreational and transportation needs of the public. The Docks Area Specific Plan is consistent with the City's Bikeway Master Plan. Officially designated bicycle facilities are classified as follows:

Class I: Off-street bike trails or paths that are physically separated from streets or roads used by motorized vehicles.

Class II: On-street bike lanes with signs, striped lane markings, and pavement legends.

Class III: On-street bike routes marked by signs and shared with motor vehicles and pedestrians. Optional four-inch edge lines painted on the pavement.

Consistent with General Plan and Community Plan policies, the system of bicycle facilities serves the plan area internally as well as provides connections to adjacent areas. Primary elements of neighborhood bicycle access include bike lanes along Front Street (Class II), the Docks Riverfront Promenade (Class I), and the R Street Bridge connection to Downtown (Class I). Excluding Front Street, which is a collector with bike lanes, all street types within the Docks Area Neighborhood are local streets with projected low traffic volumes and design speeds, which would effectively become Class III facilities shared with vehicles. Bicyclists can access any part of the Docks Area.



Figure 4.3b  
**SACRAMENTO DOCKS AREA**  
**CIRCULATION: PEDESTRIAN + BICYCLE**

**Transit System**

The Sacramento Regional Transit District (RT) operates 97 bus routes and 36.87 miles of light rail covering a 418 square-mile service area. Figure 4.3 illustrates RT services in the Central City. In the Docks Area, an RT shuttle (Route 141) currently provides transit services to the Calpers parking lot located west of Front Street under the Pioneer Bridge. The route operates on Front Street between the Calpers lot and Broadway, and on Broadway east of Front Street. Service is provided at 15-minute intervals during the a.m. commuter period, 1-hour intervals during midday, and 15-minute intervals during the p.m. commuter period. There is no evening, Saturday, Sunday, or holiday service.

Improving and increasing transit service to the Docks Area is a key aspect of its success as a vital urban neighborhood. As development occurs, it is envisioned that the level of transit service will increase to accommodate anticipated travel demand and to reduce the number of trips made by private automobile. Bus stops are proposed along Front Street at R Street, T Street, and V Street.

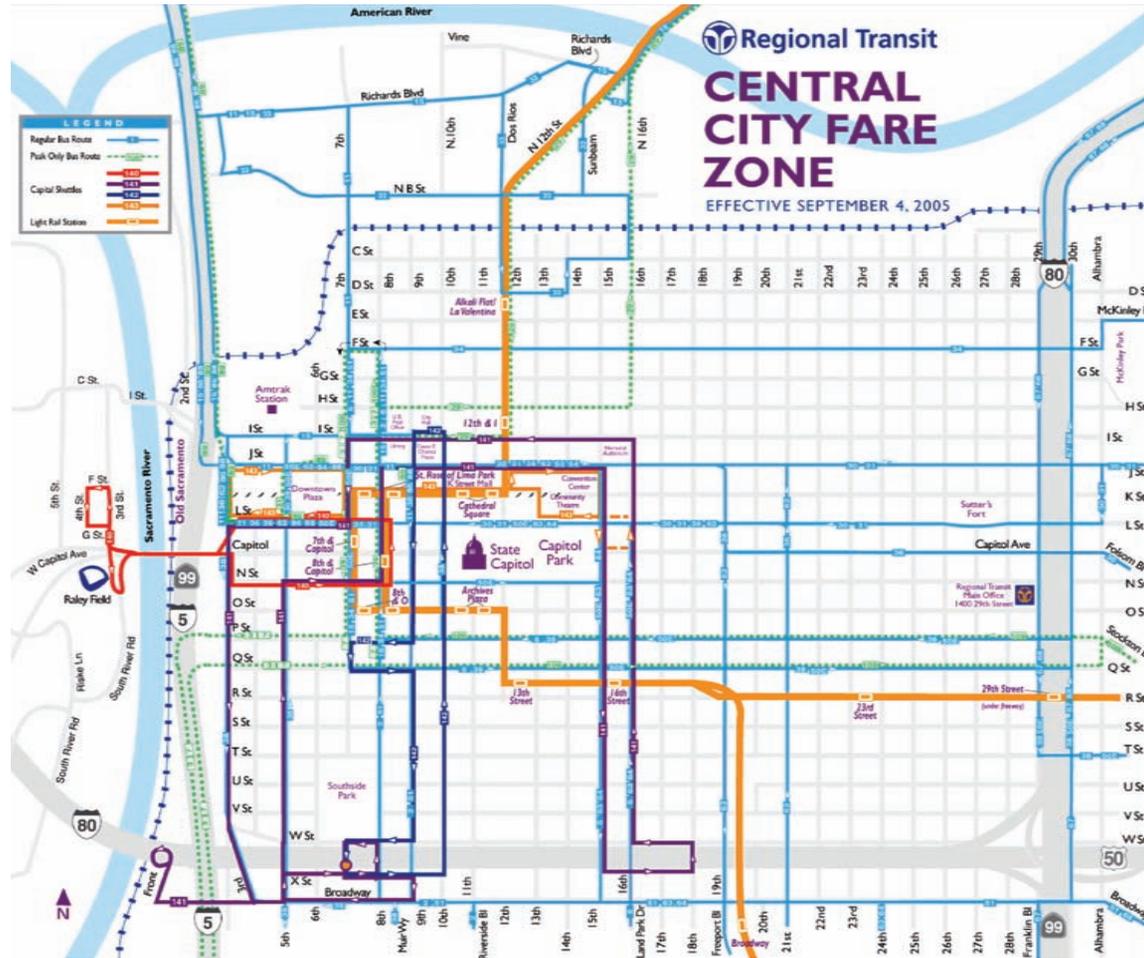


Figure 4.3 Existing Transit Service in Downtown Sacramento. Future transit improvements are planned for the Docks Area. Currently, Route 141 provides transit access via limited service to the southern end of the project area.

Policy 4.7 Work with Regional Transit to expand bus services in the Docks Area as development occurs. Bus stops shall have amenities such as shelters, benches, and information as appropriate.

The City of Sacramento, the City of West Sacramento, RT, and the Yolo County Transit District formed a partnership to study the reintroduction of the streetcar to connect their cities' downtowns and riverfront areas. Phase 1 of a feasibility study has been completed. During Phase 1, numerous streetcar alignments were considered, including an alignment serving the Docks Area. This alignment would extend along Front Street from Capitol Mall, and loop within the Docks Area. However, this alignment has not been included in the preferred initial alignment and possible extensions.

#### **Access to River and Riverfront Promenade**

Improving access to the Sacramento River is a key objective of the Circulation Plan (Goal 2). River Street will be constructed east of the railroad tracks parallel to the riverfront as an urban retail street with orientation and strong visual connections to the Sacramento River. Immediately west of and adjacent to the Docks Area, the Docks Riverfront Promenade project (separate from the Docks Area Project) will upgrade pedestrian, bicycle, and railroad facilities along the Sacramento riverfront connecting Old Sacramento to Miller Park. The non-motorized multi-use facility will be constructed from O Street to just south of W Street. Bicycle and pedestrian connections between the Docks Area and the Riverfront Promenade will be provided via at-grade rail crossings at Q, R, S, T, and U Streets. Option A includes access to an additional crossing at V Street, and Option B includes access to an additional crossing at W Street.

### Motor Vehicle System Capacity and Performance Standards

The transportation and circulation system for the Docks Area recognizes the transportation policies of the City General Plan and Central City Community Plan. The City of Sacramento General Plan includes a goal of maintaining Level of Service (LOS) “C” throughout the roadway network. Because of the constraints of existing development in the City, and because of other environmental concerns, this goal cannot always be met. The City is currently updating the General Plan, and the level of service goal may be changed. Caltrans utilizes a LOS “E” standard for the Sacramento urban freeway system. The adequacy of the City street system to serve the planned Docks development is addressed in the Transportation and Circulation analysis of the Docks Area Specific Plan EIR.

Policy 4.4 Roadway performance standards in the Docks Area shall be consistent with the performance standards established in the updated General Plan.

The local circulation plan has been developed to provide access to the project parcels from Front Street through a grid pattern of streets. This grid pattern disperses traffic among multiple streets and provides redundant access routes in the event

of an incident that blocks a specific street. The two-lane local street system will adequately serve anticipated a.m. and p.m. peak commuter hour traffic volumes within the City’s level of service goals.

### Transportation Demand Management (TDM)

The implementation of a Transportation Demand Management (TDM) plan that encourages a shift from the single-occupant automobile to other modes of transportation is an important element of the Circulation Plan. City Ordinance No. 2550 requires developers of projects that will accommodate 25 or more employees to comply with one of several Traffic System Management (TSM) measures to better utilize existing transportation facilities and to pay for capital improvements that would benefit the City’s downtown transportation network as fulfillments of the TSM measure. In addition to traditional TDM programs that focus on employment centers, it is recommended that the TDM plan shall also address the residential land uses within the Docks Area.

Policy 4.8. Project applicants shall develop a TDM plan for all commercial and office development in the Docks Area. The plan shall be subject to City review and approval.

The plan recommends consideration of the following transportation demand strategies:

- Participation in the Sacramento Transportation Management Association (TMA).
- Ride-sharing and ride-matching services.
- Transit subsidies.
- Support for alternative work schedules and telecommuting.
- Guaranteed-ride home programs.
- Bicycle parking facilities, and showers at employment sites.
- Transit passes included as part of residential development.

**Implementation of the Circulation Plan**

The Docks Area Circulation Plan will be implemented in a coordinated manner as development occurs. The following policies will guide the implementation of the circulation system:

Policy 4.9 The circulation system and improvements identified in the Specific Plan shall be implemented without substantial alteration, unless information becomes available that such improvements

are inadequate to safely and/or inefficiently accommodate the proposed project. If such is the case, other more appropriate solutions can be developed.

Policy 4.10 All streets shall be developed to the street standards identified in the Specific Plan. The design of all streets shall be subject to the review and approval by the City of Sacramento, including review for emergency vehicle access.

Policy 4.11 Interim roadway phases shall provide adequate access and capacity to serve each phase of development, including emergency vehicle access.

Policy 4.12 The City will require development agreements to specify responsibility for necessary roadway improvements to serve the development and mitigate traffic impacts. These agreements will guarantee access to all development district parcels as needed to allow development to occur.

# URBAN DESIGN INTENT

5

## Introduction

The Docks Area Urban Design Guidelines, located in a companion document, provide detailed guidance to direct the design of private and public improvements. The intent of the Guidelines is to ensure the transformation of the underutilized post-industrial landscape of the Docks Area into a vibrant neighborhood and a unique recreation destination. In order to realize this goal, the guidelines and standards in that document focus on achieving a series of specific objectives relative to the area's physical form and character. Overall, the design guidelines and development standards promote:

- A visually and aesthetically distinctive identity for public and private open spaces that links the urban area to the Sacramento River and Promenade.
- A pattern and scale of development that creates a well-defined, human-scale environment that incorporates active, pedestrian-oriented, street-level uses to animate and enliven the public realm;
- Well-designed buildings that contribute a sense of quality and permanence to the Docks Area;
- A system of public and private parking structures and rear-loaded parking areas that reduce the visual and spatial prominence of the automobile.



Docks Park (Option A)

- A safe and attractive system of streets and parks that provides graciously scaled public spaces that support and promote an active pedestrian environment;

Recognizing that these objectives address public as well as private property and will be implemented by both the City and private developers, the design guidelines and development standards address two broad categories: the public realm and the private realm. The public realm design guidelines address the design of improvements within public areas associated with the Docks Area's systems of parks and streets. The private realm guidelines address the design of all new private development within the blocks. The public and private design guidelines are intended to complement one another. However, the distinction between the public and private realms also recognizes that the challenge of creating a unique identity and sense of place for the Docks Area depends on the design contributions of both public and private realms.

## Topographic Conditions

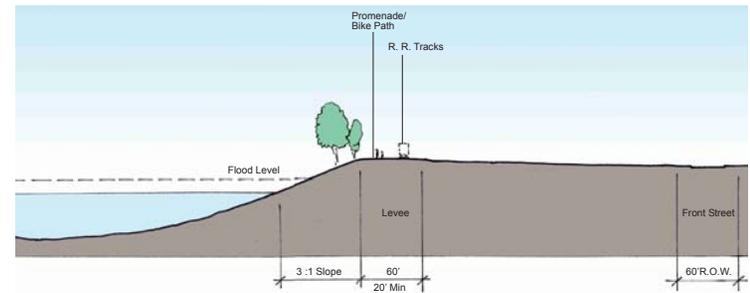
The levee condition in the Docks Area poses challenges as well as opportunities for the design of both public space and private development. In order to strengthen connections to the riverfront and protect against flooding, the specific plan seeks to raise the ground level through a multi-faceted strategy that includes public streets, parks and developed areas. Public parks for both Alternative A and B will be graded to maximize recreational areas that slope towards, and thereby provide views of, the Sacramento River. In Alternative B, the plan proposes reclaiming the reservoir's roof—roughly at the same level as the levee top—as usable park land. A new green roof will allow for the soil and plantings needed to create a park at a height that provides strong visual connections to the riverfront.

Similarly, the plan proposes to raise building grades up to the levee top along the riverfront to enhance views and connections to the parks and riverfront. Structured parking will elevate buildings' "ground floors" up to the levee level. New adjacent streets will be built on fill material at the level of the building entries, burying the

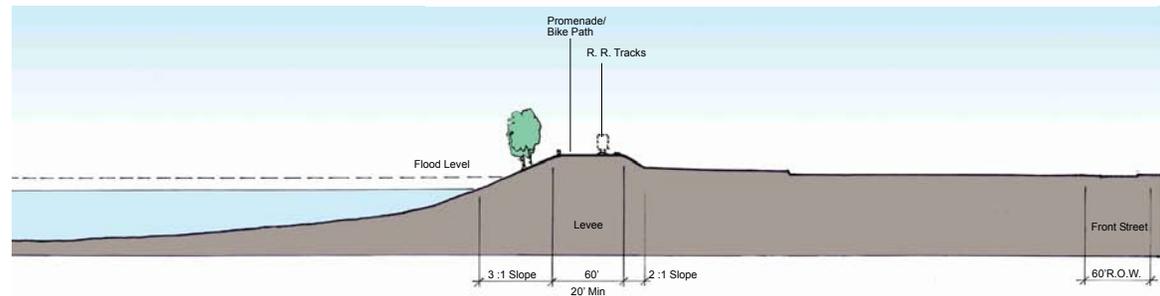
structured parking in relation to the north-south streets. The east-west Alphabet streets will slope from the levee level down to Front Street at its current level. Streets will be graded to maximize the amount of stormwater captured in the bioswale network, which will drain water away from the levee eastward and southward into a stormwater detention area. Most of the grade change will occur in the first block between Front Street and Park Street. (see grading diagram in Chapter 6: Infrastructure).

### Influences and Adjacencies

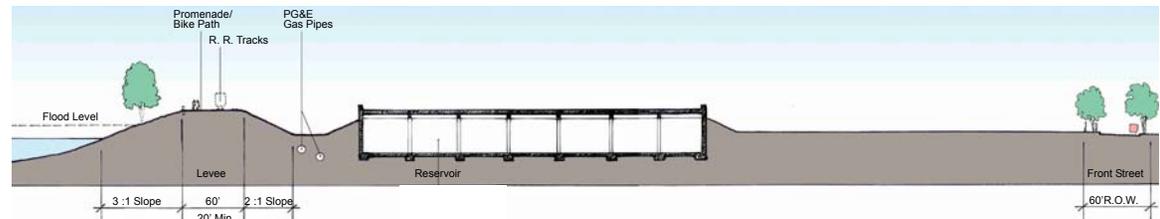
The Pioneer Bridge (Business 80 / SR 50) to the south and I-5 to the east cause significant impacts to the site, including shadows, noise and air pollution. The Specific Plan addresses these impacts on several levels. The land use plan locates residential uses away from the freeway, and places office uses on the blocks immediately adjacent to the freeway, which can be designed to address air and noise.



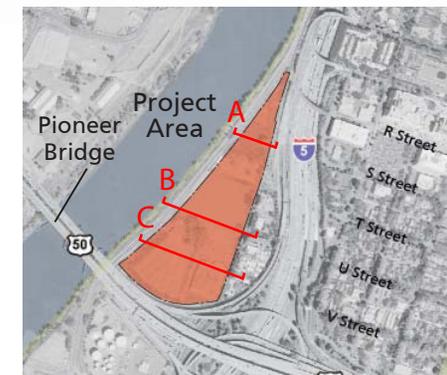
Section A: Existing Condition Through Project Site at S Street



Section B: Existing Condition Through Project Site at U Street



Section C: Existing Condition Through Project Site at Pioneer Reservoir



Key Plan: Existing Site

# PRIVATE REALM

## Summary

The Urban Design Guidelines for the Private Realm address the design of private development for all areas outside of the public right-of-way. These are defined by the proposed street and block pattern that creates a series of parcels for development.

The guidelines define the following:

- Land use and building type locations, and building configurations
- Maximum bulk and heights allowed
- Mid-block passages intended to create a permeable framework for pedestrian access to the river
- Retail frontage locations
- Street-wall build-to lines and required setbacks
- Definition of façade articulation and permitted encroachments within the street-wall setbacks
- Preferred locations for building entrances and garages
- Parking garages



## Private Realm Policies

**Policy 5a.1:** New private development in the Docks Area shall contribute to a high quality street environment by creating a strongly defined street-wall and articulated facades providing interest and promoting “eyes-on-the-street” and social interaction.

**Policy 5a.2:** New private development in the Docks Area shall have a mix of uses that is predominately residential with some supporting retail and office in order to provide the critical mass of residents and workers to create an active and vibrant residential district on the Downtown waterfront.

**Policy 5a.3:** New private development in the Docks Area shall be scaled appropriately in terms of bulk and height to create a comfortable, pedestrian-scaled district which allows ample solar access and ventilation to streets, parks, courtyards, businesses and residences.

**Policy 5a.4:** A variety of building types and densities will provide variation in the district creating a sense of organic, varied, incremental growth and further promoting a sense of a pedestrian urban village.

**Policy 5a.5:** A mix of neighborhood-serving and visitor-serving retail will be concentrated in a limited area in order to promote synergy between retailers and restaurants and help create an active waterfront destination.

**Policy 5a.6:** Parking facilities other than on-street parking will be hidden from view either by being below grade, wrapped with residential or retail uses or screened with landscaping (as in the case of the office towers parking). None shall front on prominent streets in the district.

**Policy 5a.7:** Green design principles shall be applied to all buildings in the district and shall either follow LEED standards (for retail and commercial buildings) or Enterprise Green Communities or Green Multifamily Design Guidelines by the California Integrated Waste Management Board (for Multifamily residential buildings).

# PUBLIC REALM

## Summary

The network of public streets and parks that comprise the public realm will be the unifying element that establishes a consistent design character and quality for the entire neighborhood. These publicly-owned and controlled spaces should provide an attractive, well-designed physical structure that can graciously accommodate and connect the diverse array of privately developed buildings. The design of the public realm is especially important since the Docks Area neighborhood is likely to be built over many years. Since streetscape and other public realm improvements will precede private development, they can be used to establish a design standard that sets the tone for subsequent private development.

The “Public Realm” section of the Urban Design Guidelines lays out an integrated open space system that offers recreational opportunities to the greater Sacramento community while contributing to an attractive and distinctive identity for the neighborhood. This section has two components: “Landscapes” and “Streetscapes.” The “Landscapes” section identifies and guides the major landscape elements planned for the Docks Area, including two urban parks, a plaza, and public recreational elements outside of the project boundary that contribute to the overall open space system. The “Streetscapes” section includes design standards for all streets within the Docks Area, including a Street Tree Master Plan.



Plaza at R Street Park overlooking the river

## Public Realm Policies

**Policy 5b.1:** New development in the Docks

Area shall provide open space amenities, such as plazas and public seating areas, that promote pedestrian activity and give scale, structure, and identity to the district.

**Policy 5b.2:** New development shall provide

or contribute to the creation of improved parkland consistent with this Specific Plan and City standards for parkland dedication and in-lieu fees.

**Policy 5b.3:** R Street Park / Plaza shall

be implemented as Phase I improvements to help establish the character of the District and serve as catalysts for new development.

**Policy 5b.4:** Local streets shall be designed to

provide convenient, attractive, and pedestrian-friendly connections between urban parks and the Sacramento River.

For detailed Urban Design Guidelines for Private and Public Realms refer to companion document “Docks Area Urban Design Guidelines”.

# INFRASTRUCTURE

6

The provision of infrastructure that safely and efficiently serves the Docks Area will be essential to the area's function and quality of life. This Chapter describes new infrastructure and infrastructure improvements necessary to provide adequate water supply, sewer, storm water management and drainage, solid waste collection, and other utilities (i.e. natural gas, electricity, and telecommunication) to the proposed development in the Sacramento Docks Area. The layout of the proposed development considers two options, Option A and Option B. This chapter discusses the utility and infrastructure needs for both options. The infrastructure plan for each Option reflects its distinct street grid and land use intensity. In addition, Option A has two phasing options for density distribution--A1 and A2\*.

\*The site is currently designed to maintain pre-development levels of stormwater run-off. The volume and flow of water entering the City's drainage system can be optimized through the use of best management practices intended to meet the standard of "reducing pollutants in urban runoff to the maximum extent practicable" set forth in the National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permits issued by the Central Valley Regional Water Quality Control Board. The system proposed in the Docks Area Specific Plan (excluding the optional underground oversized pipe water storage system) is consistent with the recently published *Stormwater Quality Design Manual for the Sacramento and South Placer Regions, May 2007*--a manual of best management practices for the region. Oversized pipes, a method of gaining additional water storage capacity to irrigate during dry months are included in, but are not a requirement of, this plan. Such water reuse techniques are highly encouraged as a part of more detailed development proposals.

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\*Note: The demand calculations (e.g. water supply and natural gas) for Option A only consider A2, the option with higher demand.



Docks Area Development should incorporate water conservation features such as drought-resistant landscaping.

This chapter incorporates information on existing infrastructure in the project area in the *Technical Memorandum on Existing Infrastructure (NCE, 2005)* to determine available capacity and to consider future connection points for new utility lines.

The following sections describe the capacities of the existing infrastructure and necessary improvements to accommodate the build-out suggested for Option A and Option B. A general description of construction methods like pile driving for building foundations and engineered fill required to raise the existing ground east of the levee to accommodate the planned street grid is included as well.

Several figures and calculations are included to illustrate grading and stormwater management. Additional figures and calculations illustrating the proposed alignment of new utilities are located in Appendix 1. Preliminary calculations for the future demand from potable water supply, storm drain, sanitary sewer and natural gas are contained in subsequent appendices.

## Grading

The site is generally graded from +36 feet at the levee top to the south and east to Front Street at +20 feet.

The proposed grading raises the site up to or above the levee level to enhance views and connections to the Sacramento River. To achieve this, the site is generally graded from +20 feet at the south-east corner and most of the eastern edge along Front Street to +36 feet at the levee top.

Heading west from Front Street to the first cross-street (Park Street), slopes are maximized to ensure that higher grades are reached as soon as possible, resulting in enhanced river views and a gentler slope further west.

The steepest slopes approaching 5 percent occur on the Alphabet Streets between Front and Park Street.

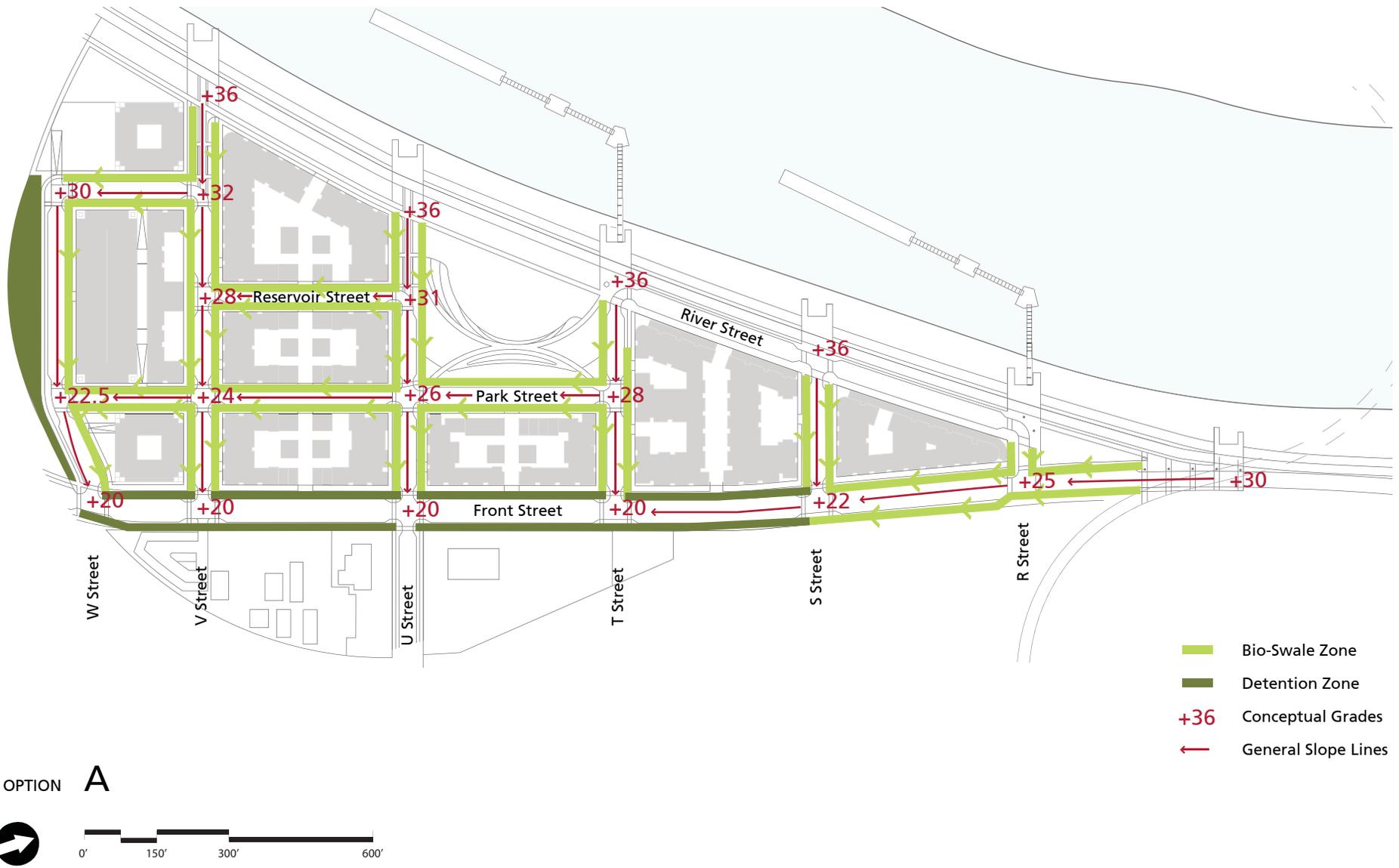


Figure 5.2

**SACRAMENTO DOCKS AREA  
GRADING/STORMWATER MANAGEMENT CONCEPT**



OPTION **B**



Figure 5.1  
**SACRAMENTO DOCKS AREA  
 GRADING/STORMWATER MANAGEMENT CONCEPT**

## Proposed Infrastructure

As previously stated, Option A2 results in a higher demand for required infrastructure like water supply and natural gas, and thus was the basis for this analysis. Necessary infrastructure elements like water pipes, sewer and storm drain pipes, as well as underground conduit for electrical power and telecommunication will be located within the public right-of-way and will follow the alignment of the proposed street grid. The subsequent paragraphs describe new infrastructure elements, which are needed to support the proposed build-out options.

## Water Supply

### *General Information*

The City of Sacramento Department of Utilities provides water for drinking, household use, fire suppression, landscaping, commercial, and industrial use to the project area. The following paragraphs address future water demand based on the proposed build-out scenarios and describe necessary improvements to the existing water supply system in the project area.

Water supply needs can be reduced below the proposed levels through building specifications such as low-flush toilets and waterless urinals, implementation of grey-water and rainwater storage systems, the use of low-maintenance native plantings, and other methods.

### *Future Water Demand*

Future water demand is dependant on land use and density of the development area. The average day demand ( $Q_{Avg}$ ) can be estimated according to existing or proposed land use. The maximum day demand ( $Q_{Max}$ ) can be calculated by multiplying the average day demand by 1.8. The peak hour demand ( $Q_{Peak}$ ) can be calculated by multiplying the maximum day demand by 1.3.  $Q_{Avg}$  can be estimated using land use factors. The land usages for the project area according

to the Docks Area Specific Plan are open space (parks and recreation), neighborhood commercial (retail and office), and residential - high density. Common values for  $Q_{Avg}$  as outlined in the City of Sacramento Water Distribution System Design Criteria summary sheet are:

- Residential – High Density:  $Q_{Avg} = 4$  (acre-feet/acre-yr)
- Neighborhood Commercial (Retail):  $Q_{Avg} = 3$  acre-feet/acre-yr
- Parks and Recreation<sup>2</sup>:  $Q_{Avg} = 4.2$  acre-feet/acre-yr

#### **Future Water Demand - Option A2**

The preliminary average day demand is: 150,071 gpd, calculations are shown in Appendix 2. The maximum day demand is 270,128 gpd (= 11,255 gph) and the peak hour demand is 14,632 gallons per hour (gph)<sup>2</sup>.

The aforementioned water demands are preliminary and for planning purposes only. More precise water demand calculation shall be conducted during the design and permit phase of the project.

According to the City's Fire Protection Engineer, the fire flow demand shall be 2,000 gpm in areas with multifamily land use and 3,000 gpm in areas with commercial land use. The actual Source: Estimate of Ultimate Annual Water Use , Boyle Engineering, 1991

fire flow demand will be determined by the Fire Protection Engineer, but for this purpose it is assumed that fire flow demand in the project area will be 3,000 gpm. Therefore the  $Q_{Max}$  plus fire flow equals 3,188 gpm. At this flow the system pressure shall not be less than 20 pounds per square inch (psi). A water supply test at the existing 12-inch water main along Front Street resulted in 3,000 gpm at 20 psi residual pressure. The minimum system pressure at  $Q_{Peak}$  of 14,632 gph shall not be less than 30 psi.

The future demand calculations resulted in a demand of 3,188 gpm assuming a fire flow demand of 3,000 gpm (commercial development). This demand is slightly higher than the 3,000 gpm determined in the water supply test. Based on this result it appears that more precise water system modeling will be required as well as a final determination of fire flow demand to ensure that all water system design criteria for the proposed development can be met. The results of the water supply tests are included in Attachment 6 of the *Technical Memorandum on Existing Infrastructure (NCE, 2005)*.

#### **Future Water Demand - Option B**

The preliminary average day demand is: 141,590 gpd, calculations are shown in Appendix 2. The maximum day demand is 254,862 gpd

(=10,619 gph) and the peak hour demand is 13,805 gallons per hour (gph).

The aforementioned water demands are preliminary and for planning purposes only. More precise water demand calculation shall be conducted during the design and permit phase of the project.

The  $Q_{Max}$  plus fire flow equals 3,177 gpm. At this flow the system pressure shall not be less than 20 pounds per square inch (psi). The minimum system pressure at  $Q_{Peak}$  of 13,805 gph shall not be less than 30 psi.

The future demand calculations resulted in a demand of 3,177 gpm assuming a fire flow demand of 3,000 gpm (commercial development). This demand is slightly higher than the 3,000 gpm determined in the water supply test. Based on this result, it appears that a more precise water system modeling will be required as well as a final determination of fire flow demand to ensure that all water system design criteria for the proposed development can be met. The results of the water supply tests are included in Attachment 6 of the *Technical Memorandum on Existing Infrastructure* (NCE, 2005).

### **Proposed Water Line Layout**

The new water line layout in the development area will be determined by the proposed street grid. According to the City of Sacramento Water Distribution System Design Criteria, 12-inch diameter mains are proposed on one-half mile grids and eight-inch diameter mains within the remainder. The layout of the proposed water lines takes also into account that circulating or looped water mains shall not exceed a certain length depending on the size of the main. For example, the maximum length of a circulating eight-inch main is 2,000 feet.

Connection points will also be located along River Street to connect water lines in the future promenade to supply water for irrigation purposes, drinking fountains, and other uses (e.g. misting and shade structures). A series of gate valves, air release valves and hydrants will be located within the proposed water main grid according to the applicable design and fire protection criteria. Backflow preventers will be installed at the service connection points of buildings.

### **Proposed Water Line Layout – Option A**

The proposed water line layout includes approximately 2,485 linear feet (lf) of 8-inch water main and approximately 4,285 lf of 12-

inch water main (Appendix 1, Figure 1). The proposed water mains connect to the existing 12-inch water main along Front Street at the intersections of Front Street and R, S, T, U, and V Streets.

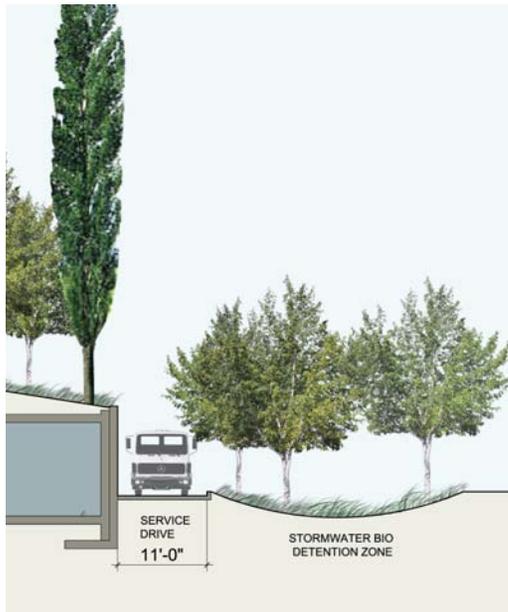
### **Proposed Water Line Layout – Option B**

The proposed water line layout includes approximately 1,505 linear feet (lf) of 8-inch water main and approximately 3,050 lf of 12-inch water main (Appendix 1, Figure 2). The proposed water mains connect to the existing 12-inch water main along Front Street at the intersections of Front Street and R, S, T, U, V and W Streets.

### **Coordination with Sacramento**

#### **Riverfront Promenade Project**

The Docks Promenade Project includes a water main along the Promenade to provide water for irrigation and other purposes (e.g. drinking fountains, misting structures). Connection points (i.e. “tee” fittings and blind flanges) will be located along the Promenade waterline to allow for easy connection to the water lines for future Docks Area development. These future connections will allow an expansion of the looped water line system in the Docks Area.



Best management practices for stormwater management are incorporated into the design of the site, including vegetated roofs, bioswales, rain gardens, oversized storm pipes for water storage, and stormwater detention zones (see above).

## Storm Drain and Sanitary Sewer System

### Stormwater Management Goals

The main goals of stormwater management in the project are to:

- Reduce the rate and quantity of stormwater runoff from the site;
- Naturally treat stormwater runoff on site and reduce the load on municipal sewer system;
- Capture, filter, and potentially store and reuse as irrigation.

Strategies for stormwater management that have been incorporated in the design of the site include a number of “best management practices,” such as vegetated roofs, bioswales, rain gardens, stormwater detention zones, and optional oversized storm pipe for storage. These practices create a stormwater management system that:

- Collects runoff from roofs and roads;
- Retains runoff in bioswales and rain gardens;
- Potentially leads overflow to storage pipes and stores;
- Directs overflow to detention zones.

Major detention zones are located at the far south end of the site and along Front Street. Other detention areas are designed within the parks to retain the stormwater while providing aesthetic and educational functions.

Most streets feature bioswales and rain gardens adjacent to sidewalks. Oversized storm pipes for detention and storage are proposed along several streets, as described later in this chapter.

The plan recommends the site development:

- Reduce stormwater run-off rates by 25% from pre-development conditions;
- Implement best management practices capable of removing 80% of the average annual post-development total suspended solids.

### General Information

The following paragraphs describe necessary improvements to the existing storm drain and sanitary sewer system in the project area. A preliminary estimate of the future flow rate of sanitary sewage and storm water after the completion of the proposed development is

included in this section. Furthermore, this section addresses runoff reduction control measures for new development as outlined and described in the *Stormwater Quality Design Manual for the Sacramento and South Placer Regions, May 2007*. The existing condition of the storm drain and sanitary sewer system in the project area is described in the *Technical Memorandum on Existing Infrastructure (NCE, 2005)*.

### Proposed Storm Drain System

The storm drain system shall be designed according to the “separation strategy” outlined in Section 11.23 of the Drainage Design Standards of the City of Sacramento (August, 2000). This strategy says that “in the combined system, new drainage and sewer collection pipelines shall be separate and allowed to connect into the existing combined system.” Therefore, this section depicts separate storm drain and sewer pipelines as well as quantities and sizes for both. Since much of Downtown Sacramento features a combined sewer system, the new drainage and sewer pipelines shall be allowed to connect to the combined system (connection point at Sump 1/1A). One guiding principle for the proposed development is the implementation of runoff reduction control measures according to the *Storm Water Quality Design Manual For The Sacramento And South Placer Regions (May 2007)*.

The proposed development will include best management practices to reduce runoff and to increase water quality of the storm water runoff.

The infrastructure plan considers bioswales along parking areas and sidewalks to reduce peak flows and treat runoff. Surface detention zones are proposed to reduce peak flows before entering the combined system or being absorbed to groundwater. Optional underground detention systems (in-line detention structures) are encouraged to reduce peak flows and to store stormwater runoff for later use (e.g. irrigation purposes during the summer months).

The location of drain inlets was chosen to ensure that gutter flow does not exceed a run of 400 linear feet. Manholes are proposed at junction points, changes in gradient, and connections to in-line detention structures. The proposed storm drain system will eventually discharge into the existing storm drain system. Drain inlets would either be breaks and depressions in the curb and gutter, (to allow flow into bioswales) or standard drop inlets. The bioswales would discharge via a 12-inch pipe into the storm drain. Bioswales along Front Street would also serve as detention zones.

Runoff from building roof drains will be discharged to rain gardens and runoff from roadway drain inlets will be discharged to the



Rain garden gutter detail - Portland, OR



Green street - 12th Ave., Portland, OR



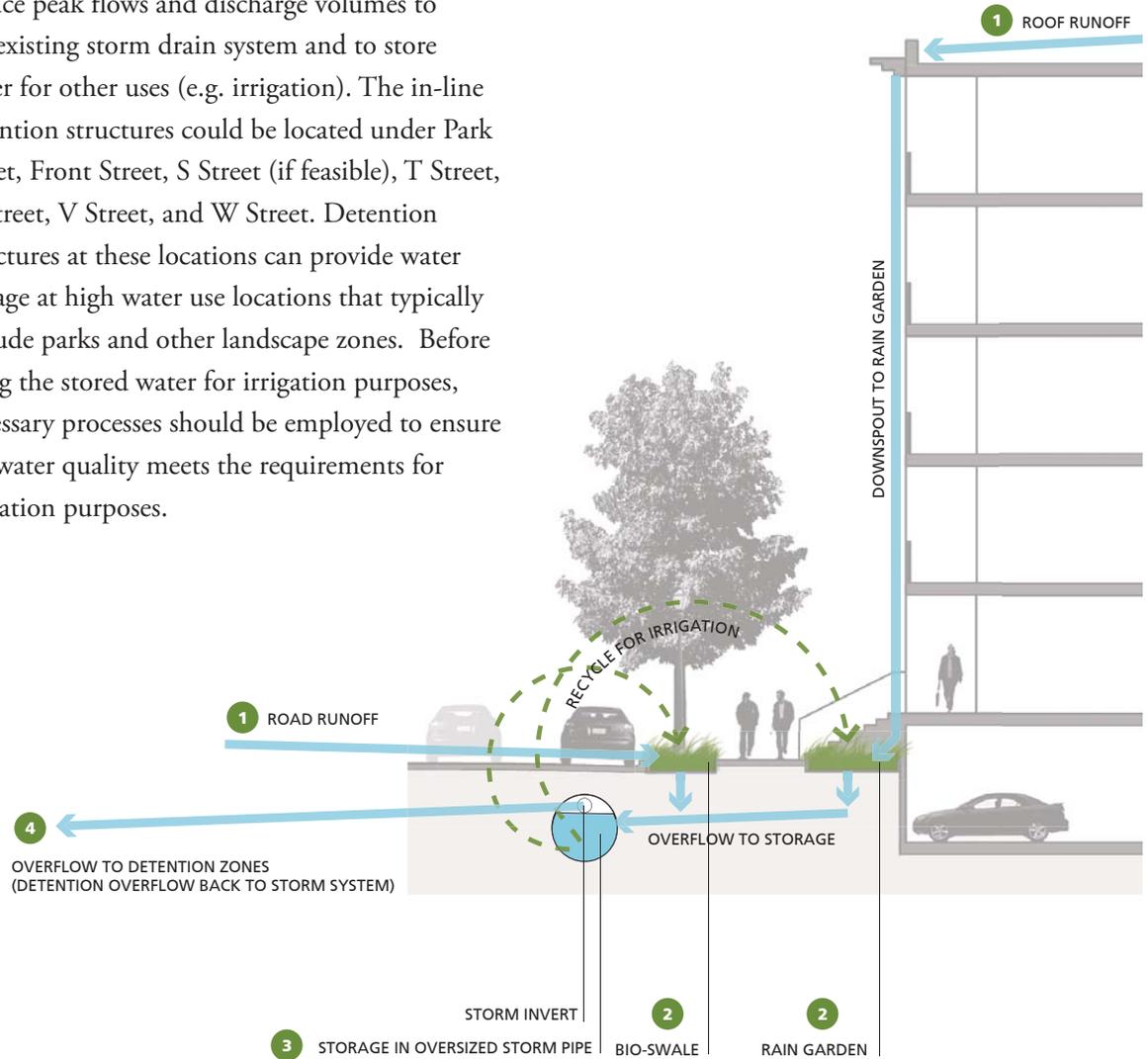
Rain garden detail - Portland, OR

bioswales located in the planter strips along the streets. The bioswales will be located between the sidewalk and curb, and will also function as a pervious disconnect between paved surfaces. Bioswales are proposed to reduce peak flows and runoff volumes, and to treat runoff to a certain extent. Roof drains will be connected to rain gardens, located adjacent to buildings, and could be connected to the detention structures (e.g. oversized storm drain pipe) in the street. The proposed rain gardens and bioswales will feature overflow structures to prevent flooding during a major storm event. The overflow structures will be connected to the main storm drain pipe located in the streets.

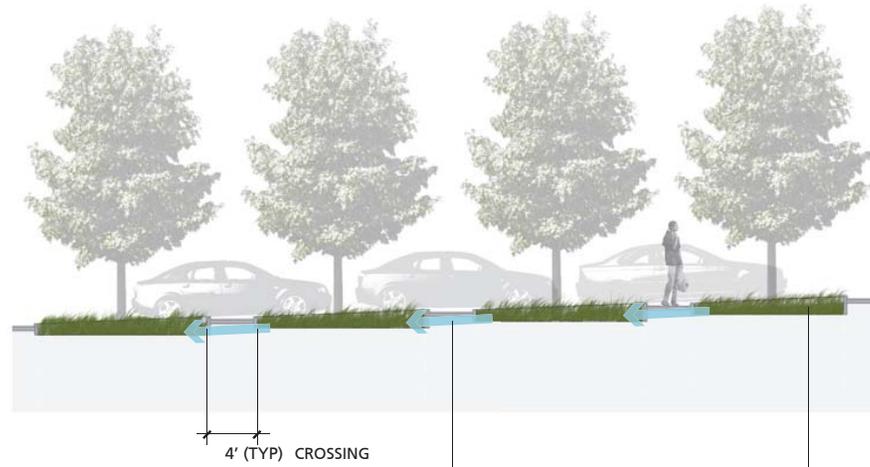
The bioswales will be approximately 6-feet wide and will be located between the sidewalk and the road/parking areas. The channel slope will be sufficient to maintain positive flow and reduce water ponding. To reduce the water infiltration into the raised area closer to the levy, bioswales constructed within approximately 400 feet of the banks of the Sacramento River will be lined with a geomembrane and geotextile liner. The liner will be covered with approximately 6 to 12 inches of native soil and gravel to allow revegetation. Bioswales approximately 400 feet beyond the banks of the river will be unlined, which will allow some water infiltration, hence reducing the storm water runoff into the storm drain system.

**Optional Underground Oversized Pipe Water Storage System**

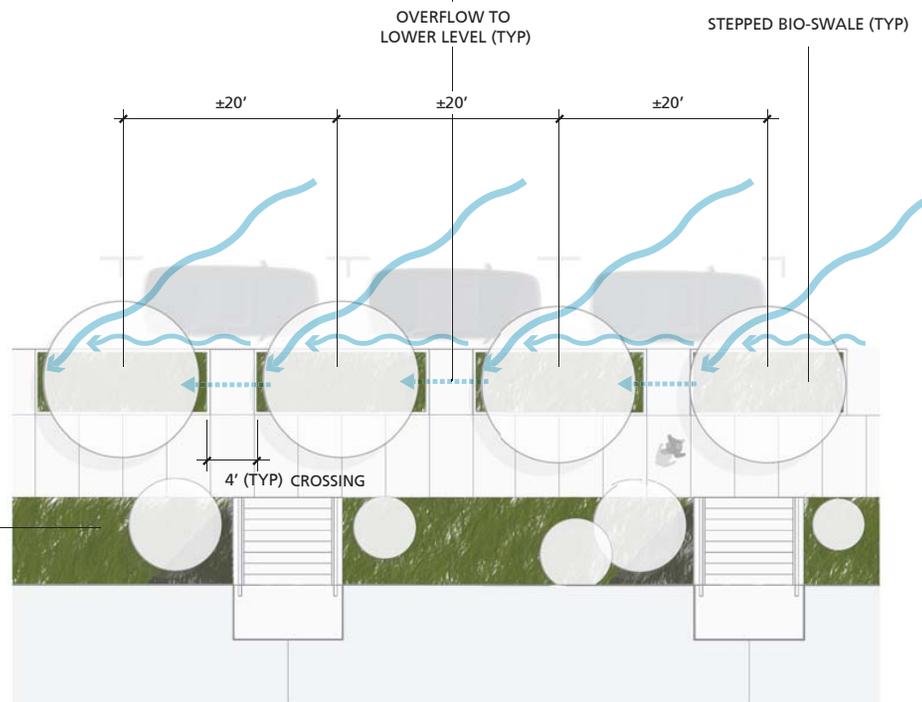
In-line detention structures are encouraged to reduce peak flows and discharge volumes to the existing storm drain system and to store water for other uses (e.g. irrigation). The in-line detention structures could be located under Park Street, Front Street, S Street (if feasible), T Street, U Street, V Street, and W Street. Detention structures at these locations can provide water storage at high water use locations that typically include parks and other landscape zones. Before using the stored water for irrigation purposes, necessary processes should be employed to ensure the water quality meets the requirements for irrigation purposes.



Proposed Stormwater Management System, including optional underground oversized pipes



Bioswale Longitudinal Section



Bioswale Plan Diagram

The in-line detention structures will be sized to store the runoff volume from impervious area in excess of the runoff volume generated from the pre-development during the design storm event and could be constructed from up to 10-foot diameter corrugated metal pipes buried under the roadway. The design storm event and the desired storage volume will be determined during the design phase of the project.

From the calculations shown in Appendix 3, a 100-year peak flow, 47 cubic feet per second (cfs), could be conveyed in a 30-inch pipe running less than 80% full. The maximum capacity of a 30-inch pipe would be approximately 57 cfs. More precise hydraulic calculations considering the new storm drain system including bioswales and detention structures need to be conducted during the design phase of the project to properly size all components of the system.

**Proposed Storm Drain System – Option A**

The proposed development features three new streets parallel to Front Street (Appendix 1, Figure 3). Reservoir Street, Park Street, and River Street are between 720 feet (ft) and 1,140 (ft) long and with the new sections of the lettered streets (R through W Street) create 12 new city blocks. The size of the city blocks varies between 0.21 acre to 2.53 acres. Together with the streetscape surfaces, the new developed area encompasses approximately 29.27 acres (13.3 acres development, 3.37 acres parks, and 12.6 acres public right-of-way). According to Section 11 of the City of Sacramento Drainage Design Standards of the Design and Procedures Manual, design runoff from areas of this size can be calculated by using the “Sacramento Method” or the “Rational Method.” Using the “Sacramento Method,” the peak flow for a 10-year storm event is approximately 32 cubic feet per second (cfs) and a 100-year storm event is approximately 47 cfs, see Appendix 3.

The proposed storm drain system for Option A features approximately 3,525 linear feet (lf) of 30-inch diameter storm drain pipe lines, approximately 4,790 lf of 12-inch diameter storm drain pipes connecting approximately 54 drain inlets, rain gardens, and bioswales to the storm drain pipes in the street (Appendix 1, Figure 3). Street side curb and gutter (roughly

13,795 lf), bioswales, detention zones, and in-line detention structures complete the storm drain system of the new development area.

The length of the lined bioswales is approximately 2,970 feet, while the length of the unlined bioswales is approximately 5,530 feet. Bioswales are proposed on either side of Front Street, Park Street, Reservoir Street, S Street, T Street, U Street, V Street and W Street (Appendix 1, Figure 3). The proposed location of the in-line detention structures are shown on the Option A Storm drainage plan (Figure 3 in Appendix 1).

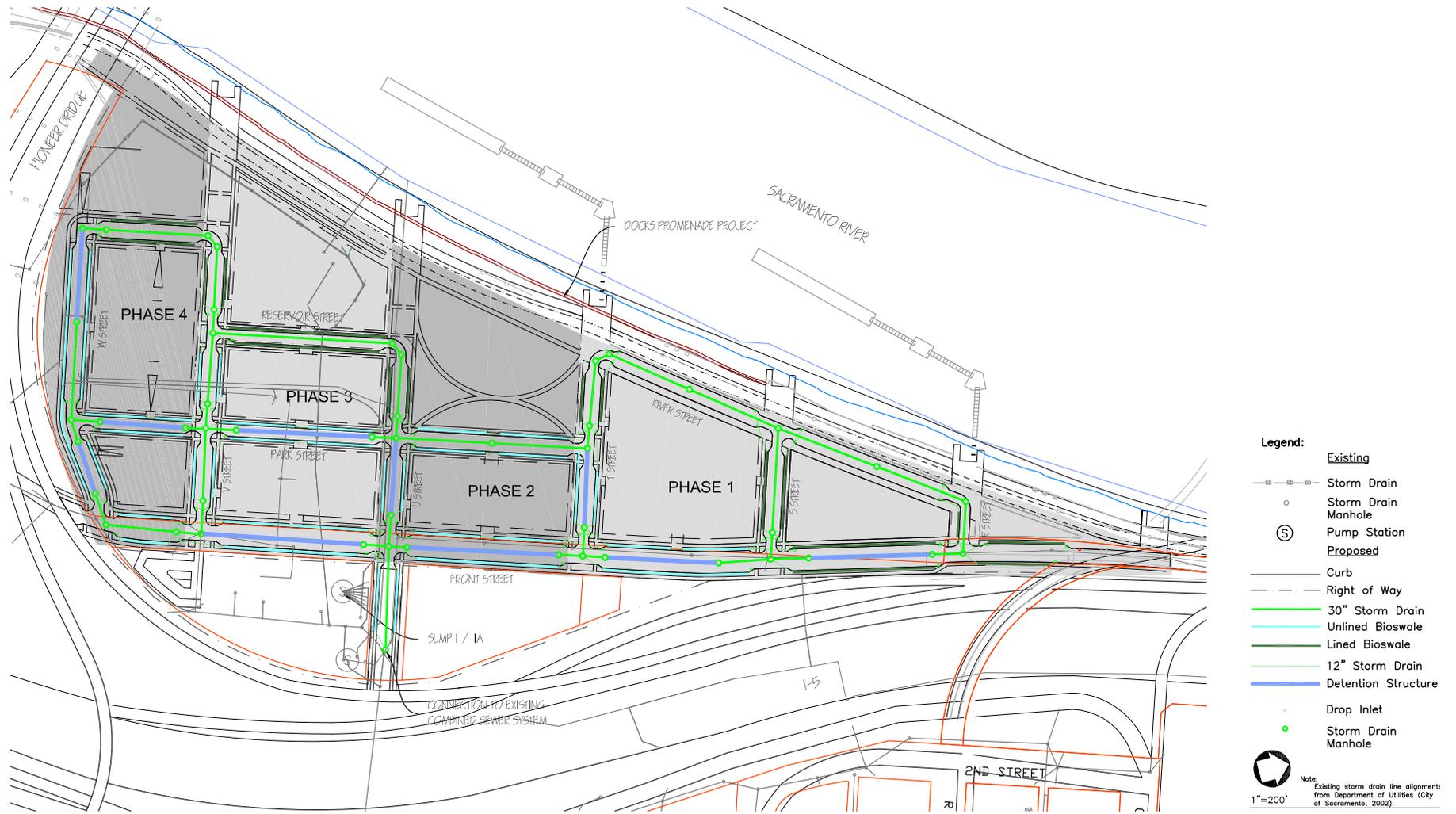
**Proposed Storm Drain System – Option B**

The proposed development features two new streets parallel to Front Street (Appendix 1, Figure 4). Park Street is approximately 1,140 feet (ft) long and River Street is approximately 1,330 ft long, and with the new sections of the lettered streets (R through W Street) creates 9 new city blocks. The size of the city blocks vary between 0.21 acres and 8.18 acres. Together with the streetscape surfaces, the new developed area encompasses approximately 29.27 acres (9.41 acres development, 9.74 acres parks, and 10.12 acres public right-of-way). Using the “Sacramento Method,” the peak flow for a 10-year storm event is approximately 30 cubic feet per second (cfs) and a 100-year storm event is

approximately 42 cfs (see Appendix 3).

The proposed storm drain system for Option B features approximately 3,355 linear feet (lf) of 30-inch diameter storm drain pipe lines, approximately 4,270 lf of 12-inch diameter storm drain pipes connecting approximately 49 drain inlets, rain gardens, and bioswales to the storm drain pipes in the street (Appendix 1, Figure 4). Street side curb and gutter (roughly 14,800 lf), bioswales, detention zones, and in-line detention structures complete the storm drain system of the new development area.

The bioswales will be constructed similar to the description given in the previous section. The length of the lined bioswales for Option B is approximately 1,850 feet, while the length of the unlined bioswales is approximately 5,345 feet. Bioswales are proposed on either side of Front Street, Park Street, R Street, S Street, T Street, U Street, V Street, and W Street. The proposed locations of the in-line detention structures are shown on the Option B Storm Drainage Plan (Figure 4 in Appendix 1).



Source: NCE 2007

**A** OPTION

**SACRAMENTO DOCKS AREA  
STORM DRAINAGE**



Source: NCE 2007

**B** OPTION

**SACRAMENTO DOCKS AREA  
STORM DRAINAGE**

**Proposed Sanitary Sewer System**

The sanitary sewer system will also be designed according to the “separation strategy” outlined in the Drainage Design Standards of the City of Sacramento. This strategy says “in the combined system, new drainage and sewer collection pipelines shall be separate and allowed to connect into the combined system.” Therefore, the Infrastructure Plan depicts separate storm drain and sewer pipelines as well as quantities and sizes for both, storm drain and sewer pipeline systems. Much of Sacramento features a combined sewer system, the new drainage and sewer pipelines shall be allowed to connect to the combined system (connection point at Sump 1/1A)

The design flow calculation for new development can be based on the actual number of units for residential development (lofts, flats, and townhouses) and on zoning acreage for commercial development per Section 9.1.1 of the Sanitary Sewer Design Standards. Flows shall be calculated using 100 gallons per person per day (gpd) and three persons per dwelling unit (DU). Therefore, the assumed flow rate for sewer design is 300 gpd per DU.

The new sewer main would be constructed along Front Street with sub-mains running along R, S, T, U, V, W, Park, Reservoir, and River Streets connecting to the new main at manholes located on Front Street, Option A is represented on Figure 5 and Option B is represented on Figure 6 (in Appendix 1). The sub-mains would be 12-inch diameter pipes while the main sewer line would be an 18-inch diameter pipe.

Pipe slopes, velocity and sizes shall be chosen based on Section 9.3 of the Sanitary Sewer Design Standards. Laterals for commercial and multiple residential developments shall be 12 inch in diameter. Main line pipes shall be designed to have a minimum velocity of 2 feet per second (fps) at the pipe flowing half full. The minimum slope for an 18-inch pipe considering the minimum velocity shall be 0.0012 feet per foot (0.12%).

***Proposed Sewer System – Option A2 (max)***

The maximum build-out for Option A assumes 1,155 (DU), 500,000 sf of office space and 40,500 sf of retail space for the development area. Therefore, using 300 gpd per DU, the estimated flow from the residential units calculates to 346,500 gpd. The retail and office space usage has been estimated by using 80 gpd per 1,000 sf (see Appendix 4) is 43,240 gpd. The average sewer flow from residential, retail, and office space in the new development is approximately 390,000 gpd. Infiltration into the sanitary sewer is based on groundwater infiltration of 500 gpd per inch diameter per mile of sewer system, which is approximately 8,700 gpd. Combining the infiltration and using a 2.6 peaking factor the daily flow would be 1,022,700 gpd (1.58 cfs), see Appendix 4 for the usage calculations.

The project would include construction of approximately 1,670 linear feet (lf) of 18-inch and 5,105 lf of 12-inch sewer pipe.

An 18-inch diameter pipe would convey 1.82 cfs at 2.06 fps which would be sufficient to convey the peak flow of 1.58 cfs above the required minimum velocity of 2.00 fps. (See Figure 5 in Appendix 1).

***Proposed Sewer System – Option B***

The maximum build-out assumes 1,000 dwelling units (DU) and 200,000 sf of office space, and 43,300 sf of retail space for the development area. Therefore, using 300 gpd per DU, the estimated flow from the residential units calculates to 300,000 gpd. The retail and office space usage has been estimated by using 80 gpd per 1,000 sf (see Appendix 4) is 19,464 gpd. The average sewer flow from residential units, retail, and office space in the new development is approximately 320,000 gpd. Infiltration into the sanitary sewer is based on groundwater infiltration of 500 gpd per inch diameter per mile of sewer system, which is approximately 8,295 gpd. Combining the infiltration and using a 2.6 peaking factor the daily flow would be 838,901 gpd (1.30 cfs), see Appendix 4 for the usage calculations.

The project would include construction of approximately 1,591 lf of 18-inch and 4,895 lf of 12-inch sewer pipe.

An 18-inch diameter pipe would convey 1.82 cfs at 2.06 fps which would be sufficient to convey the peak flow of 1.3 cfs above the required minimum velocity. (See Figure 6 in App. 1).

## Electrical Power

### General Information

The Sacramento Municipal Utility District (SMUD) provides electric power to the project area. The existing condition of the electrical power system in the project area is described in the *Technical Memorandum on Existing Infrastructure (NCE, 2005)*. The following paragraphs describe necessary improvements to the existing power grid in the project area.

### Proposed Electrical Power System –

#### Option A

SMUD estimates that the proposed site development requires an additional electrical load of about 4 mega watts (MW), based on the proposed land use projections of the overall project (i.e. 1,155 DU and 540,500 sf of commercial space). SMUD anticipates that the existing transmission and 21 kV distribution systems have adequate capacity to handle this additional load without adding major components.

New underground conduits and cables will be installed along the alignments of the proposed street layout in the project area to service the proposed buildings. It is anticipated that portions of the existing above ground electrical power lines within the project area (e.g overhead power lines along Front Street) will be relocated underground (approximately 3,080 linear feet). The new electrical power lines will be connected to the existing electrical power lines at various locations (Appendix 1, Figure 7). Based on the proposed street layout of the development area an estimated 4,580 linear feet (lf) of underground electrical conduit (duct bank with (6) 4-inch conduit) and cable will be required.

### Proposed Electrical Power System –

#### Option B

SMUD estimates that the proposed site development requires an additional electrical load of about 4 mega watts (MW), based on the proposed land use projections of the overall project (i.e. 1,000 DUs, 243,300 square feet of commercial space). SMUD anticipates that the existing transmission and 21 kV distribution

systems have adequate capacity to handle this additional load without adding major components.

New underground conduits and cables will be installed along the alignments of the proposed street layout in the project area to service the proposed buildings. It is anticipated that portions of the existing above ground electrical power lines within the project area (e.g overhead power lines along Front Street) will be relocated underground (approximately 3,080 linear feet). The new electrical power lines will be connected to the existing electrical power lines at various locations (Appendix 1, Figure 8). Based on the proposed street layout of the development area an estimated 6,345 linear feet (lf) of underground electrical conduit (duct bank with (6) 4-inch conduit) and cable will be required.

## Natural Gas

### General Information

Natural gas is supplied to the project area by Pacific Gas and Electric Company (PG&E). The existing condition of the natural gas system in the project area is described in the *Technical Memorandum on Existing Infrastructure (NCE, 2005)*. The following paragraphs describe necessary improvements to the existing natural gas pipeline system in the project area to accommodate the proposed development.

PG&E has stated previously that the existing gas infrastructure and supply will be adequate to serve the level of development proposed in the Sacramento Docks Area Specific Plan.

### Proposed Natural Gas Utility System– Option A

The proposed housing and commercial layout will require an approximately 935 linear feet extension of the existing 6-inch gas main along Front Street toward the north (from U Street to R Street) and the construction of six 6-inch gas mains along new R, S, T, U, V, Reservoir, River, and Park Streets segments (Appendix 1, Figure 9). The approximate total length of these 6-inch gas mains is 5,415 feet. New 2- to 4-inch service lines (approximately 900 feet) will be installed according to the proposed layout

of the individual buildings, between the main and the right-of-way. The total length of these new service lines to individual buildings is in the order of approximately 2,500 feet of ¾”, 1”, or 2” service pipe lines.

### Proposed Natural Gas Utility System– Option B

The proposed layout for Option B will also require an approximately 935 linear feet extension of the existing 6-inch gas main along Front Street toward the north (from U Street to R Street) and the construction of six 6-inch gas mains along new R, S, T, V, River, and Park Street segments (Appendix 1, Figure 10). The approximate total length of these 6-inch gas mains is 5,029 feet. New 2- to 4-inch service lines (approximately 2,600 feet) will be installed according to the proposed layout of the individual buildings within the city blocks. The total length of these new service lines to individual buildings is in the order of approximately 1,500 feet of ¾”, 1”, or 2” service pipe lines.

### 16-inch Natural Gas Transmission Lines

Two 16-inch natural gas transmission lines supply natural gas to the Load Center at the intersection of Front and U Street. These transmission lines follow the alignment of U Street in westerly direction towards the levee

along the eastern bank of the Sacramento River. There, the transmission lines turn in southerly direction and follow the landside of the levee between the levee and Pioneer Reservoir to a point just south of Pioneer Bridge, where the turn again in westerly direction to cross the Sacramento River. Proposed U Street will follow the alignment of the transmission lines and it is anticipated that close communication and coordination with PG&E will be required during the design phase of the project to resolve any conflicts that may surface.

In the area between the levee and Pioneer Reservoir, the two transmission lines are currently buried under the maximum cover allowable for the pipes. However, both options require that this area be filled to construct the proposed development (Option A) or a park (Option B). Therefore, it is proposed to construct new sections of pipe in this area, which would be located above the current pipes. The new pipes would be connected to the current pipes at U Street and Pioneer Bridge and the current pipes would be abandoned in place. Approximately 1,500 linear feet of new 16-inch transmission pipes would be required. Relocating the transmission lines to Front Street is another alternative to be considered. It is anticipated that a close dialogue with PG&E will be required during the design phase of the project.

## Telecommunication

### General Information

For the purpose of this infrastructure plan, telecommunication includes phone lines, high-speed internet, fiber optics, and cable TV. The existing condition of the telecommunication system in the project area is described in the *Technical Memorandum on Existing Infrastructure (NCE, 2005)*. The following paragraphs describe necessary improvements and additions to the existing telecommunication system to support the proposed development.

### Proposed Telecommunication Conduit Network – Option A

The future location of the conduits depends on the final development plan for the project area. The proposed telecommunication conduit network encompasses a (4) 4-inch diameter underground conduit bank along Front Street between O Street in the north and the freeway overpass in the south to relocate the existing above ground lines underground. The new conduits will connect to the existing underground conduits at O Street and U Street (Appendix 1, Figure 11). The total length of conduits for this portion of the new conduit network for telecommunication is approximately 3,185 linear feet (lf).

To facilitate the connection of the new city blocks, an additional 4,000 lf of (6) 4-inch conduit bank will be required. These conduits will be located along R, S, T, U, and V Streets between Front Street and proposed Park, Reservoir, and River Streets. To connect the individual buildings to the underground conduit network approximately 10,600 lf of 4-inch conduit will be necessary.

### Proposed Telecommunication Conduit Network – Option B

The proposed telecommunication conduit network for Option B requires a similar amount of (4) 4-inch diameter underground conduit bank to relocate the existing aboveground lines underground. To facilitate the connection of the new City blocks, an additional 5,864 lf (6) 4-inch conduit bank will be required. These conduits will be located along R, S, T, U, V, and W Streets and along Front Street, River Street and Park Street (Appendix 1, Figure 12). To connect the individual buildings to the underground conduit network approximately 11,800 lf of 4-inch conduit will be necessary.

## Construction Methods

### General

The proposed development will include roadways between Front Street and the levee (Promenade). In order to overcome the difference in elevation along the streets, engineered fill will be placed to construct uniform slopes (approximately 2% to 9%) towards the levee. Proposed buildings along the levee will be designed so that the elevation of the ground floor equals the elevation of the Promenade. Proposed buildings in the project area will also be constructed over parking structures to minimize the amount of soil brought to the site.

In order to minimize settlement, building foundations in the project area will likely require deep foundations such as pile foundations that are able to transfer the loads of buildings to strata of sands and gravel which are found below shallower clays and silts. The type of pile foundation to be used will be based on the building, underlying soils, and on a geotechnical investigation and its recommendations.

### Engineered Fill

In the Docks Area, engineered fill would be placed to accommodate the proposed development, roadways, bioswales, and

sidewalks. In Option B, engineered fill would be placed between the levee and Pioneer Reservoir to raise the land to top of levee and top of Pioneer Reservoir to allow for the construction of Reservoir Park. Approximately 20,000 cubic yards (cy) would be necessary to fill existing low areas and elevate them to the finished floor elevations of the proposed elevation of the park. The maximum depth of engineered fill in this area is approximately 16 feet. Another location where engineered fill would be practical is the area north of Pioneer Reservoir between the southern boundary of the PG&E property and the reservoir.

To construct the new street grid, which connects Front Street with the proposed Promenade, engineered fill would be placed and compacted. Approximately 65,000 to 70,000 cubic yards would be necessary to construct the street grid.

Suitable soil material from borrow areas would be hauled to the site, placed in lifts of 8 to 12 inches, moisture conditioned and compacted to approximately 90 percent compaction until the proposed elevation is reached. Compaction density testing would ensure that the specified compaction requirements have been met. Engineered fill necessary to fill existing low areas and to construct the street grid requires approximately 5,500 truck loads.

### Pile Driving

Pile driving may be necessary to construct the foundations for the proposed buildings in the development area. Several existing buildings in close proximity have pile foundations (e.g. Pioneer Reservoir, Embassy Suites Hotel) which allow the buildings to be supported on lower lying gravel horizons and at the same time being secured against uplift from high ground water conditions. The lithology of the development area is characterized quite well due to the fact that a large number of borings have been performed in the area which allow for a fairly detailed characterization of the underlying soils.

Pile driving operations require a geotechnical investigation and report, which would suggest the most suitable piling technology for the intended purpose of the pile. Piling methods include timber piles, steel piles, pre-cast concrete piles and cast-in-place concrete piles, among others.

# COMMUNITY & PUBLIC SERVICES



The provision of public facilities that safely and efficiently serve the Docks Area will be essential to the area's function and quality of life. Implications of development for services, such as police service, fire/emergency medical response, schools, parks and recreation, and solid waste disposal are discussed.



R Street Park will become an important gathering place for not only Docks Area residents, but also residents from other neighborhoods.



Members of the Sacramento Police Department



## Police Service

Police protection services for the project area are provided by the Sacramento Police Department (SPD). The SPD operates from the following stations:

- Police Headquarters: Public Safety Center, Chief John P. Kearns Administration Facility (5770 Freeport Boulevard).
- North Area: William J. Kinney Police Facility (3550 Marysville Boulevard).
- South Area: Joseph E. Rooney Police Facility (5303 Franklin Boulevard).

In addition to the SPD, the Sheriff's Department, the California Highway Patrol, UC Davis Medical Center Police Department, and the Regional Transit Police Department provide police protection within the project area. The SPD also contracts its services to the Regional Transit District, Sacramento City Unified School District, and Natomas Unified School District and maintains mutual aid agreements with Sacramento County and the surrounding jurisdictions.

## Fire and Emergency Medical Response

The Sacramento Fire District (SFD) provides fire protection and ambulance services to the entire City, which includes the project area, and some small areas just outside the City boundaries within the County limits. Fire stations are strategically located throughout the City to provide assistance to area residents. Each fire station operates within a specific district that comprises the immediate geographical area around the station; there are three fire stations within the Central City that serve the project area. Fire Station 1, located at 624 Q St with an Engine and Medic, and Fire Station 5 (HazMat), located at 731 Broadway with an Engine, Truck, and HazMat are closest to the project area. The Battalion 1 Headquarters and Fire Station 2 are located at 1229 I Street.

## Parks and Recreation

The City of Sacramento Parks and Recreation Department operates and maintains 210 parks, on- and off-road bikeways and trails, lakes/ponds, beaches, and extensive recreation facilities.

Currently, there are five existing City parks and recreational facilities within close proximity of the project area: Crocker Park, Old Sacramento State Historic Park, the Sacramento Marina/Miller Park, Smith School Park, and Southside Park, as well as the riverfront promenade from Capitol Mall to O Street. Boat docks at the Marina/Miller Park and Old Sacramento currently provide access to the Sacramento River. The City is also currently completing a bicycle/pedestrian trail along the top of the levee to connect Old Sacramento to the Marina/Miller Park.

Parks are generally categorized into three distinct park types by the Department of Parks and Recreation: neighborhood, community, and regional parks. Neighborhood and community parks contribute to a sense of community by providing gathering places for recreation, entertainment, sports, or quiet relaxation while

regional parks tend to be larger and serve the needs of the entire City. As indicated in the City's Parks and Recreation Master Plan, a service goal of five acres per 1,000 persons has been identified for neighborhood and community park acreage.

Neighborhood Parks are generally five to ten acres in size and are intended to be used primarily by residents within a half-mile radius. Urban Plazas/Pocket Parks generally fall under the category of neighborhood-serving parks and tend to be less than five acres in size. These parks are considered most appropriate for areas of denser urban and mixed-use development.

The Docks Area Specific Plan provides 3.37 to 9.74 acres of park to serve up to 1,155 dwelling units, as well as provide regional access to the Sacramento Riverfront Promenade. (The city is in the process of designing a riverfront promenade, which will provide 14 acres of recreation facilities from O St. to Miller Park). The R-Street Park and Plaza will provide .21 acres of park space. The larger Docks Park will either be 2.53 acres (Option A) or, if the reservoir stays on-site, 8.18 acres in size (Option B).



A pocket park functions as a green oasis amidst the urban environment.



Docks Park (Option A)

### Relevant City Regulations and Codes

City Code Chapter 12.72, Park Buildings and Recreational Facilities, includes regulations associated with building and park use.

City Code Chapter 16.64 provides standards and formulas for the dedication of parkland and in-lieu fees. These policies help the City to acquire new parkland. This chapter of the code sets forth the standard that five acres of property for each 1,000 persons residing within the City be devoted to local recreation and park purposes.

Where a recreational or park facility has been designated in the General Plan or a Specific Plan, and is to be located in whole or in part within a proposed subdivision to serve the immediate and future needs of the residents of the subdivision, the subdivider shall dedicate land for a local recreation or park facility sufficient in size

and topography to serve the residents of the subdivision.

The amount of land to be provided shall be determined pursuant to the appropriate standards and formula contained within the chapter. Under the appropriate circumstances, the subdivider shall pay a fee equal to the value of the land, in lieu of dedication of land, to be dedicated for recreational and park facilities that will serve the residents.

City Code Chapter 18.44 imposes a park development fee on residential and non-residential development within the City. Fees collected pursuant to Chapter 18.44 are primarily used to finance the construction of park facilities and reimburse the City for existing facilities.

## Solid Waste Disposal

The Solid Waste Division of the Department of Utilities provides City of Sacramento's residential, commercial and industrial waste generators with cost-effective, environmentally sound, efficient services covering the full range of solid waste management including collection, recycling, planning and education. Residential trash collection, containerized yard waste collection, garden refuse, street sweeping and other services will be available to the planned development. Under the city's existing agreement, solid waste is disposed of at the Kiefer landfill, which has adequate capacity to accommodate the Docks Area development.

All residential development in the Docks Area is considered multi-family, including townhouses. The City of Sacramento requires trash enclosures for multi-family units (5 units or more) and all commercial projects, unless a storage room is provided within the building or the Solid Waste Division has agreed to permit single can pick up. The trash enclosure requirements can be found in City Code Title 17.72.

Currently the city requires recycling. Requirements can be found in Title 17.72 of the City Code. According to the Code, the solid waste manager shall approve a statement of recycling information for new development prior to issuance of a building permit. A statement of recycling information shall include:

- A. Site plan to include the location and design specifications of the recycling and trash enclosure(s) and receptacle(s) that shall meet the volume and material requirements (Section 17.72.030 of this chapter) and the development standards (Section 17.72.040 of this chapter). Identify materials to be recycled.
- B. Demolition and construction plan to specify any proposed recycling of building material in the demolition of any structure on the site and to specify any recycled material to be used in the construction of the proposed development.
- C. Education/public relations program to instruct users of the development about the benefits of recycling and how to recycle. (Ord. 99-015 § 3-4-B)



All Docks Area users will participate in recycling to minimize the demand for new resources and impacts on landfill capacity.

## Schools

The Sacramento City Unified School District (SCUSD) is the provider of school services within the project area. There are also private elementary, middle, and high schools that serve residents throughout the City. SCUSD operates more than seventy schools throughout the City; the district includes traditional elementary, middle, and high schools, as well as alternative education and charter school facilities.



# IMPLEMENTATION

8

Development of the Docks Area will proceed as a public/private partnership between the City and developers of the site. The City will invest in elements of the Plan, as will the developer. The specifics will be developed during subsequent Developer Agreement negotiations. According to the “Planner’s Guide to Specific Plans (2001)” published by the Governor’s Office of Planning and Research:

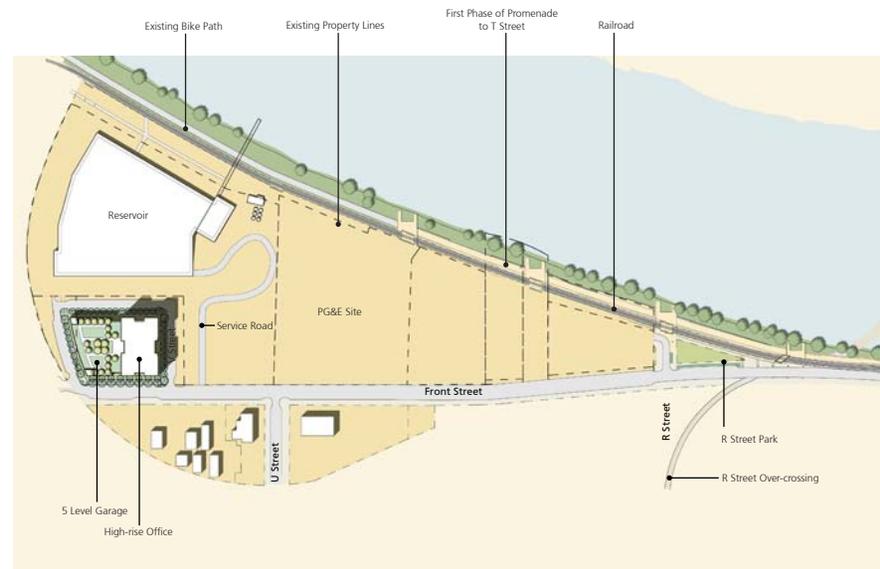
A specific plan may be adopted by either resolution or ordinance. The planning commission and board or council must hold at least one public hearing each to consider the proposal prior to making the final decision (CGC Section 65453 and 65353). At least 10 days prior to each of these hearings, public notice of the place and time of the hearing must be given... The EIR or other environmental documentation must be certified by the legislative body prior to the adoption of the specific plan pursuant to CEQA Guidelines CGC Section 15092. (GOPR 12).

Possible funding mechanisms include:

- Mello-Roos Special District Tax
- General Obligation Bonds
- Public Enterprise Revenue Bonds
- Tax-Increment Financing
- Impact Fees and Exactions
- Special Assessment District



Phase F: Office as Initial Phase (Option A)



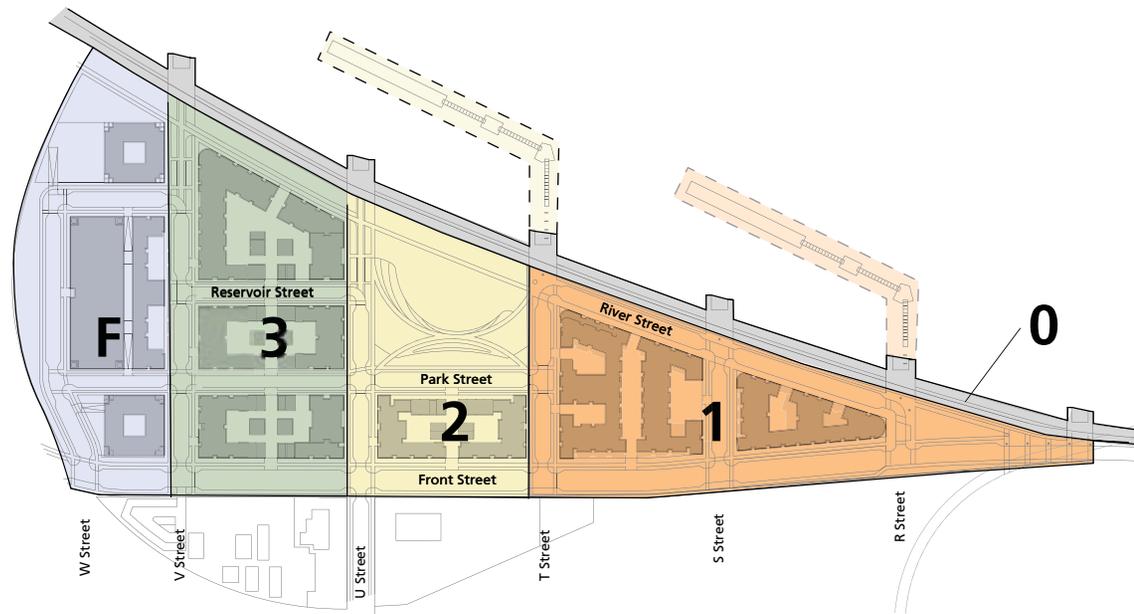
Phase F: Office as Initial Phase (Option B)

## Phasing

The general strategy for implementing the specific plan is to develop in four phases, from north to south, based on the planning assumptions stated in this Specific Plan. In view of unknown market conditions, phasing needs to remain flexible. The specific number of units to be developed will depend on many factors, including, most notably, market demand. For the purposes of the EIR, the highest density scenario will be analyzed.

One nuance from the generally north-to-south phasing strategy is the office element, Phase F. Office development in each scheme is a stand-alone component of the project. It doesn't necessarily need to be the last phase. It could move forward at any time, i.e. whenever the market is ready for it. It is therefore designated as Phase F (for "Flexible") in the phasing options that follow. However, a decision about whether the Reservoir will be relocated must be made prior to the development of the office phase.

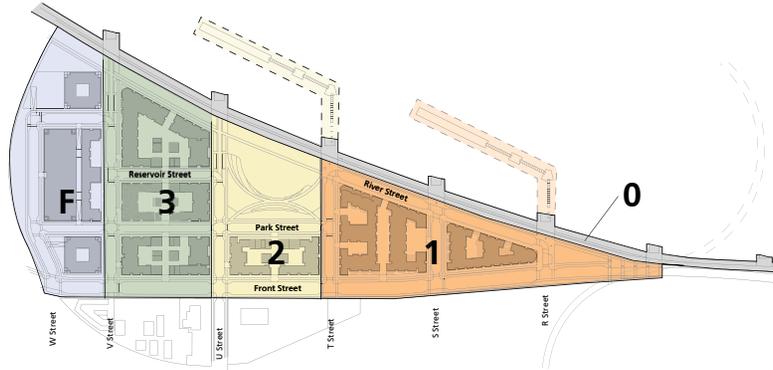
Phase 0 is the Docks Promenade project, which is a separate project from this Specific Plan, and will be implemented by the city through a separate planning process.



Phasing Diagram (Option 1)

# PHASING - OPTION A1

## PHASING PLAN



## BLOCK KEY PLAN



## LAND USE - A1

Block Number	Acreage	Open Space (acres)	Commercial (square feet)			Residential (dwelling units)				Subtotal	Block Number	
			Retail	Office	Subtotal (sf)	Townhouse	Lowrise Flat	Highrise Flat	Loft			Hotel
<b>Phase 1</b>												
1	0.21	0.21										1
2	1.05		21,000		21,000		65		10		75	2
2' (hotel option)*	1.05		21,000		21,000				10	150	N.A.	2'
3	2.42		18,400		18,400	16	125	174			315	3
<b>TOTAL</b>	<b>3.68</b>	<b>0.21</b>	<b>39,400</b>		<b>60,400</b>	<b>16</b>	<b>190</b>	<b>174</b>	<b>10</b>		<b>390</b>	<b>TOTAL</b>
*Hotel option does not count towards totals												
<b>Phase 2</b>												
4	2.53	2.53										4
5	1.37					12	80				92	5
<b>TOTAL</b>	<b>3.90</b>	<b>2.53</b>				<b>12</b>	<b>80</b>				<b>872</b>	<b>TOTAL</b>
<b>Phase 3</b>												
6	2.00		500			10	150				160	6
7	1.29					12	80				92	7
8	1.34					12	52	174			238	8
<b>TOTAL</b>	<b>4.63</b>	<b>0.00</b>	<b>500</b>			<b>34</b>	<b>282</b>	<b>174</b>			<b>490</b>	<b>TOTAL</b>
<b>Phase F (Flexible Office Phase)</b>												
9	1.14		500	250,000	250,500							9
10	1.99						48				48	10
11	0.70		1,000	250,000	251,000							11
12	0.63	0.63										12
<b>TOTAL</b>	<b>4.46</b>	<b>0.63</b>	<b>1,500</b>	<b>500,000</b>	<b>501,500</b>		<b>48</b>				<b>48</b>	<b>TOTAL</b>

Public ROW	4.6
Open Space	0.2
Development	3.5
<b>TOTAL ACREAGE</b>	<b>8.3</b>

Public ROW	2.1
Open Space	2.5
Development	1.4
<b>TOTAL ACREAGE</b>	<b>6.0</b>

Public ROW	3.3
Open Space	0.0
Development	4.6
<b>TOTAL ACREAGE</b>	<b>7.9</b>

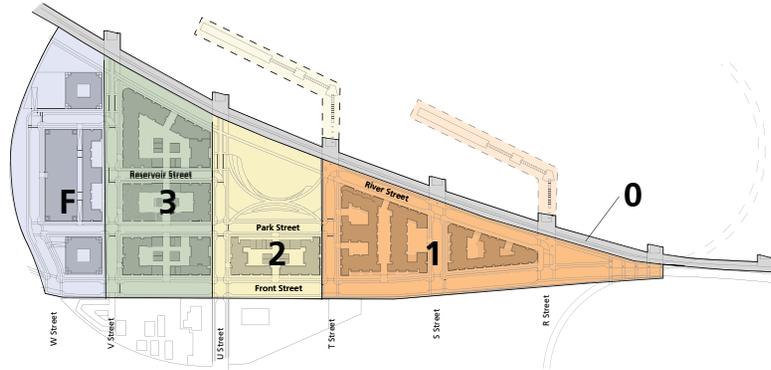
Public ROW	2.6
Open Space	0.6
Development	3.8
<b>TOTAL ACREAGE</b>	<b>7.1</b>

**PARKING - A1**

Block Number	Residential Parking Spaces					Office Parking Spaces		
	Underground	Podium Level	Subtotal	Dwelling Units	Parking Ratio (space/unit)	Underground	Podium Level	Subtotal
<b>Phase 1</b>								
1								
2	550	80	630	75	1.6			
3				315				
<b>TOTAL</b>	<b>550</b>	<b>80</b>	<b>630</b>	<b>390</b>	<b>1.6</b>			
<b>Phase 2</b>								
4								
5	110	45	155	92	1.7			
<b>TOTAL</b>	<b>110</b>	<b>45</b>	<b>155</b>	<b>92</b>	<b>1.7</b>			
<b>Phase 3</b>								
6	160	75	235	160	1.5			
7	105	50	155	92	1.7			
8	240	50	290	238	1.2			
<b>TOTAL</b>	<b>505</b>	<b>175</b>	<b>680</b>	<b>490</b>	<b>1.4</b>			
<b>Phase 4</b>								
9						160		160
10	55		55	48	1.1	200	810	1010
11						80		80
12								
<b>TOTAL</b>	<b>55</b>		<b>55</b>	<b>48</b>	<b>1.1</b>	<b>440</b>	<b>810</b>	<b>1250</b>

# PHASING - OPTION A2

## PHASING PLAN



## BLOCK KEY PLAN



## LAND USE - A2

Block Number	Acreage	Open Space (acres)	Commercial (square feet)			Residential (dwelling units)				Subtotal	Block Number	
			Retail	Office	Subtotal (sf)	Townhouse	Lowrise Flat	Highrise Flat	Loft			Hotel
<b>Phase 1</b>												
1	0.21	0.21										1
2	1.05		21,000		21,000		65		10		75	2
2' (hotel option)*	1.05		21,000		21,000				10	150	N.A.	2'
3	2.42		17,500		17,500	16	125	174			315	3
<b>TOTAL</b>	<b>3.68</b>	<b>0.21</b>	<b>38,500</b>		<b>59,500</b>	<b>16</b>	<b>190</b>	<b>174</b>	<b>10</b>	<b>N.A.</b>	<b>390</b>	<b>TOTAL</b>
<b>Phase 2</b>												
4	2.53	2.53										4
5	1.37					12	80				92	5
<b>TOTAL</b>	<b>3.90</b>	<b>2.53</b>				<b>12</b>	<b>80</b>				<b>92</b>	<b>TOTAL</b>
<b>Phase 3</b>												
6	2.00		500			10	111	174			295	6
7	1.29					12	80				92	7
8	1.34					12	52	174			238	8
<b>TOTAL</b>	<b>4.63</b>		<b>500</b>			<b>34</b>	<b>243</b>	<b>348</b>			<b>625</b>	<b>TOTAL</b>
<b>Phase F (Flexible Office Phase)</b>												
9	1.14		500	250,000	250,500							9
10	1.99						48				48	10
11	0.70		1,000	250,000	251,000							11
12	0.63	0.63										12
<b>TOTAL</b>	<b>4.46</b>	<b>0.63</b>	<b>1,500</b>	<b>500,000</b>	<b>501,500</b>		<b>48</b>				<b>48</b>	<b>TOTAL</b>

\*Hotel option does not count towards totals

Public ROW	4.6
Open Space	0.2
Development	3.5
<b>TOTAL ACREAGE</b>	<b>8.3</b>

Public ROW	2.1
Open Space	2.5
Development	1.4
<b>TOTAL ACREAGE</b>	<b>6.0</b>

Public ROW	3.3
Open Space	0.0
Development	4.6
<b>TOTAL ACREAGE</b>	<b>7.9</b>

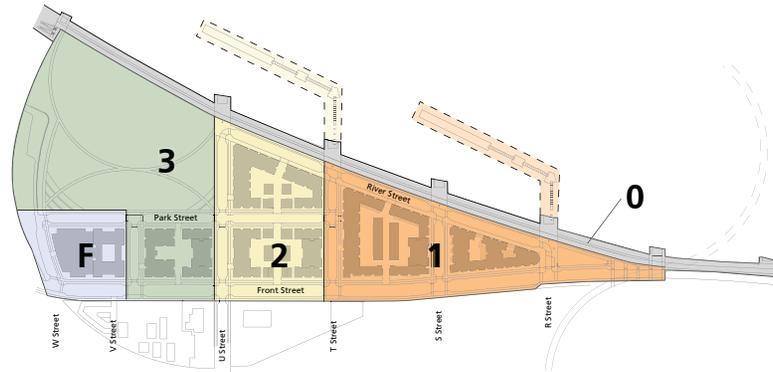
Public ROW	2.6
Open Space	0.6
Development	3.8
<b>TOTAL ACREAGE</b>	<b>7.1</b>

**PARKING - A2**

Block Number	Residential Parking Spaces					Office Parking Spaces		
	Underground	Podium Level	Subtotal	Dwelling Units	Parking Ratio (space/unit)	Underground	Podium Level	Subtotal
<b>Phase 1</b>								
1								
2	550	80	630	75	1.6			
3				315				
<b>TOTAL</b>	<b>550</b>	<b>80</b>	<b>630</b>	<b>390</b>	<b>1.6</b>			
<b>Phase 2</b>								
4								
5	110	45	155	92	1.7			
<b>TOTAL</b>	<b>110</b>	<b>45</b>	<b>155</b>	<b>92</b>	<b>1.7</b>			
<b>Phase 3</b>								
6	160	75	235	160	1.5			
7	105	50	155	92	1.7			
8	240	50	290	238	1.2			
<b>TOTAL</b>	<b>505</b>	<b>175</b>	<b>680</b>	<b>490</b>	<b>1.4</b>			
<b>Phase 4</b>								
9						160		160
10	55		55	48	1.1	200	810	1010
11						80		80
12								
<b>TOTAL</b>	<b>55</b>		<b>55</b>	<b>48</b>	<b>1.1</b>	<b>440</b>	<b>810</b>	<b>1250</b>

# PHASING - OPTION B

## PHASING PLAN



## BLOCK KEY PLAN



## LAND USE - B

Block Number	Acreage	Open Space (acres)	Commercial (square feet)			Residential (dwelling units)					Subtotal	Block Number
			Retail	Office	Subtotal (sf)	Townhouse	Lowrise Flat	Highrise Flat	Loft	Hotel		
<b>Phase 1</b>												
1	0.21	0.21										1
2	1.05		21,000		21,000		65		10		75	2
2' (hotel option)*	1.05		21,000		21,000				10	150	N.A.	2'
3	2.42		19,800		19,800	13	128	174			315	3
<b>TOTAL</b>	<b>3.68</b>	<b>0.21</b>	<b>40,800</b>		<b>61,800</b>	<b>13</b>	<b>193</b>	<b>174</b>	<b>10</b>	<b>N.A.</b>	<b>390</b>	<b>TOTAL</b>
<b>Phase 2</b>												
4	1.60		1,500		1,500	8	100				108	4
5	1.72					14	68	174			256	5
<b>TOTAL</b>	<b>3.32</b>		<b>1,500</b>		<b>1,500</b>	<b>22</b>	<b>168</b>	<b>174</b>			<b>364</b>	<b>TOTAL</b>
<b>Phase 3</b>												
6	8.18	8.18										6
7	1.31						72	174			246	7
<b>TOTAL</b>	<b>9.49</b>	<b>8.18</b>					<b>72</b>	<b>174</b>			<b>246</b>	<b>TOTAL</b>
<b>Phase F (Flexible Office Phase)</b>												
8	1.31		1,000	200,000	201,000							8
9	1.35	1.35**										9
<b>TOTAL</b>	<b>2.66</b>	<b>1.35</b>	<b>1,000</b>	<b>200,000</b>	<b>201,000</b>							<b>TOTAL</b>

\*Hotel option does not count towards totals

Public ROW	5.9
Open Space	0.0
Development	2.4
<b>TOTAL ACREAGE</b>	<b>8.3</b>

Public ROW	4.3
Open Space	0.0
Development	1.7
<b>TOTAL ACREAGE</b>	<b>6.0</b>

Public ROW	10.8
Open Space	0.0
Development	1.3
<b>TOTAL ACREAGE</b>	<b>12.1</b>

Public ROW	1.6
Open Space	0.0
Development	1.3
<b>TOTAL ACREAGE</b>	<b>2.9</b>

**PARKING - B**

Block Number	Residential Parking Spaces					Office Parking Spaces		
	Underground	Podium Level	Subtotal	Dwelling Units	Parking Ratio (space/unit)	Underground	Podium Level	Subtotal
<b>Phase 1</b>								
1								
2	550		630	75	1.6			
3		80		315				
<b>TOTAL</b>	<b>550</b>	<b>80</b>	<b>630</b>	<b>390</b>	<b>1.6</b>			
<b>Phase 2</b>								
4								
5	110	45	155	92	1.7			
<b>TOTAL</b>	<b>110</b>	<b>45</b>	<b>155</b>	<b>92</b>	<b>1.7</b>			
<b>Phase 3</b>								
6	160	75	235	160	1.5			
7	105	50	155	92	1.7			
8	240	50	290	238	1.2			
<b>TOTAL</b>	<b>505</b>	<b>175</b>	<b>680</b>	<b>490</b>	<b>1.4</b>			
<b>Phase 4</b>								
9						160		160
10	55		55	48	1.1	200	810	1010
11						80		80
12								
<b>TOTAL</b>	<b>55</b>		<b>55</b>	<b>48</b>	<b>1.1</b>	<b>440</b>	<b>810</b>	<b>1250</b>

**Infrastructure Cost Estimates**

The preliminary construction costs below reflect the project phasing described elsewhere, as well as a construction cost summary for each option (excluding the optional underground water storage system).

**Docks Area Utility and Infrastructure Cost Summary**

Alternative A		Utilities and Infrastructure									
Phase	Water Supply System	Sewer System	Storm Drain System*	Electrical Power System	Communication System	Natural Gas System	Roads	Engineered Fill (for road construction)			
1	\$ 188,943	\$ 142,117	\$ 351,139	\$ 300,083	\$ 297,867	\$ 164,493	\$ 652,628	\$ 1,095,672	\$ 3,192,942	Subtotal Phase 1	
2	\$ 114,302	\$ 139,467	\$ 162,122	\$ 172,694	\$ 74,300	\$ 39,683	\$ 471,467	\$ 346,740	\$ 1,520,776	Subtotal Phase 2	
3	\$ 236,400	\$ 108,350	\$ 308,010	\$ 153,861	\$ 152,389	\$ 1,115,989	\$ 580,842	\$ 561,954	\$ 3,217,795	Subtotal Phase 3	
4	\$ 102,603	\$ 54,256	\$ 240,353	\$ 61,583	\$ 47,200	\$ 571,305	\$ 467,291	\$ 218,243	\$ 1,762,834	Subtotal Phase 4	
	\$ 642,247	\$ 444,190	\$ 1,061,624	\$ 688,222	\$ 571,756	\$ 1,891,470	\$ 2,172,229	\$ 2,222,609	\$ 9,694,347	Subtotal	
	\$ 44,957	\$ 31,093	\$ 74,314	\$ 48,176	\$ 40,023	\$ 132,403	\$ 152,056	\$ 155,583	\$ 678,604	7%	Permits, bonds, insurance
	\$ 128,449	\$ 88,838	\$ 212,325	\$ 137,644	\$ 114,351	\$ 378,294	\$ 434,446	\$ 444,522	\$ 1,938,869	20%	Contingency
	\$ 815,654	\$ 564,122	\$ 1,348,263	\$ 874,042	\$ 726,130	\$ 2,402,167	\$ 2,758,730	\$ 2,822,714	\$ 12,311,821		Sub-total
	\$ 122,348	\$ 84,618	\$ 202,239	\$ 131,106	\$ 108,919	\$ 360,325	\$ 413,810	\$ 423,407	\$ 1,846,773	15%	Engineering Design
	\$ 938,002	\$ 648,740	\$ 1,550,502	\$ 1,005,149	\$ 835,049	\$ 2,762,492	\$ 3,172,540	\$ 3,246,121	\$ 14,158,594		Total

\* This cost estimate does not include optional oversized-pipe water storage, which would cost \$726,493 for Alt. A

Alternative B		Utilities and Infrastructure									
Phase	Water Supply System	Sewer System	Storm Drain System*	Electrical Power System	Communication System	Natural Gas System	Roads	Engineered Fill (for road construction)			
1	\$ 181,574	\$ 166,088	\$ 344,651	\$ 311,333	\$ 372,878	\$ 192,067	\$ 501,369	\$ 1,118,415	\$ 3,188,376	Subtotal Phase 1	
2	\$ 119,162	\$ 103,786	\$ 200,435	\$ 303,250	\$ 176,217	\$ 122,642	\$ 476,236	\$ 971,461	\$ 2,473,189	Subtotal Phase 2	
3	\$ 75,228	\$ 48,024	\$ 211,402	\$ 125,806	\$ 85,889	\$ 1,574,222	\$ 640,059	\$ 187,547	\$ 2,948,176	Subtotal Phase 3	
4	\$ 64,152	\$ 23,175	\$ 148,894	\$ 80,306	\$ 71,394	\$ 52,648	\$ 151,446	\$ 124,480	\$ 716,495	Subtotal Phase 4	
	\$ 440,115	\$ 341,074	\$ 905,382	\$ 820,694	\$ 706,378	\$ 1,941,578	\$ 1,769,110	\$ 2,401,904	\$ 9,326,236	Subtotal	
	\$ 30,808	\$ 23,875	\$ 63,377	\$ 57,449	\$ 49,446	\$ 135,910	\$ 123,838	\$ 168,133	\$ 652,836	7%	Permits, bonds, insurance
	\$ 88,023	\$ 68,215	\$ 181,076	\$ 164,139	\$ 141,276	\$ 388,316	\$ 353,822	\$ 480,381	\$ 1,865,247	20%	Contingency
	\$ 558,946	\$ 433,164	\$ 1,149,836	\$ 1,042,282	\$ 897,100	\$ 2,465,804	\$ 2,246,770	\$ 3,050,418	\$ 11,844,319		Sub-total
	\$ 83,842	\$ 64,975	\$ 172,475	\$ 156,342	\$ 134,565	\$ 369,871	\$ 337,015	\$ 457,563	\$ 1,776,648	15%	Engineering Design
	\$ 642,788	\$ 498,139	\$ 1,322,311	\$ 1,198,624	\$ 1,031,665	\$ 2,835,675	\$ 2,583,785	\$ 3,507,980	\$ 13,620,967		Total

\* This cost estimate does not include optional oversized-pipe water storage, which would cost \$904,607 for Alt. B

**Parks Cost Estimates**

**R Street Park & Plaza**

Item Description	Quantity	Unit	Unit Price	Tot. Cost
<b>BONDS</b>				
Bonds	1	LS	\$ 39,000.00	\$ 39,000
<b>Subtotal</b>				\$ 39,000
<b>PROJECT COMMENCEMENT</b>				
Contractor Mobilization	1	LS	\$ 8,000.00	\$ 8,000
Construction Sign	1	LS	\$ 3,000.00	\$ 3,000
Construction Stacking	1	LS	\$ 7,000.00	\$ 7,000
<b>Subtotal</b>				\$ 18,000
<b>DEMOLITION, GRADING &amp; UTILITIES</b>				
Demolition: Paving, planters, clear & grub	14,700	SF	\$ 1.15	\$ 16,905
Haul demo material (1' depth, 20 mi r.t.)	544	CY	\$ 12.00	\$ 6,533
Grading (Assume 1' avg. depth)	14,700	SF	\$ 0.35	\$ 5,145
<b>Subtotal</b>				\$ 28,583
<b>HARDSCAPE</b>				
C.I.P Concrete Paving	4,720	SF	\$ 12.00	\$ 56,640
Enhanced Concrete Paving	920	SF	\$ 25.00	\$ 23,000
<b>Subtotal</b>				\$ 79,640
<b>FURNISHINGS</b>				
Bench	14	EA	\$ 1,500.00	\$ 21,000
Trash Receptacle	3	EA	\$ 1,500.00	\$ 4,500
Seat Wall	50	LF	\$ 100.00	\$ 5,000
Lighting Fixtures	1	LS	\$ 30,000.00	\$ 30,000
Water Fountain	1	LS	\$ 40,000.00	\$ 40,000
Interpretive signage	1	LS	\$ 5,000.00	\$ 5,000
<b>Subtotal</b>				\$ 105,500
<b>PLANTING</b>				
24" Box Tree	7	EA	\$ 500.00	\$ 3,500
Turf - Sod	9,060	SF	\$ 3.00	\$ 27,180
Soil Preperation	9,060	SF	\$ 0.75	\$ 6,795
Organic Mulch	2	CY	\$ 60.00	\$ 120
<b>Subtotal</b>				\$ 30,680
<b>LANDSCAPE MAINTENANCE AND PLANT ESTABLISHMENT</b>				
Replacement Trees	2	EA	\$ 500.00	\$ 1,000
Maintenance for 90 Days	1	LS	\$ 3,000.00	\$ 3,000
<b>Subtotal</b>				\$ 4,000
<b>IRRIGATION</b>				
Irrigation System	1	LS	\$ 20,000.00	\$ 20,000
<b>Subtotal</b>				\$ 20,000
<b>STORM DRAIN</b>				
Storm Drain System	1	LS	\$ 50,000.00	\$ 50,000
<b>Subtotal</b>				\$ 50,000
<b>UTILITIES</b>				
Portable Water System	1	LS	\$ 10,000.00	\$ 10,000
Electric System	1	LS	\$ 50,000.00	\$ 50,000
<b>Subtotal</b>				\$ 60,000
<b>CITY SOFT COST</b>				
Design and Engineering Fee	1	LS	\$ 39,000.00	\$ 39,000
Project Management, Bid Process, Permit, Construction Management Cost, etc.	1	LS	\$ 58,500.00	\$ 58,500
<b>Subtotal</b>				\$ 97,500
<b>SUBTOTAL CONSTRUCTION COST</b>				\$ 532,903
<b>20% CONTINGENCY</b>				\$ 106,581
<b>TOTAL CONSTRUCTION COST</b>				\$ 639,484

**Dock Area Park - Alt A**

Item Description	Quantity	Unit	Unit Price	Tot. Cost
<b>BONDS</b>				
Bonds	1	LS	\$ 150,000.00	\$ 150,000
<b>Subtotal</b>				\$ 150,000
<b>PROJECT COMMENCEMENT</b>				
Contractor Mobilization	1	LS	\$ 50,000.00	\$ 50,000
Construction Sign	1	LS	\$ 3,000.00	\$ 3,000
Construction Stacking	1	LS	\$ 40,000.00	\$ 40,000
<b>Subtotal</b>				\$ 93,000
<b>DEMOLITION, GRADING &amp; UTILITIES</b>				
Demolition: Paving, planters, clear & grub	110,440	SF	\$ 1.15	\$ 127,006
Haul demo material (1' depth, 20 mi r.t.)	4,090	CY	\$ 12.00	\$ 49,084
Grading (Assume 1' avg. depth)	110,440	SF	\$ 0.35	\$ 38,654
<b>Subtotal</b>				\$ 214,744
<b>HARDSCAPE</b>				
DG Paving	11,750	SF	\$ 8.00	\$ 94,000
<b>Subtotal</b>				\$ 94,000
<b>FURNISHINGS</b>				
Bench	16	EA	\$ 1,500.00	\$ 24,000
Trash Receptacle	6	EA	\$ 1,500.00	\$ 9,000
Picnic Table	13	EA	\$ 2,000.00	\$ 26,000
Grill	5	EA	\$ 250.00	\$ 1,250
Interpretive signage	1	LS	\$ 5,000.00	\$ 5,000
Lighting Fixtures	1	LS	\$ 90,000.00	\$ 90,000
<b>Subtotal</b>				\$ 155,250
<b>PLANTING &amp; IRRIGATION</b>				
36" Box Tree	6	EA	\$ 800.00	\$ 4,800
24" Box Tree	24	EA	\$ 500.00	\$ 12,000
15 Gal. Tree	21	EA	\$ 300.00	\$ 6,300
Shrub and Groundcover	33,190	SF	\$ 10.00	\$ 331,900
Turf - Sod	65,830	SF	\$ 3.00	\$ 197,490
Soil Preperation	99,020	SF	\$ 0.75	\$ 74,265
Organic Mulch	200	CY	\$ 60.00	\$ 12,000
<b>Subtotal</b>				\$ 552,490
<b>LANDSCAPE MAINTENANCE AND PLANT ESTABLISHMENT</b>				
Replacement Trees	8	EA	\$ 500.00	\$ 4,000
Maintenance for 90 Days	1	LS	\$ 5,000.00	\$ 5,000
<b>Subtotal</b>				\$ 9,000
<b>IRRIGATION</b>				
Irrigation System	1	LS	\$ 80,000.00	\$ 80,000
<b>Subtotal</b>				\$ 80,000
<b>STORM DRAIN</b>				
Storm Drain System	1	LS	\$ 150,000.00	\$ 150,000
<b>Subtotal</b>				\$ 150,000
<b>UTILITIES</b>				
Portable Water System	1	LS	\$ 20,000.00	\$ 150,000
Electric System	1	LS	\$ 150,000.00	\$ 150,000
<b>Subtotal</b>				\$ 300,000
<b>CITY SOFT COST</b>				
Design and Engineering Fee	1	LS	\$ 150,000.00	\$ 150,000
Project Management, Bid Process, Permit, Construction Management Cost, etc.	1	LS	\$ 225,000.00	\$ 225,000
<b>Subtotal</b>				\$ 375,000
<b>SUBTOTAL CONSTRUCTION COST</b>				\$ 2,173,484
<b>20% CONTINGENCY</b>				\$ 434,697
<b>TOTAL CONSTRUCTION COST</b>				\$ 2,608,181

<b>Dock Area Park - Alt B</b>				
Item Description	Quantity	Unit	Unit Price	Tot. Cost
<b>BONDS</b>				
Bonds	1	LS	\$ 340,000.00	\$ 340,000
<b>Subtotal</b>				\$ 340,000
<b>PROJECT COMMENCEMENT</b>				
Contractor Mobilization	1	LS	\$ 100,000.00	\$ 100,000
Construction Sign	1	LS	\$ 6,000.00	\$ 6,000
Construction Stacking	1	LS	\$ 100,000.00	\$ 100,000
<b>Subtotal</b>				\$ 206,000
<b>DEMOLITION, GRADING &amp; UTILITIES</b>				
Demolition: Paving, planters, clear & grub	342,840	SF	\$ 1.15	\$ 394,266
Haul demo material (1' depth, 20 mi r.t.)	12,698	CY	\$ 12.00	\$ 152,373
Grading (Assume 1' avg. depth)	342,840	SF	\$ 0.35	\$ 119,994
<b>Subtotal</b>				\$ 666,633
<b>HARDSCAPE</b>				
DG Paving	21,100	SF	\$ 8.00	\$ 168,800
<b>Subtotal</b>				\$ 168,800
<b>FURNISHINGS</b>				
Bench	18	EA	\$ 1,500.00	\$ 27,000
Trash Receptacle	8	EA	\$ 1,500.00	\$ 12,000
Picnic Table	13	EA	\$ 2,000.00	\$ 26,000
Grill	5	EA	\$ 250.00	\$ 1,250
Interpretive signage	1	LS	\$ 5,000.00	\$ 5,000
Lighting Fixtures	1	LS	\$ 200,000.00	\$ 200,000
<b>Subtotal</b>				\$ 271,250
<b>PLANTING</b>				
36" Box Tree	6	EA	\$ 800.00	\$ 4,800
24" Box Tree	63	EA	\$ 500.00	\$ 31,500
15 Gal. Tree	47	EA	\$ 300.00	\$ 14,100
Shrub and Groundcover	37,000	SF	\$ 10.00	\$ 370,000
Turf - Sod	231,710	SF	\$ 3.00	\$ 695,130
Soil Preperation	268,710	SF	\$ 0.75	\$ 201,533
Organic Mulch	230	CY	\$ 60.00	\$ 13,800
<b>Subtotal</b>				\$ 1,330,863
<b>LANDSCAPE MAINTENANCE AND PLANT ESTABLISHMENT</b>				
Replacement Trees	16	EA	\$ 500.00	\$ 8,000
Maintenance for 90 Days	1	LS	\$ 12,000.00	\$ 12,000
<b>Subtotal</b>				\$ 20,000
<b>IRRIGATION</b>				
Irrigation System	1	LS	\$ 200,000.00	\$ 200,000
<b>Subtotal</b>				\$ 200,000
<b>STORM DRAIN</b>				
Storm Drain System	1	LS	\$ 300,000.00	\$ 300,000
<b>Subtotal</b>				\$ 300,000
<b>UTILITIES</b>				
Portable Water System	1	LS	\$ 30,000.00	\$ 30,000
Electric System	1	LS	\$ 300,000.00	\$ 300,000
<b>Subtotal</b>				\$ 600,000
<b>CITY SOFT COST</b>				
Design and Engineering Fee	1	LS	\$ 350,000.00	\$ 350,000
Project Management, Bid Process, Permit, Construction Management Cost, etc.	1	LS	\$ 525,000.00	\$ 525,000
<b>Subtotal</b>				\$ 875,000
SUBTOTAL CONSTRUCTION COST				\$ 4,678,546
20% CONTINGENCY				\$ 935,709
<b>TOTAL CONSTRUCTION COST</b>				<b>\$ 5,614,255</b>

# APPENDIX

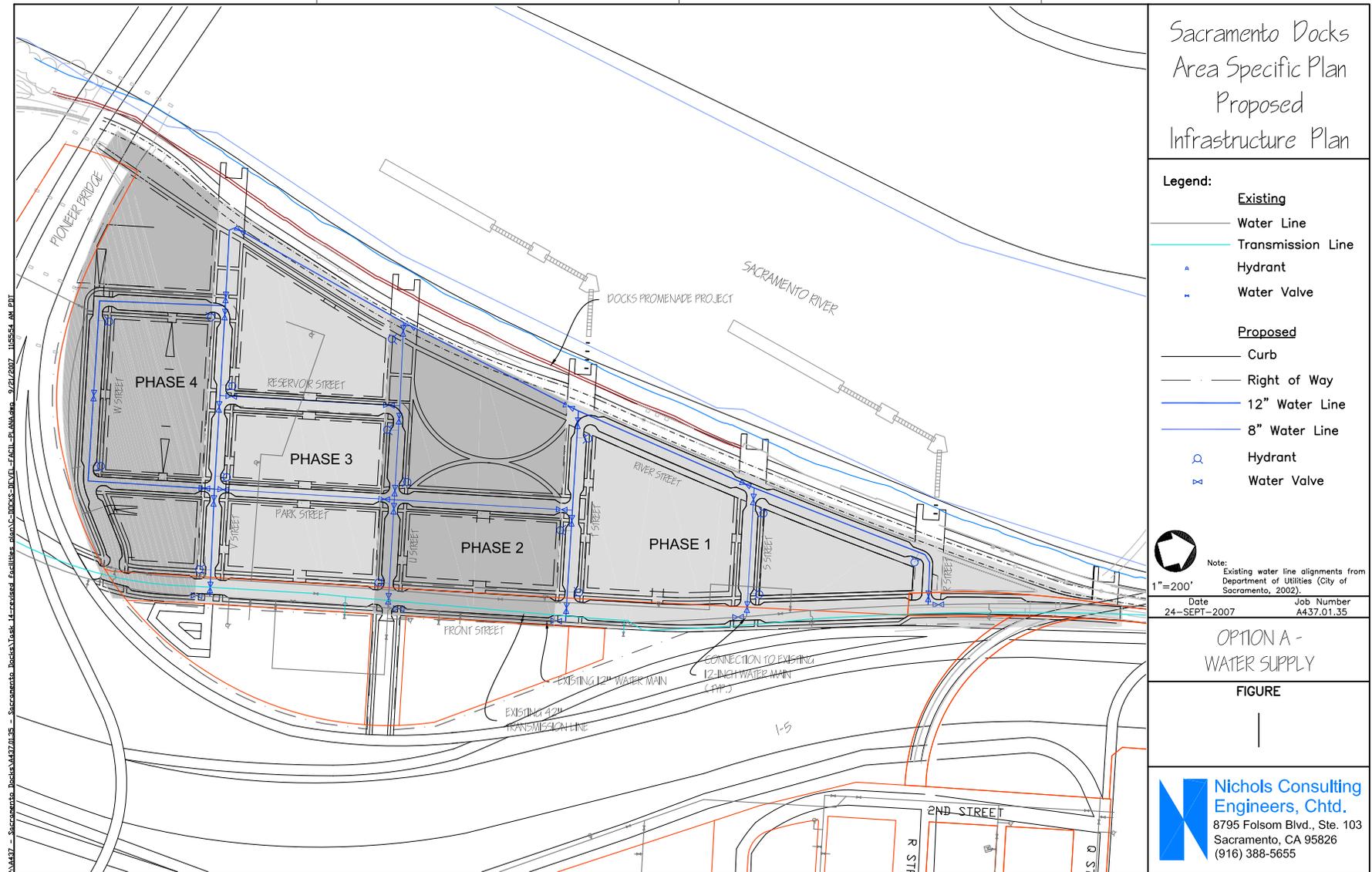


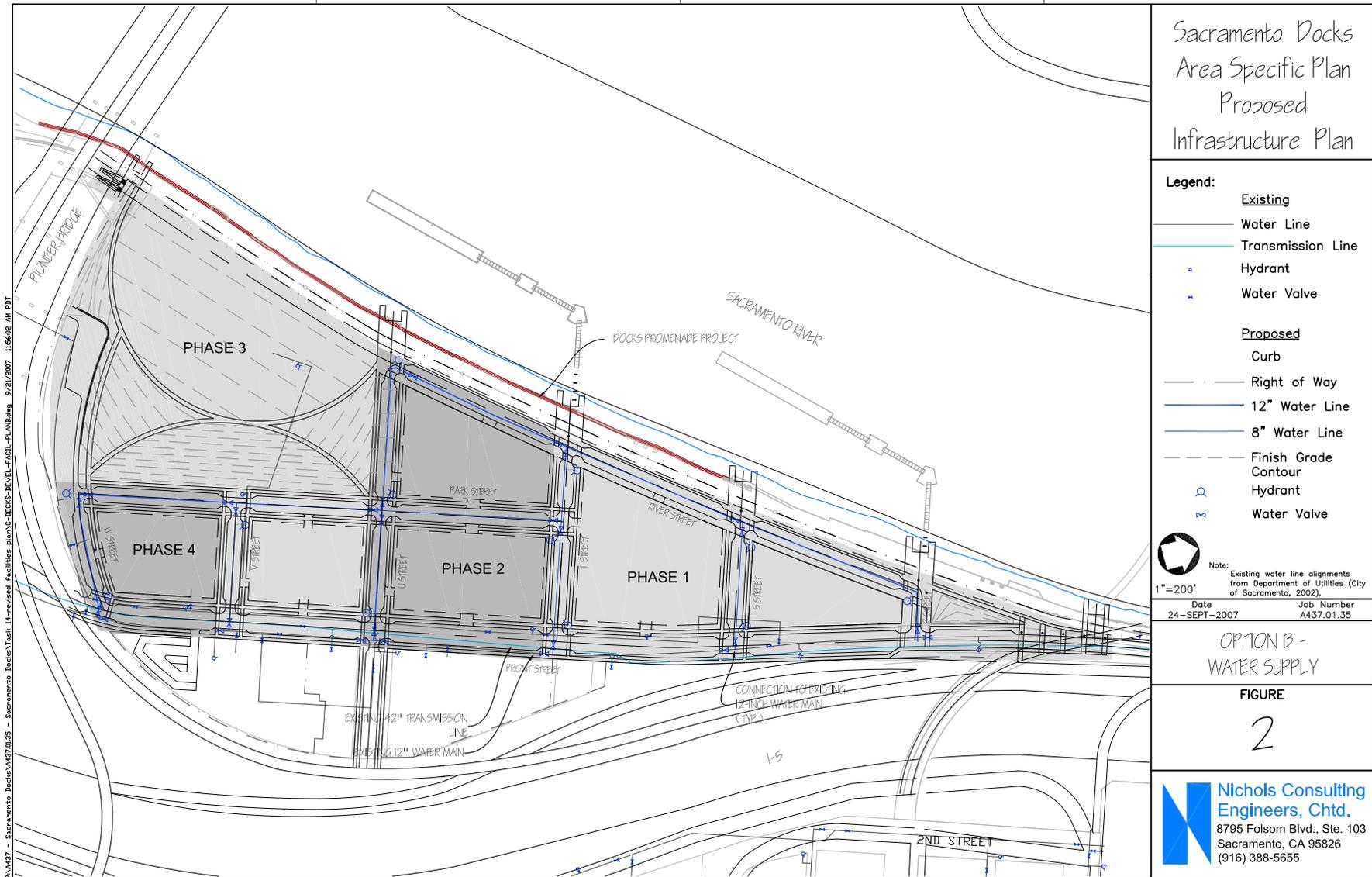
- Appendix 1**      **Figures for Chapter 6: Infrastructure**
- Appendix 2**      **Preliminary Future Water Demand Calculations**
- Appendix 3**      **Preliminary Future Storm Drain System Calculations**
- Appendix 4**      **Preliminary Future Sanitary Sewer System Calculations**
- Appendix 5**      **Preliminary Future Natural Gas Demand Calculations**

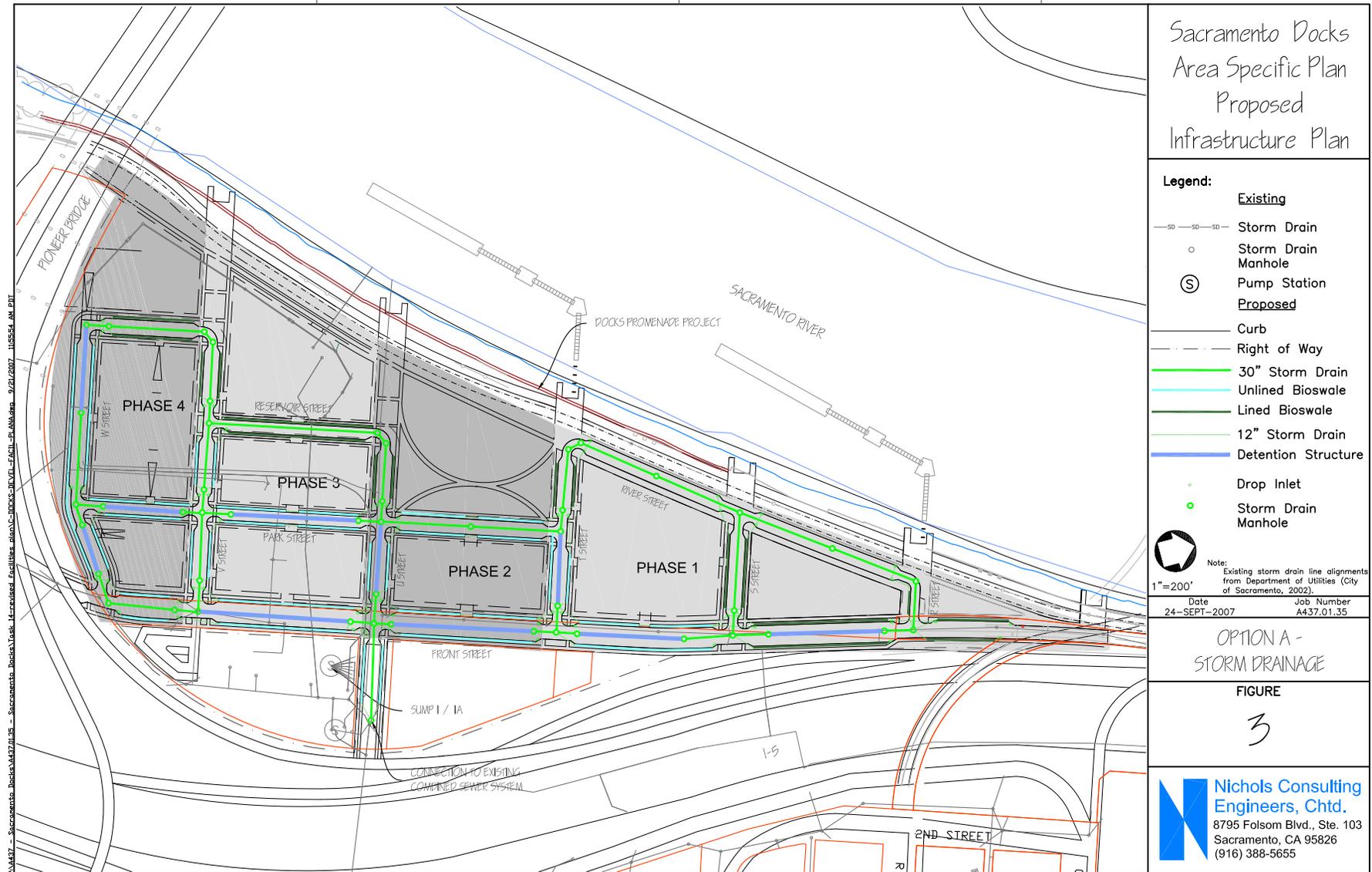
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## Appendix 1

### Figures for Chapter 6 : Infrastructure







Sacramento Docks  
Area Specific Plan  
Proposed  
Infrastructure Plan

- Legend:**
- Existing**
  - Storm Drain
  - Storm Drain Manhole
  - Ⓢ Pump Station
  - Proposed**
  - Curb
  - - - Right of Way
  - 30" Storm Drain
  - Unlined Bioswale
  - Lined Bioswale
  - 12" Storm Drain
  - Detention Structure
  - Drop Inlet
  - Storm Drain Manhole

Note:  
Existing storm drain line alignments  
from Department of Utilities (City  
of Sacramento, 2002).

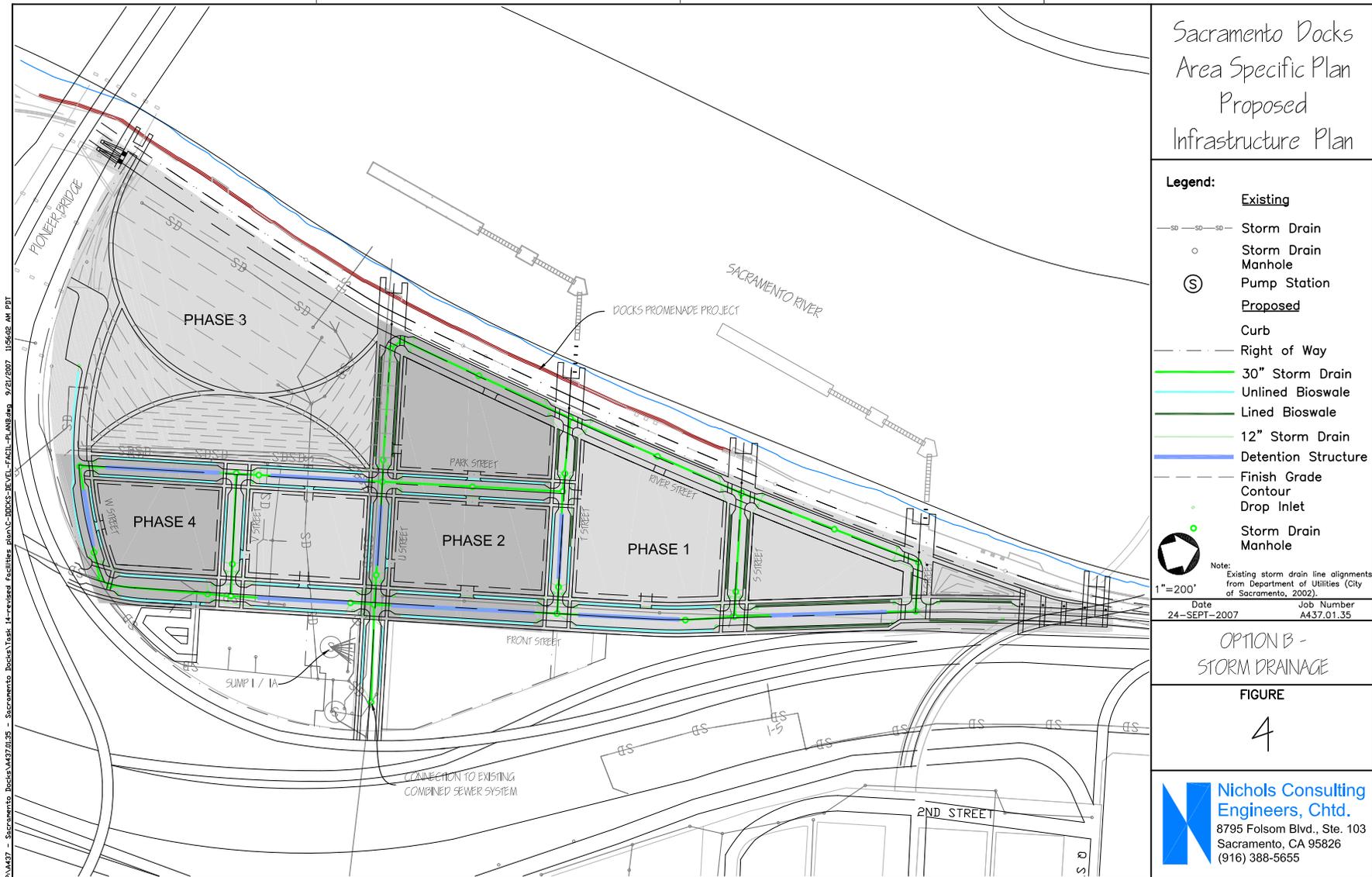
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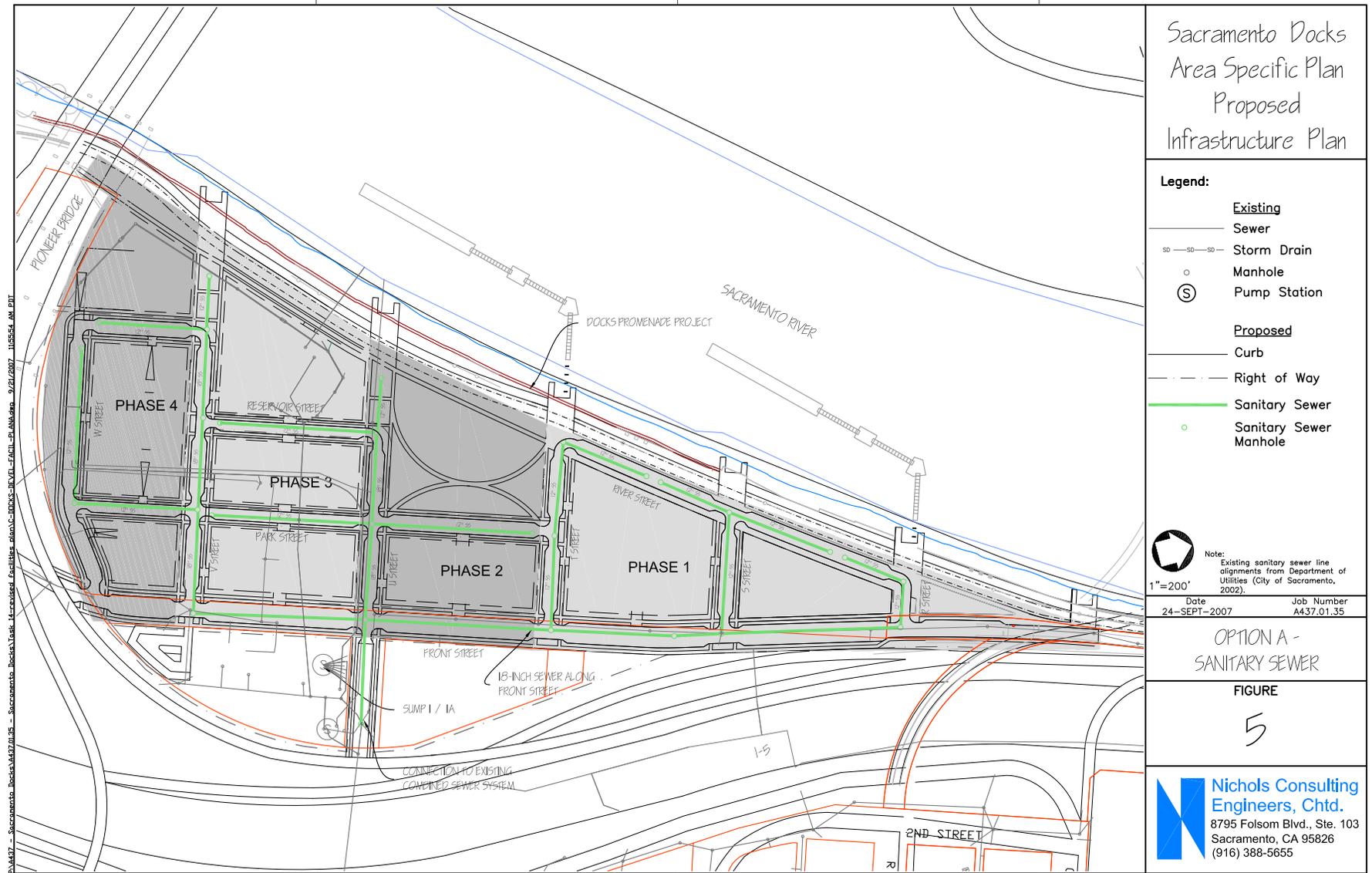
Date 24-SEPT-2007 Job Number A437.01.35

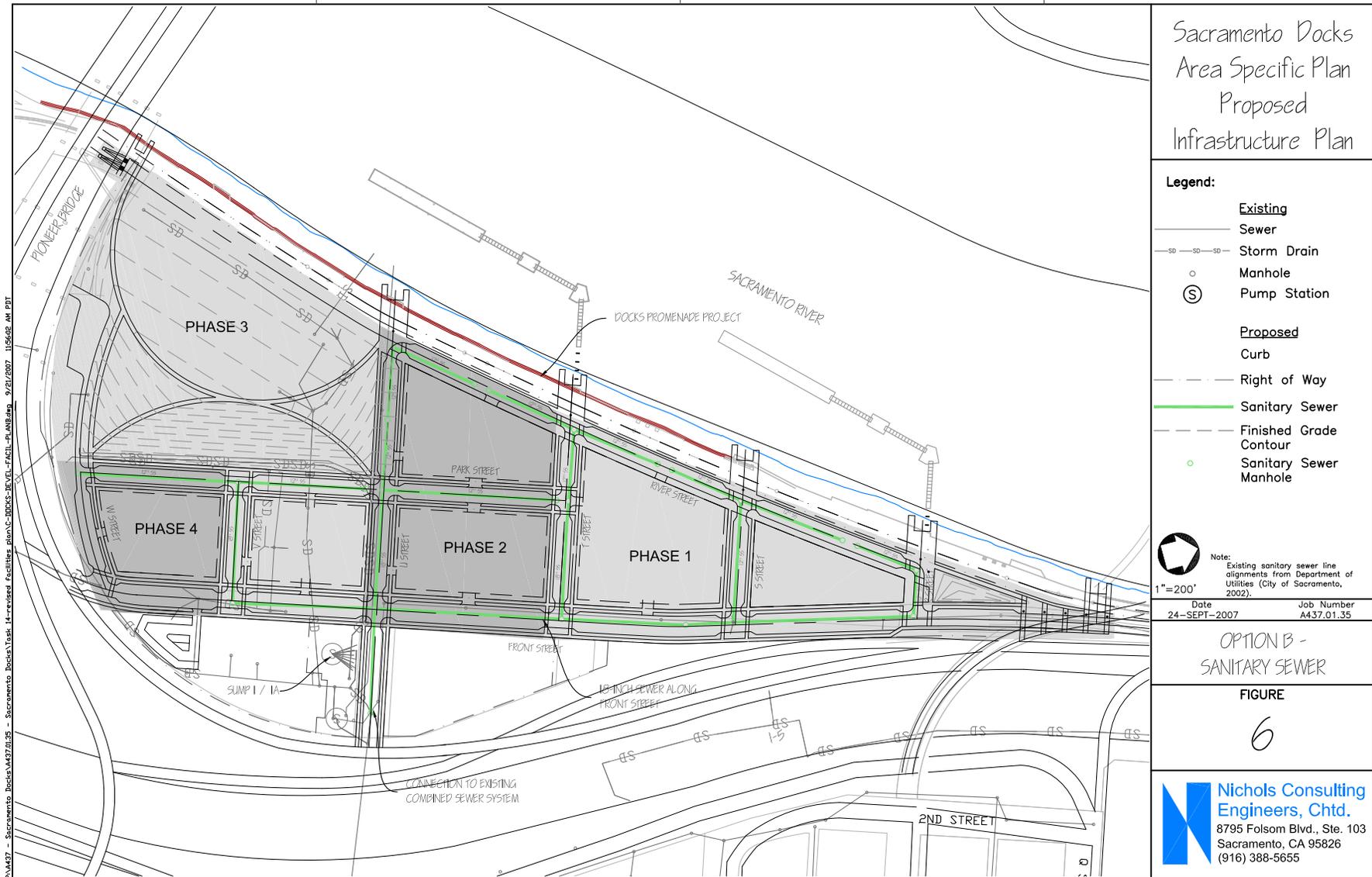
OPTION A -  
STORM DRAINAGE

FIGURE  
3

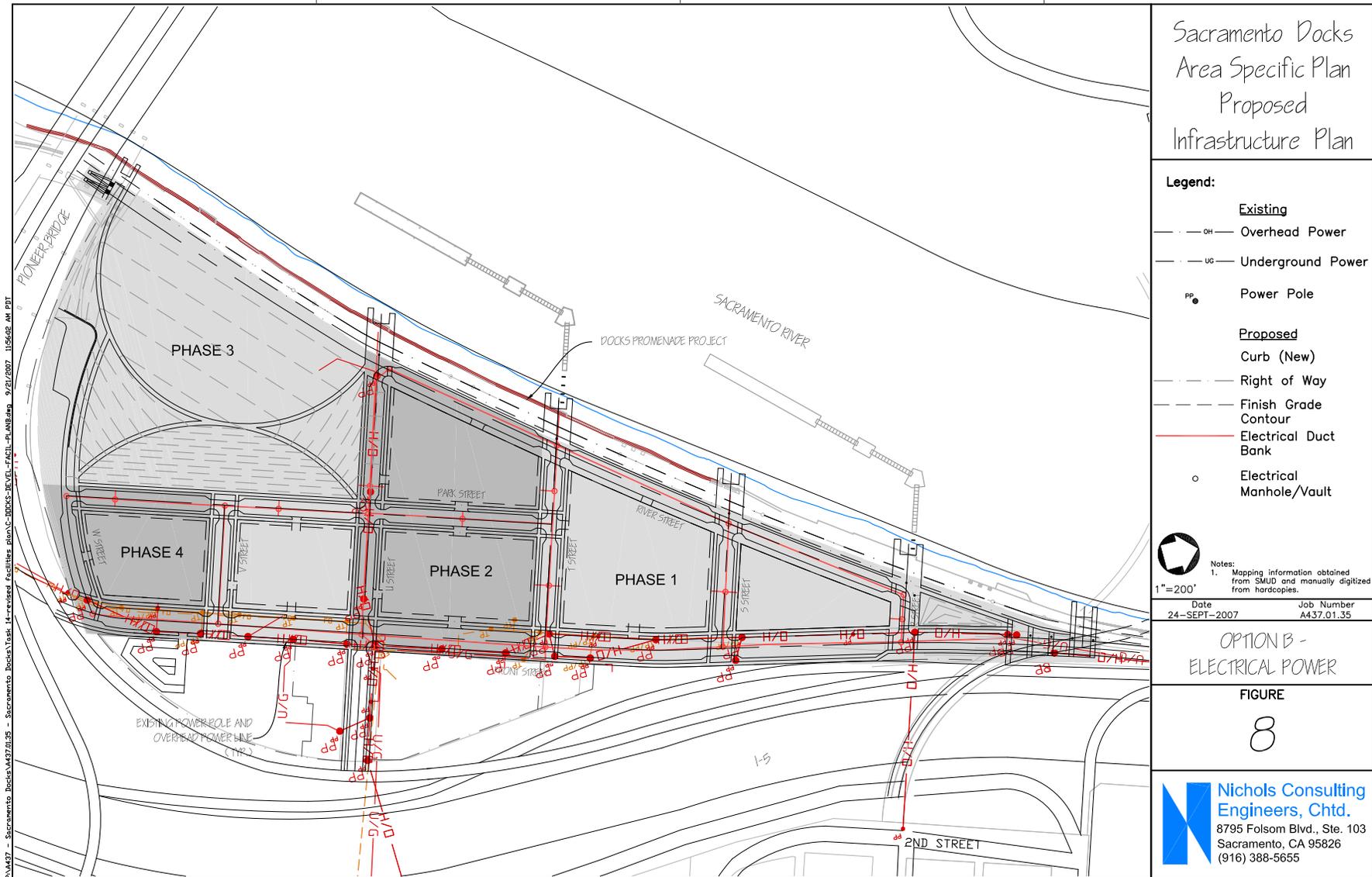
**Nichols Consulting  
Engineers, Chtd.**  
8795 Folsom Blvd., Ste. 103  
Sacramento, CA 95826  
(916) 388-5655











Sacramento Docks  
Area Specific Plan  
Proposed  
Infrastructure Plan

- Legend:**
- Existing**
  - OH — Overhead Power
  - UG — Underground Power
  - PP • Power Pole
  - Proposed**
  - Curb (New)
  - Right of Way
  - Finish Grade Contour
  - Electrical Duct Bank
  - Electrical Manhole/Vault

Notes:  
1. Mapping information obtained from SMUD and manually digitized from hardcopies.

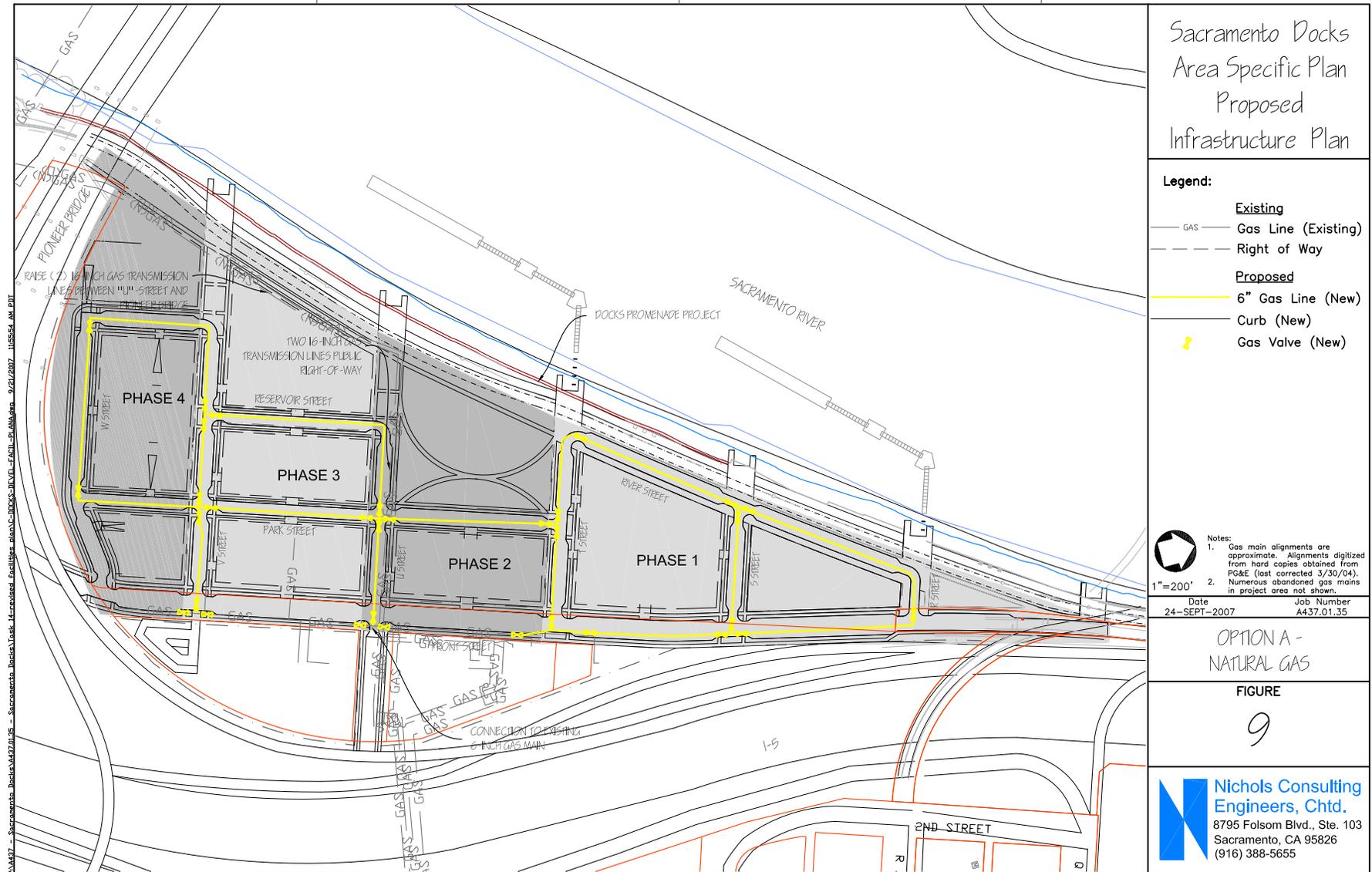
1" = 200'

Date	Job Number
24-SEPT-2007	A437.01.35

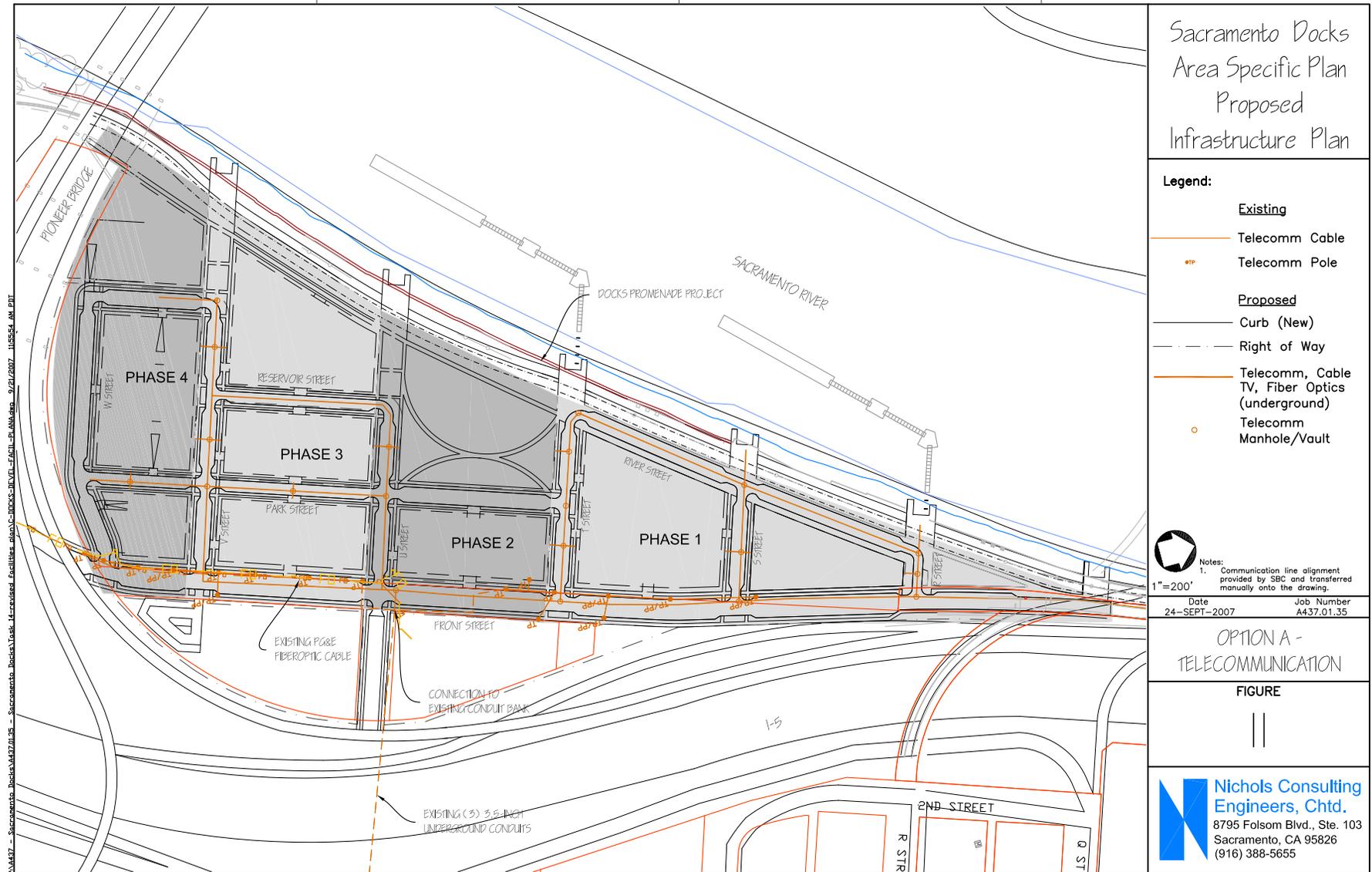
OPTION B -  
ELECTRICAL POWER

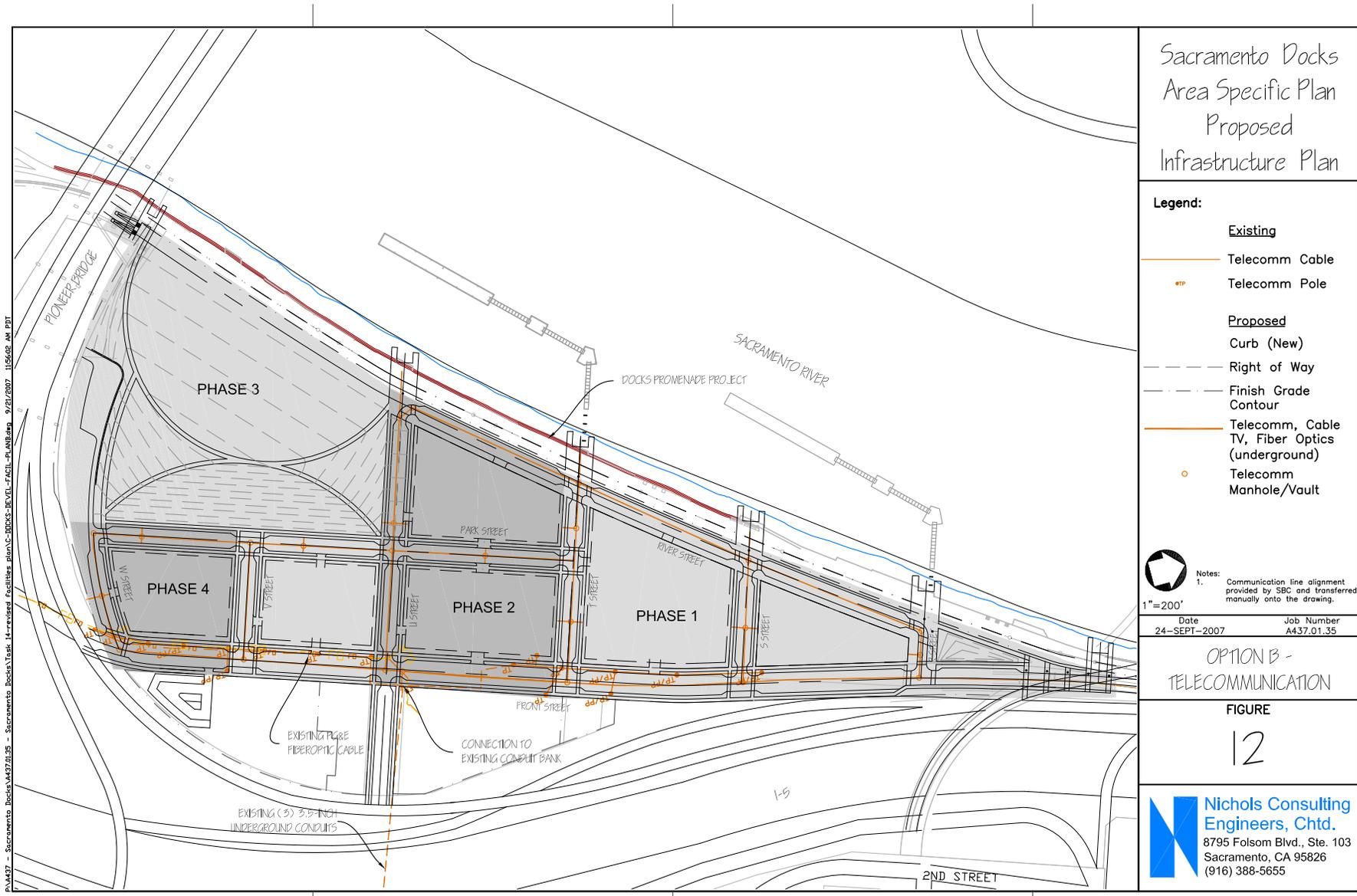
FIGURE  
8

**Nichols Consulting Engineers, Chtd.**  
8795 Folsom Blvd., Ste. 103  
Sacramento, CA 95826  
(916) 388-5655









P:\M47 - Sacramento Docks\A437.01.35 - Sacramento Docks\Task 14-revised Facility plan\CD-Docks-DEVELOPMENT-FACILITY-PLAN.dwg 9/21/2007 10:56:40 AM PPT

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## Appendix 2

### Preliminary Future Water Demand Calculations

Option A2

Planned:

- 29.17 acres Residential (1,155 DU, 1,100 sf per DU)
- 12.41 acres Commercial / Retail, and
- 3.37 acres of Parks

Given:

City of Sacramento average water demand by land use:

- Residential – High Density:  $Q_{Avg} = 4$  (acre-feet/acre-yr)
- Neighborhood Commercial (Retail):  $Q_{Avg} = 3$  acre-feet/acre-yr
- Parks and Recreation<sup>1</sup> :  $Q_{Avg} = 4.2$  acre-feet/acre-yr

Fire flow demand shall be 3,000 (gallons per minute) gpm in areas with commercial land use.

Find: Average day demand.

The average day demand based on the above numbers calculates to:

$$\begin{aligned}
 Q_{Avg} &= 4 \text{ acre-feet/acre-yr} \times 29.17 \text{ acres} = && 116.7 \text{ acre-feet/year} \\
 &+ 3 \text{ acre-feet/acre-yr} \times 12.41 \text{ acres} = && 37.2 \text{ acre-feet/year} \\
 &+ 4.2 \text{ acre-feet/acre-yr} \times 3.37 \text{ acres} = && 14.2 \text{ acre-feet/year} \\
 &= 168.1 \text{ acre-feet/year} \\
 &= 168.1 \times 1/365 \times 325,853 \text{ gal/acre-feet} = && 150,071 \text{ gpd}
 \end{aligned}$$

$Q_{Max}$  is calculated by multiplying  $Q_{Avg}$  by 1.8<sup>2</sup>.

$$Q_{Max} = 150,071 \text{ gpd} \times 1.8 = 270,128 \text{ gpd} (= 11,255 \text{ gph})$$

$Q_{Peak}$  is calculated by multiplying  $Q_{Max}$  by 1.3.

$$Q_{Peak} = 11,255 \text{ gph} \times 1.3 = 14,632 \text{ gallons per hour (gph)}$$

<sup>2</sup> Water District Master Plan, October 1996, Black & Veatch  
<sup>2</sup> Water District Master Plan, October 1996, Black & Veatch

$Q_{Max}$  plus fire flow equals:

$$270,128 / 24 / 60 + 3,000 = 3,188 \text{ gpm.}$$

Option B

Planned:

- 25.25 acres Residential (1,000 DU, 1,100 sf per DU)
- 5.58 acres Commercial, and
- 9.74 acres of Parks

Given:

City of Sacramento average water demand by land use:

- Residential – High Density:  $Q_{Avg} = 4$  (acre-feet/acre-yr)
- Neighborhood Commercial (Retail):  $Q_{Avg} = 3$  acre-feet/acre-yr
- Parks and Recreation<sup>1</sup> :  $Q_{Avg} = 4.2$  acre-feet/acre-yr

Fire flow demand shall be 3,000 (gallons per minute) gpm in areas with commercial land use.

Find: Average day demand.

$$\begin{aligned}
 Q_{Avg} &= 4 \text{ acre-feet/acre-yr} \times 25.25 \text{ acres} = && 101.0 \text{ acre-feet/year} \\
 &+ 3 \text{ acre-feet/acre-yr} \times 5.58 \text{ acres} = && 16.7 \text{ acre-feet/year} \\
 &+ 4.2 \text{ acre-feet/acre-yr} \times 9.74 \text{ acres} = && 40.9 \text{ acre-feet/year} \\
 &= 158.6 \text{ acre-feet/year} \\
 &= 158.6 \times 1/365 \times 325,853 \text{ gal/acre-feet} = && 141,590 \text{ gpd}
 \end{aligned}$$

$Q_{Max}$  is calculated by multiplying  $Q_{Avg}$  by 1.8<sup>2</sup>.

$$Q_{Max} = 141,590 \text{ gpd} \times 1.8 = 254,862 \text{ gpd} (=10,619 \text{ gph})$$

<sup>1</sup> Estimate of Ultimate Annual Water Use , Boyle Engineering, 1991  
<sup>2</sup> Water District Master Plan, October 1996, Black & Veatch

## Appendix 3

### Preliminary Future Storm Drain System Calculations

## Option A2

## Planned:

- 29.17 acres Residential (1,155 DU, 1,100 sf per DU)
- 12.41 acres Commercial / Retail, and
- 3.37 acres of Parks

## Given:

The percent impervious is calculated as the area weighted value using 80% impervious for high density residential, 95% for parking/roadway, 90% for commercial, and 5% impervious for parks<sup>1</sup>.

Find: 10-yr and 100-yr storm event flow rate and require pipe size.

$$Q_{\text{peak}} = kA^n$$

In which

- Q = peak flow in cfs  
 A = cumulative drainage area at a computational node point in acres  
 k = coefficient which is a function of percent impervious and given in Table 11.31(a)  
 n = exponent which is a function of percent impervious given in Table 11.31(a)

Using the given values, the weighted value for percent impervious calculates to approximately 80%. The following preliminary calculations estimate the expected peak flows once the project area has been developed. The portion of the project area that will be connected to a storm drain has an area of approximately 29.27 acres. Assuming that 80% of this area is impervious, the peak flow for the 10-year storm event calculates to

$$Q_{\text{peak}} = 2.04 \times 29.27^{0.819} = 32 \text{ cfs}$$

while the 100-year storm event calculates to

<sup>1</sup> Table 5-3 Sacramento City/County Drainage Manual, Volume 2

$$Q_{\text{peak}} = 3.15 \times 29.27^{0.798} = 47 \text{ cfs}$$

The minimum design velocity inside the storm drain pipes shall be two (2) feet per second (fps) while the maximum velocity shall not exceed 10 fps<sup>1</sup>. Storm drain lines not subject to surcharge (hydraulic grade line at or below top of pipe) shall be sized assuming the pipe is flowing at a depth of 0.8 the diameter (80% full). This means that the water depth in a 30-inch diameter pipe flowing at 80% is approximately 24 inches. Considering a minimum slope of 1 percent the maximum flow at 80% full in a new 30-inch PVC pipe would be approximately 52 cfs. The velocity would be approximately 12 fps.

## Option B

## Planned:

- 25.25 acres Residential (1,000 DU, 1,100 sf per DU)
- 5.58 acres Commercial, and
- 9.74 acres of Parks

## Given:

The percent impervious is calculated as the area weighted value using 80% impervious for high density residential, 95% for parking/roadway, 90% for commercial, and 5% impervious for parks<sup>2</sup>.

Find: 10-yr and 100-yr storm event flow rate and require pipe size.

$$Q_{\text{peak}} = kA^n$$

In which

- Q = peak flow in cfs  
 A = cumulative drainage area at a computational node point in acres

<sup>1</sup> Section 11, Drainage Design Standards

<sup>2</sup> Table 5-3 Sacramento City/County Drainage Manual, Volume 2

- k = coefficient which is a function of percent impervious and given in Table 11.31(a)
- n = exponent which is a function of percent impervious given in Table 11.31(a)

The percent impervious is calculated as the area weighted value using 80% impervious for high density residential, 95% impervious for roadway/parking, 90% impervious for commercial, and 5% impervious for parks<sup>1</sup>. Using these values, the weighted value for percent impervious calculates to approximately 60%. The following preliminary calculations should give an idea about the expected peak flows once the project area has been developed. The portion of the project area that will be connected to a storm drain has an area of approximately 29.27 acres. Assuming that 60% of this area is impervious, the peak flow for the 10-year storm event calculates to:

$$Q_{\text{peak}} = 1.9 \times 29.27^{0.813} = 30 \text{ cfs}$$

while the 100-year storm event calculates to

$$Q_{\text{peak}} = 2.86 \times 29.27^{0.797} = 42 \text{ cfs}$$

The minimum design velocity inside the storm drain pipes shall be two (2) feet per second (fps) while the maximum velocity shall not exceed 10 fps<sup>2</sup>. Storm drain lines not subject to surcharge (hydraulic grade line t or below top of pipe) shall be sized assuming the pipe is flowing at a depth of 0.8 the diameter (80% full). This means that the water depth in a 30-inch diameter pipe flowing at 80% is approximately 24 inches. Considering a minimum slope of 1 percent the maximum flow at 80% full in a new 30-inch PVC pipe would be 52.1 cfs. The velocity would be 12.38 fps.

<sup>1</sup> Table 5-3 Sacramento City/County Drainage Manual, Volume 2

<sup>2</sup> Section 11, Drainage Design Standards

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## Appendix 4

### Preliminary Future Sanitary Sewer System Calculations

**Option A2:**

## Planned:

- Residential: 1,155 (DU)
- Commercial development = 540,500 sf

## Given:

- 300 gpd flow per DU from Section 9, Sanitary Sewer Design Standards.
- Peaking factor found on Plate 9-2 of Section 9 to be 2.6.
- Average groundwater infiltration of 500 gpd per inch diameter per mile of sewer system.

Find: Design sewage flow rate.

Residential usage: 1,155 DU X 300 gpd = 346,500 gpd

Commercial development usage: 540,500 sf (12.4 acres) has approximately 8,200 gpd of sewer flow. (from the sewer flow graph in Section 9, Sanitary Sewer Design Standards).

Commercial development usage (alternative calculation):

(Basis: for infill areas where a sanitary sewer is existing the average flow for retail and office space (commercial) can be determined by using the flow of an Equivalent Single Dwelling unit (1 ESD = 400 gpd). Section 9.1.2 of the Sanitary Sewer Design Standards lists 0.2 ESD (80 gpd) per 1,000 sf of gross area for retail stores and office space. Therefore, the average flow from commercial spaces is estimated to be

$$Q = 540,500 / 1,000 \times 80 = 43,240 \text{ gpd}$$

This flow is considerably higher than the flow calculated using the average sewer flow curves. Considering the above calculated more conservative values the estimated average sewer flow is approximately

$$Q = 346,500 + 43,240 = 389,740 \text{ gpd}$$

The design flow shall be calculated by multiplying the average flow by a peaking factor, depending on the average flow, and adding average groundwater infiltration of 500 gpd per inch diameter per mile of sewer system. Based on an average flow of 390,000 gpd the peaking factor can be found on Plate 9-2 of Section 9 to be 2.6.

Infiltration rate:

$$1,700 \text{ ft long (18-inch) X 500 gpd per inch diameter per mile of sewer system X 1mile/5,280 lf X 18 inch} = 2,898$$

+

$$5,100 \text{ ft long (12-inch) X 500 gpd per inch diameter per mile of sewer system X 1mile/5,280 lf X 12 inch} = 5,795$$

$$= 8,693 \text{ gpd (8,700 gpd, approximately)}$$

Total design flow of approximately 390,000 x 2.6 + 8,700 = 1,022,700 gpd (1.58 cfs).

**Option B:**

## Planned:

- Residential: 1,000 (DU)
- Commercial development = 243,300 sf

## Given:

- 300 gpd flow per DU from Section 9, Sanitary Sewer Design Standards.
- Peaking factor found on Plate 9-2 of Section 9 to be 2.6.

Find: Design sewage flow rate.

Residential usage: 1,000 DU X 300 gpd = 300,000 gpd

Commercial development usage: 243,300 sf (5.6 acres) has approximately 8,200 gpd of sewer flow. (from the sewer flow graph in Section 9, Sanitary Sewer Design Standards).

Commercial development usage (alternative calculation):

(Basis: for infill areas where a sanitary sewer is existing the average flow for retail and office space (commercial) can be determined by using the flow of an Equivalent Single Dwelling unit (1 ESD = 400 gpd). Section 9.1.2 of the Sanitary Sewer Design Standards lists 0.2 ESD (80 gpd) per 1,000 sf of gross area for retail stores and office space. Therefore, the average flow from commercial spaces is estimated to be

$$Q = 243,300 / 1,000 \times 80 = 19,464 \text{ gpd}$$

This flow is considerably higher than the flow calculated using the average sewer flow curves. Considering the above calculated more conservative values the estimated average sewer flow is approximately

$$Q = 300,000 + 19,464 = 319,464 \text{ gpd}$$

The design flow shall be calculated by multiplying the average flow by a peaking factor, depending on the average flow, and adding average groundwater infiltration of 500 gpd per inch diameter per mile of sewer system. Based on an average flow of 320,000 gpd the peaking factor can be found on Plate 9-2 of Section 9 to be 2.6.

Infiltration rate:

$$1,600 \text{ ft long (18-inch)} \times 500 \text{ gpd per inch diameter per mile of sewer system} \times 1 \text{ mile} / 5,280 \text{ ft} \times 18 \text{ inch} = 2,727$$

+

$$4,900 \text{ ft long (12-inch)} \times 500 \text{ gpd per inch diameter per mile of sewer system} \times 1 \text{ mile} / 5,280 \text{ ft} \times 12 \text{ inch} = 5,795$$

$$= 8,295 \text{ gpd (8,300 gpd, approximately)}$$

Total design flow of approximately  $320,000 \times 2.6 + 8,300 = 840,300 \text{ gpd (1.30 cfs)}$ .

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**Appendix 5**  
**Preliminary Future Natural Gas Demand Calculations**

## Preliminary Future Gas Demand Calculation – Option A2

- Gas Demand Residential:

Planned: Proposed development = 1,155 DU (Dwelling Units)

Given: 0.05 mcf/hour-DU = 50 cf/ hour-DU; [1 mcf = 1,000 cf]

Calculate: Gas demand ( $G_{d,R}$ ) in cubic feet per day (cf/d)

$$G_{d,R} = 50 \text{ cf/hour-DU} \times 1,155 \text{ DU} = 57,750 \text{ cf/hour}$$

$$G_{d,R} = 57,750 \text{ cf/hour} \times 24 \text{ hour/day} = \underline{1,386,600 \text{ cf/day}}$$

- Gas Demand Light Commercial:

Planned: Proposed development = 540,500 sf

Given: 50 BTU/sf-hour  
Natural gas = 1,000 BTU/cf

Calculate: Gas demand ( $G_{d,C}$ ) in cubic feet per square foot and day (cf/sf-day)

$$G_{d,C} = 50 \text{ BTU/sf-hour} \times 24 \text{ hour/day} = 1,200 \text{ BTU/sf-day}$$

$$G_{d,C} = 1,200 \text{ BTU/sf-day} / 1,000 \text{ BTU/cf} = \underline{1.2 \text{ cf/sf-day}}$$

$$G_{d,C} = 1.2 \text{ cf/sf-day} \times 540,500 \text{ sf} = \underline{648,600 \text{ cf/day}}$$

- Total Demand Residential and Light Commercial:

$$G_{d,R} + G_{d,C} = \underline{1,386,600 \text{ cf/day}} + \underline{648,600 \text{ cf/day}} = \underline{2,035,200 \text{ cf/day}}$$

## Preliminary Future Gas Demand Calculation – Option B

- Gas Demand Residential:

Planned: Proposed development = 1,000 DU (Dwelling Units)

Given: 0.05 mcf/hour-DU = 50 cf/ hour-DU; [1 mcf = 1,000 cf]

Calculate: Gas demand ( $G_{d,R}$ ) in cubic feet per day (cf/d)

$$G_{d,R} = 50 \text{ cf/hour-DU} \times 1,000 \text{ DU} = 50,000 \text{ cf/hour}$$

$$G_{d,R} = 50,000 \text{ cf/hour} \times 24 \text{ hour/day} = \underline{1,200,000 \text{ cf/day}}$$

- Gas Demand Light Commercial:

Planned: Proposed development = 243,300 sf

Given: 50 BTU/sf-hour  
Natural gas = 1,000 BTU/cf

Calculate: Gas demand ( $G_{d,C}$ ) in cubic feet per square foot and day (cf/sf-day)

$$G_{d,C} = 50 \text{ BTU/sf-hour} \times 24 \text{ hour/day} = 1,200 \text{ BTU/sf-day}$$

$$G_{d,C} = 1,200 \text{ BTU/sf-day} / 1,000 \text{ BTU/cf} = \underline{1.2 \text{ cf/sf-day}}$$

$$G_{d,C} = 1.2 \text{ cf/sf-day} \times 243,300 \text{ sf} = \underline{291,960 \text{ cf/day}}$$

- Total Demand Residential and Light Commercial:

$$G_{d,R} + G_{d,C} = \underline{1,200,000 \text{ cf/day}} + \underline{291,960 \text{ cf/day}} = \underline{1,491,960 \text{ cf/day}}$$



---

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[www.wrtdesign.com](http://www.wrtdesign.com)

Attachment 5 Resolution for Design Guidelines

**RESOLUTION NO. 2009-**

Adopted by the Sacramento City Council

**ADOPTING THE DESIGN GUIDELINES  
FOR THE SACRAMENTO DOCKS AREA  
LOCATED GENERALLY SOUTH AND EAST OF THE SACRAMENTO RIVER,  
NORTH AND WEST OF I-5 AND INTERSTATE 50 (P08-058)**

**BACKGROUND**

- A.** On September 17, 2008, the Design Commission conducted a public hearing, and forwarded to the City Council its recommendation of approval of the Sacramento Docks Area Design Guidelines.
- B.** On October 8, 2009, the Planning Commission conducted a review and comment on the Sacramento Docks Area Specific Plan project and the Sacramento Docks Area Design Guidelines. On November 12, 2009, the Planning Commission conducted a public hearing, and forwarded to the City Council its recommendation of approval of the Sacramento Docks Area Specific Plan project and the Sacramento Docks Area Design Guidelines.
- C.** On December 15, 2009, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code sections 17.204.020(C), 17.208.020(C) and 17.200.010(C)(2)(a), (b), and (c)(publication, posting, and mail 500'), and received and considered evidence concerning the Sacramento Docks Area Specific Plan project and the Sacramento Docks Area Design Guidelines.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL  
RESOLVES AS FOLLOWS:**

- Section 1. Based on the verbal and documentary evidence received at the hearing on the Sacramento Docks Area Specific Plan, the City Council finds that adoption of the Sacramento Docks Area Design Guidelines are consistent with Chapter 17.132 of the City Code, the Sacramento Docks Area Specific Plan, and the 2030 General Plan.
- Section 2. The Environmental Impact Report and Mitigation monitoring Program for the Sacramento Docks Area Specific Plan, which included all of the impacts associated with adoption and implementation of the proposed Specific Plan, rezoning the properties to General Commercial (C-2) Zone, and adoption of the Sacramento Docks Area Design Guidelines, have been adopted by resolution as of the same date set out above.

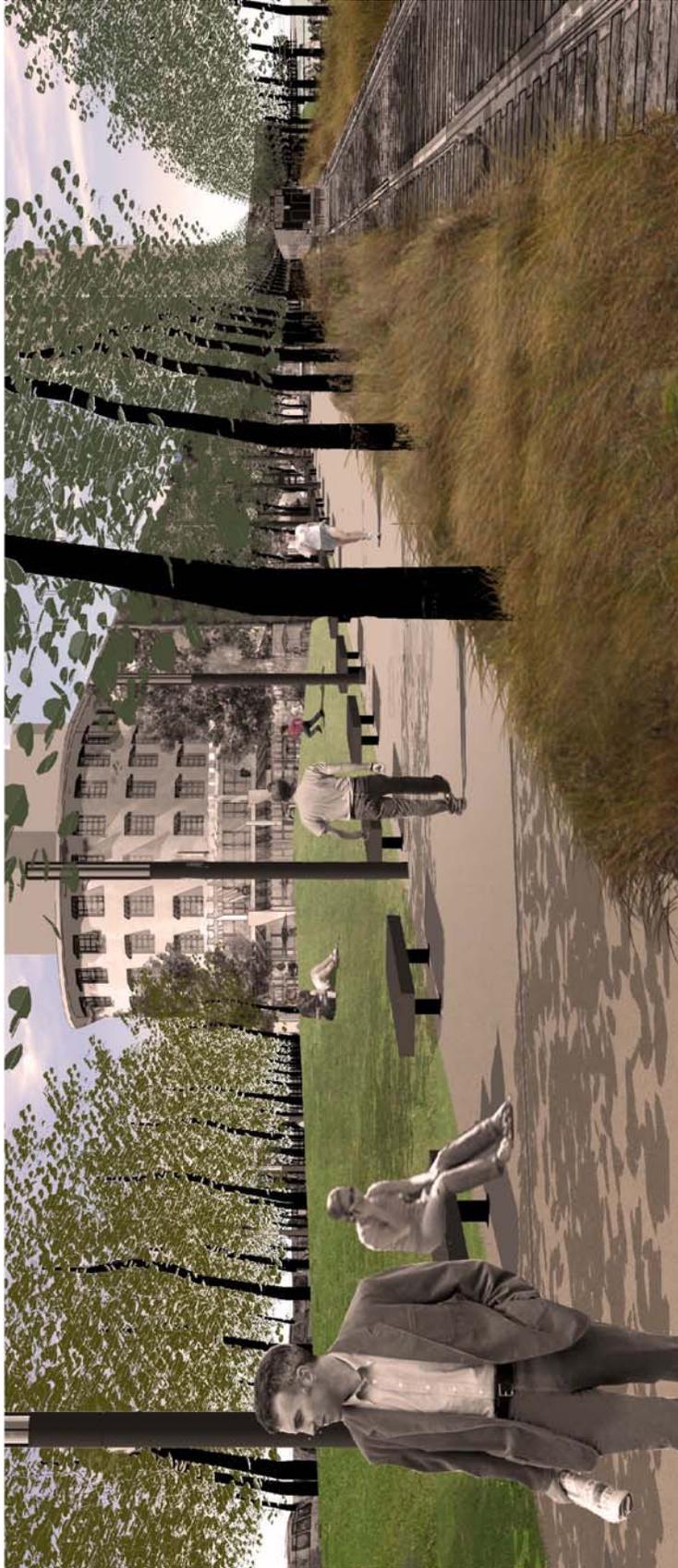
Section 3. The City Council hereby adopts the Sacramento Docks Area Design Guidelines as set out in Exhibit 5A, based on Option B. The Sacramento Docks Area Design Guidelines shall apply within the Sacramento Docks Area portion of the Central City Design Review District.

**Table of Contents:**

Exhibit 5A – Sacramento Docks Design Guidelines

Exhibit 5A

Sacramento Docks Design Guidelines



# SACRAMENTO DOCKS AREA DRAFT URBAN DESIGN GUIDELINES

AUGUST 2008



# **SACRAMENTO DOCKS AREA**

## *DRAFT* URBAN DESIGN GUIDELINES

Prepared for

**City of Sacramento**  
**Economic Development Department**

Prepared by

**Wallace Roberts and Todd / Solomon E.T.C.**

In conjunction with

**Nichols Consulting Engineers**

**DKS Associates**

**DRAFT**  
**August 2008**

# ACKNOWLEDGEMENTS

## **City of Sacramento**

### **Economic Development Department**

Leslie Fritzsche, Downtown Development Manager  
Beth Tincher, Senior Project Manager

### **KSWM Docks Partners**

(Master Developer Team with exclusive right to negotiate)

### **Kenwood Investments, LLC**

Bethany Fischer

### **Wilson Meany Sullivan**

Todd Saunders, Partner

### **Stockbrige Capital Partners**

Stephen Pilch

## **Project Consultant Team**

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Susan Poliwka, LEED AP, Project Planner  
Julie Peng, LEED AP, Project Landscape Architect  
Josh Kent, Project Designer

### **WRT / Solomon, E.T.C.**

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Jeff Ream, Urban Designer  
Kimberly Perette, Graphics

## **Associated Consultants**

### **Nichols Consulting Engineers - Infrastructure**

Greg Fasiano, Principal  
Franz Haidinger, Project Engineer

### **DKS Associates - Transportation**

Pelle Clark, Project Engineer

# CONTENTS

<b>1</b>	<b>INTRODUCTION &amp; VISION</b>	
	Introduction .....	1-1
	Vision .....	1-5
	Guiding Principles .....	1-7
	A New Riverfront Neighborhood .....	1-8
	Sustainability.....	1-10
	Distinctive New Riverfront Parks .....	1-12
<b>2</b>	<b>URBAN DESIGN GUIDELINES</b>	
	Introduction.....	2-1
	Topographic Conditions .....	2-2
	Influences and Adjacencies .....	2-3
<b>2a</b>	<b>2A URBAN DESIGN: PRIVATE REALM</b>	
	Private Realm Policies .....	2a-2
	Block and Street Right-of-Way Dimensions.....	2a-5
	Build-to/Setback Lines & Easements .....	2a-9
	Entrances & Ground Floor Uses .....	2a-13
	Off-Street Parking: Types.....	2a-16
	Off-Street Parking: Locations / Access.....	2a-17
	Precedents of Building Types .....	2a-21
	Building Types.....	2a-21
	Facades.....	2a-28
	Signage .....	2a-33

**2b**

**2B URBAN DESIGN: PUBLIC REALM**

Public Realm Policies ..... 2b-2  
Landscapes ..... 2b-3  
Public Parks and Open Space ..... 2b-5  
Streetscapes ..... 2b-15  
Street Types ..... 2b-18  
Signage ..... 2b-34

# INTRODUCTION & VISION

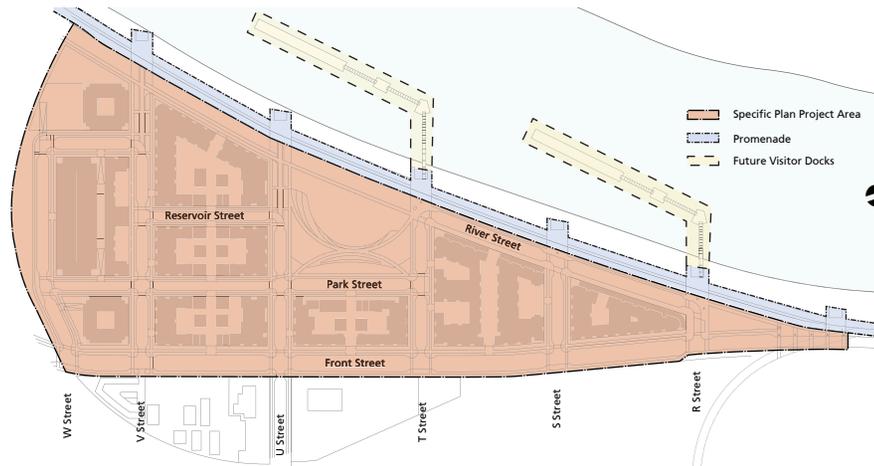
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## Introduction



Front Street and R Street Park - A gateway to a new riverfront neighborhood: The Docks Area

The Docks Area Specific Plan creates planning and design standards for the redevelopment of approximately 29-acres of land along the Sacramento riverfront, just south of Tower Bridge, in an area known as the Docks Area. This Specific Plan represents the final stage in a planning process that includes the Sacramento Riverfront Master Plan (2003) and the Docks Area Concept Plan (2005). Building upon the principles and concepts set forth in these previous efforts, the Specific Plan, along with this companion document--the Sacramento Docks Area Urban Design Guidelines--provides a comprehensive vision for the Docks Area, along with goals, policies and development standards to guide future public and private actions necessary to achieve that vision. The Specific Plan and Urban Design Guidelines also serve as the mechanisms for insuring that future development and infrastructure will be feasible, coordinated and efficient.



Project Boundary (overlaid over Option A)

**Specific Plan Area Context**

The project area is located within the City of Sacramento, California, along the Sacramento River. The triangularly-shaped 29.3-acre property is bounded by the Sacramento River to the west, elevated Interstate 5 (I-5) to the east, and Highway 50 to the south. The project area is parallel to the Sacramento River, south of Old Sacramento, and separated from Downtown Sacramento by I-5.



Regional Context



Sacramento Context



Project Area Context

## **Intent of the Docks Area Urban Design Guidelines (UDG)**

The Docks Area Specific Plan & Urban Design Guidelines are the overarching policy documents that guide development within the Docks Area Planned Unit Development (PUD). The Urban Design Guidelines aim to promote the improved aesthetic and functional quality of the Docks Area neighborhood by providing specific guidance on matters relating to the project framework, development regulations and permitting. Design guidance in written and graphic form addresses both private and public projects undertaken in the Docks Area Planned Unit Development. The PUD is henceforth referred to as the Docks Area

The purpose of adopting the Docks Area Specific Plan and Urban Design Guidelines is to implement the planning principles, goals and policies of the Specific Plan by establishing necessary procedures and provisions. The Docks Planned Unit Development Guidelines are adopted under the provisions of Chapter 17.180 of the Sacramento City Code.

In the interest of making these documents as concise as possible, there is very little overlap between them. As such, parties who are

interested in developing properties within the Plan Area must consult each of these documents prior to construction.

## **Relationship of Docks Area Urban Design Guidelines to the CCUDGP**

The Docks Area Plan fits into a broader urban context in Sacramento, that of the central City. The long-term vision for the Docks is to complement and extend the strengths of the existing urban setting. For this reason, the Docks Planned Unit Development Guidelines can be thought of as one component of the 2007 Central City Urban Design Guidelines and Plan (CCUDGP), the policy document providing guidance to all decisions relating to the physical form and character of the central City.

The organization and format of these guidelines is derived from the CCUDGP, and relevant guidelines from the CCUDGP have been incorporated into this document. The intention is that, at a later date, the Docks Area Urban Design Guidelines will be incorporated into the CCUDGP, and the provisions of the CCUDGP that are not addressed in these guidelines and do not conflict with these guidelines may be adopted into the Docks Area.



The Docks Area is an active new riverfront neighborhood that balances inviting public open space with mixed-use development.

## Vision

The Docks Area Urban Design Guidelines provide the detailed guidance needed to support the Specific Plan to create an active new riverfront neighborhood that balances mixed-use development with inviting public open space. The Plan achieves this balance by taking advantage of the natural splendor of the Sacramento River and orienting new development and distinctive riverfront parks to the waterfront. The mix of residential, commercial and office uses will provide a compact, pedestrian oriented neighborhood where people live, work, dine, shop and play with a strong sense of connection to their neighbors and to the Sacramento River.

In order to facilitate a more sustainable form of urban life, the Docks Area Urban Design Guidelines & Specific Plan advances the vision set forth in the Sacramento Riverfront Master Plan of creating a high-quality riverfront public space and surrounding it with a vibrant, urban neighborhood. The compact, mixed-use Docks Area neighborhood will begin to reverse trends

of suburbanization and resource waste while providing a richer social experience for those who live, work, shop and recreate within it. In addition to reducing transportation impacts on the environment, the plan addresses development impacts by promoting green building practices, as well as best practices for reducing urban runoff pollution to the maximum extent practicable.

The vision for the site is to create a new high-density residential neighborhood with as many as 1,155 dwelling units comprised of a variety of dwelling types, riverfront-facing retail spaces, new commercial office space and new parks. The proposed pattern of streets and blocks, together with mid-block alleys, recalls the traditional pattern of Sacramento's street grid, thereby symbolically reconnecting the neighborhood with those on the other side of the freeway. All letter-named, or "Alphabet" streets, and alleys lead to the river, creating a permeable block pattern and multiple pedestrian routes. Streets have been designed to encourage walking and biking, and to manage and treat stormwater flows.

Through a deliberate urban design approach, ample open space integrated into the neighborhood will provide both an amenity that supports the new neighborhood and an expansion of the regional riverfront recreation system that supports Downtown, Old Sacramento and the tourist industry.

In addition to carefully designed streets and open spaces, the plan proposes a strong definition of the public realm through the urban design of its buildings. By lining the edge of blocks with a typically continuous building line of properties, walls and frontage details, it establishes an active frontage and strong street enclosure. These active building frontages will further animate the public realm through design elements such as stoops, porches and other articulated building entrances.



This neighborhood street, River Street, functions as a linear plaza and active retail destination along the riverfront.

## Guiding Principles

The Sacramento Riverfront Master Plan (SRMP), completed in July 2003, identified the Docks Area as a critical opportunity site for redevelopment.

The subsequent Docks Area Concept Plan (2005) set forth four objectives for the Docks Area:

1. Create a New Riverfront Neighborhood;
2. Create Parks and Open Space for a New Neighborhood;
3. Strengthen Riverfront Promenade Connections; and
4. Provide Access to the Water's Edge.

In addition, the following concepts were identified as key elements during the Sacramento Riverfront Master Plan process, refined by the Docks Area community outreach process, and now underlie this Plan:

- A new riverfront mixed-use neighborhood;
- Public access to an animated riverfront;
- New public open space including greenways and a Riverfront Promenade;
- A pedestrian orientation;
- Medium- to high-density development with building heights designed to maximize views to the river;
- Pedestrian and bicycle access integrated throughout the project area; and
- Linkages to adjacent neighborhoods.

The Docks Area is also a designated redevelopment area, and the plan responds to additional objectives of the Sacramento Housing and Redevelopment Agency for the planning area:

- Redevelopment of a brownfield site;
- New housing that embodies smart growth principles and takes advantage of the Project Area's proximity to downtown;

- Development that maximizes alternative modes of transportation;
- Development that uses sustainable and green building concepts;
- Development that takes advantage of limited opportunities for riverfront development;
- Development that bolsters the economic viability of Old Sacramento and Downtown; and
- Development that enhances property values.

The Docks Area Specific Plan and Urban Design Guidelines have built upon the design concepts developed for the Concept Plan to create a realistic development project that remains true to these guiding principles and objectives for the Docks Area.



Typical block with high-rise residential tower



Sidewalk, stoops and planters help to create an intimate neighborhood street. *North Park, San Jose, CA*

## A New Riverfront Neighborhood

### Addressing the Levee and Site Grading

The Docks Plan establishes building grades at or near the levee level to enhance visual and functional connections to the river. This is accomplished by elevating the building levels with structured podium parking. The streets will be built up on fill material so that structured parking is buried in relation to the streets. The Alphabet streets (R, S, T, U, V, etc.) can then slope from River Street – at the levee level – back down to Front Street. More information on grading can be found in Chapter 6: Infrastructure.

### Creating a Neighborhood through Building Types

The proposed development will contain a mix of predominately residential uses with a critical amount of corresponding ground-floor retail space. Residential development in the Docks Area will be strongly oriented to the river and open space within the development, and buffered from Highway 50 with office development on the southern side. Office uses are proposed for the southern blocks closest to Pioneer Bridge (I-50), where overshadowing, noise and the potential for airborne pollution are most significant. A buffer of office towers and their structured garages can help separate the

residential blocks from the freeway.

Sufficient housing density will provide the critical residential mass to create a vibrant waterfront neighborhood. A variety of building types, including low-, medium- and high-rise, are integrated within the neighborhood. The mix of building types along with varied architectural designs are intended to create a complete neighborhood that appears to have grown incrementally and organically over time.

Further discussion of building design is included in the “Private Realm” section of Chapter 2: Urban Design Guidelines.

### Differentiating Public, Semi-public and Private Space

The development schemes carefully differentiate between public space, semi-public space and private space to allow extensive public and private uses to simultaneously thrive within the Docks Area. The public space is designed to promote as much public access and use of the riverfront as possible, and includes parks, plazas, streets and the Promenade. The semi-public space is intended to provide clear but unobtrusive transitions between public and private spaces, and includes mid-block alleys, residential stoops and entries, and selected interior courts and garden spaces. The private

spaces are intended to provide residents and businesses a full range of amenities, and include rooftop gardens, private structured parking areas and other selected interior courts or gardens.

### Making Livable Streets and Blocks

A fine-grained street and block pattern is established to provide a walkable neighborhood. Proposed streets have been designed for pedestrian comfort. To promote a more human scale, interior neighborhood streets are narrow, and have one traffic lane in each direction, on-street parking and ample sidewalks lined with street trees. Mid-block alleys are also provided to create alternate pedestrian routes and access to semi-private interior courts and gardens.

Building façades are to be built at the back edge of the sidewalks with minimal to no setbacks, strengthening the relationship between pedestrians and ground-floor uses. As demonstrated by nearly all successful urban areas, this type of frontage is a prerequisite for neighborhood street life. Further discussion of streets and other public spaces is included in the “Public Realm” section of Chapter 2: Urban Design Guidelines.



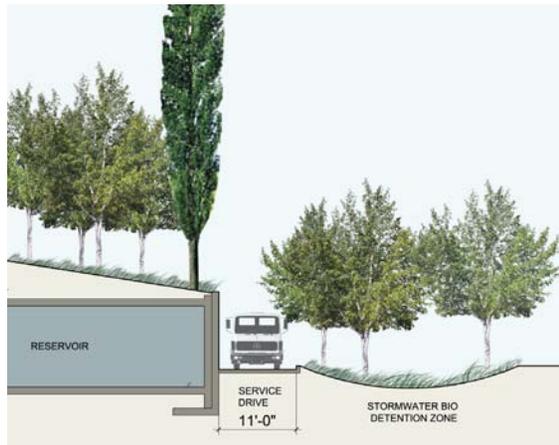
Livable Streets: A typical “Alphabet Street” adjacent to Docks Park and terminating on the river.

### River Street: A Vibrant Pedestrian Street

River Street is envisioned as a new riverfront retail and entertainment destination for Sacramento. To take advantage of the unique riverfront location and its proximity to Old Sacramento, approximately 40,000 square feet of ground-floor retail space is strategically placed along River Street just south of R Street Park.

Desired uses include cafés, restaurants, shops, music venues, etc. A second floor of retail use is permitted to maximize the amount of outdoor café and restaurant seating with river views. This retail corridor will offer a destination for local residents as well as entice visitors from Capitol Mall and Old Sacramento.





Stormwater detention zone on southern edge of property.

### Natural Resources and Habitat

By integrating natural stormwater management techniques into the design of parks and public streets, the plan will yield multiple benefits, including reducing the volume and flow of stormwater runoff, improving water quality through natural filtration of runoff, securing land for open space, and educating the public through the revelation of ecological systems.

The Docks Area landscape concept integrates native planting areas in order to enhance ecological function and specifically, habitat value. The two main opportunities for these habitat zones are within forested zones in Docks Park and within wetland zones in the water detention zones.



Raingarden - Portland, OR

### The Built Environment

In addition to overall site design, the buildings in the Docks Area themselves have tremendous potential for contributing to improved environmental performance. Areas where environmental improvements can be made include energy efficiency (including on-site renewable energy), water efficiency (reuse and conservation), selection of materials and resources, and indoor air quality.

With the imminent dangers of global warming, new buildings should be designed to be sustainable, especially with respect to energy performance. This is important for a city like Sacramento, located in a predominantly warm and dry climate.



Green roofs aid in stormwater management and energy efficiency.

A reduction of environmental impacts should be established as a goal from the outset of architectural design. Building design, construction and operation should attempt to reduce CO2 emissions and achieve high energy performance. Development should be built and designed according to current building standards and best practices. All retail, commercial and hotel buildings should achieve LEED Silver certification. Residential development shall meet Enterprise Green Communities criteria, or follow the Green Multi-family Design Guidelines by the California Integrated Waste Management Board. (An alternate rating system may be proposed by the project team, subject to approval by the planning reviewer.)



Docks Park



R Street Park

## Distinctive New Riverfront Parks

The objectives of open space and development are seen as interrelated in achieving a more sustainable and higher quality of life, both in the social and natural realms. In creating this new neighborhood, the Plan prioritizes defining and strengthening the public networks that will support development, facilitate recreation, increase access and improve city services. The Specific Plan is predicated on the conviction that numerous benefits will accrue from both public and private investment in providing open space resources. The riverfront's value as a regional recreational amenity will be enhanced through improvements to the public realm, but so will the Area's economic vitality and the quality of life for those who will work and reside here. The public spaces within the Docks Area strive to achieve the following benefits:

- Improved public health and safety as a result of flood control improvements;
- Enhanced community character and sense of place;
- An attractive and distinctive image for the Docks Area that will help retain and attract desirable businesses;
- A high-quality environment for Docks Area residents and employees;

- Increased opportunities for passive and active outdoor recreation associated with urban parks and improved access to the Sacramento River;
- Expansion of the urban forest through the planting of street and park trees.

Implementing these concepts is critical to establishing a successful neighborhood that contains the active, pedestrian-oriented, and mixed-use character envisioned for the Docks Area.

### Docks Park

The anchor use of the Docks Area is a new riverfront park located strategically between Tower Bridge and Miller Park. The Docks Park will be one in a series of signature public spaces along the riverfront envisioned by the Sacramento Riverfront Master Plan. The park will combine formal and informal activity spaces to serve both as an amenity to new development as well as an important part of Sacramento's regional park system. Of the two possible park locations, a centrally located park would become the centerpiece of the new neighborhood. Flanking the park with development on three sides would create more eyes on the street--a contrast with current conditions at Miller Park.

### R Street Park

At the northern terminus of the Docks Area, R Street Park will serve as a gateway for people entering from the north and the east. It will connect directly to the planned R Street bicycle/pedestrian bridge and the Riverfront Promenade. R Street Park will serve as an inviting space for relaxation and reflection, with lawn, benches, and small water features.

### Sacramento Riverfront Promenade

An extension of the Riverfront Promenade, from the current terminus at O Street connecting south to Miller Park, is a separate project from this Specific Plan, and will be implemented by the city through a separate planning process. The Promenade accommodates pedestrian and bicycle circulation as well as riverfront seating, access to scenic lookouts and ultimately, connections to visitor docking. From the perspective of the Docks Area, the Promenade project is most important in providing critical, direct and attractive pedestrian connection to Old Sacramento and Downtown, including:

- Old Sacramento to Miller Park
- Downtown to the Promenade via R

### Street Bridge

- Eventual pedestrian bridge to West Sacramento at R Street
- Broadway Avenue to the River District and the Railyards
- Central Loop in Sacramento River Master Plan

The design of the Docks Area streets and parks has been coordinated in detail with the Promenade design team. Their joint function is critical to the success of the Docks Area.

# URBAN DESIGN GUIDELINES

2

## Introduction

The Docks Area Urban Design Guidelines provide the detailed guidance to direct the design of private and public improvements to transform the underutilized post-industrial landscape of the Docks Area into a vibrant neighborhood and a unique recreation destination. In order to realize this goal, the guidelines and standards in this chapter focus on achieving a series of specific objectives relative to the area's physical form and character. Overall, the design guidelines and development standards are intended to promote:

- A visually and aesthetically distinctive identity for public and private open spaces that links the urban area to the Sacramento River and Promenade.
- A pattern and scale of development that creates a well-defined, human-scale environment that incorporates active, pedestrian-oriented, street-level uses to animate and enliven the public realm;
- Well-designed buildings that contribute a sense of quality and permanence to the Docks Area;
- A system of public and private parking structures and rear-loaded parking areas that reduce the visual and spatial prominence of the automobile.
- A safe and attractive system of streets and parks that provides graciously scaled public spaces that support and promote an active pedestrian environment;



Docks Park (Option A)

Recognizing that these objectives address public as well as private property and will be implemented by both the City and private developers, the Urban Design Guidelines and development standards are divided in to two sections, Public Realm and Private Realm, which provide detailed descriptions and standards for achieving the goals of the plan. The Public Realm Design Guidelines address the design of improvements within public areas associated with the Docks Area's systems of parks and streets. The Private Realm guidelines address the design of all new private development within the blocks. The public and private design guidelines are intended to complement one another. However, the distinction between the public and private realms also recognizes that the challenge of creating a distinctive identity and sense of place for the Docks Area will be equally dependent on

the design of both public and private realms.

### Topographic Conditions

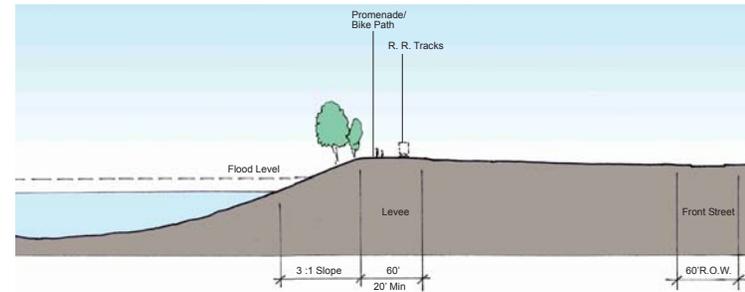
The levee condition in the Docks Area poses challenges as well as opportunities for the design of both public space and private development. In order to strengthen connections to the riverfront and protect against flooding, the specific plan seeks to raise the ground level through a multi-faceted strategy that includes public streets, parks and developed areas. Public parks for both Alternative A and B will be graded to maximize recreational areas that slope towards, and thereby provide views of, the Sacramento River. In Alternative B, the plan proposes reclaiming the reservoir's roof—roughly at the same level as the levee top—as usable park land. A new green roof will allow for the soil and plantings needed to create a park at a height that provides strong visual connections to the riverfront.

Similarly, the plan proposes to raise building grades up to the levee top along the riverfront to enhance views and connections to the parks and riverfront. Structured parking will elevate buildings' "ground floors" up to the levee level. New adjacent streets will be built on fill material at the level of the building entries, burying the structured parking in relation to the north-south streets. The east-west Alphabet streets will slope

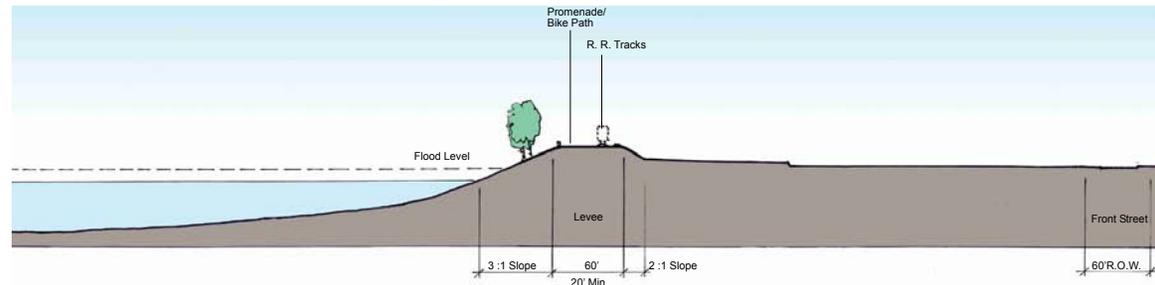
from the levee level down to Front Street at its current level. Streets will be graded to maximize the amount of stormwater captured in the bioswale network, which will drain water away from the levee eastward and southward into a stormwater detention area. Most of the grade change will occur in the first block between Front Street and Park Street. (for more detail refer to Specific Plan grading diagram in Chapter 6: Infrastructure).

### Influences and Adjacencies

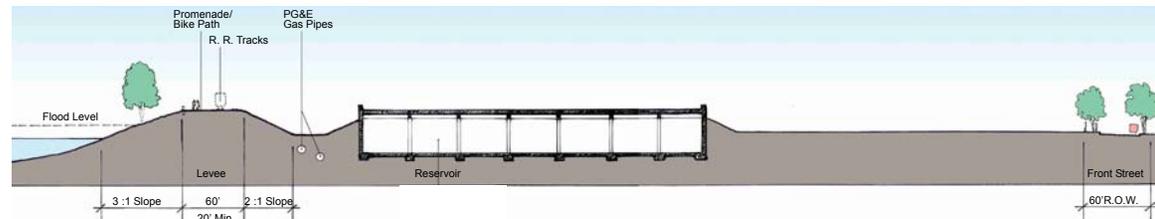
The Pioneer Bridge (Business 80 / SR 50) to the south and I-5 to the east cause significant impacts to the site, including shadows, noise and air pollution. The accompanying Specific Plan along with these design guidelines address these impacts on several levels. The land use plan locates residential uses away from the freeway, and places office uses on the blocks immediately adjacent to the freeway, which can be designed to address air and noise.



Section A: Existing Condition Through Project Site at S Street



Section B: Existing Condition Through Project Site at U Street



Section C: Existing Condition Through Project Site at Pioneer Reservoir



Key Plan: Existing Site

## 2A URBAN DESIGN: PRIVATE REALM



Townhouses



Low-rise Stacked Units



High-rise Stacked Units

The Urban Design Guidelines for the Private Realm address the design of private development for all areas outside of the public right-of-way. These are defined by the proposed street and block pattern that creates a series of parcels for development.

The guidelines define the following:

- Land use and building type locations, and building configurations
- Maximum bulk and heights allowed
- Mid-block passages intended to create a permeable framework for pedestrian access to the river
- Retail frontage locations
- Street-wall build-to lines and required setbacks
- Definition of façade articulation and permitted encroachments within the street-wall setbacks
- Preferred locations for building entrances and garages
- Parking garages

## Private Realm Policies

**Policy 5a.1:** New private development in the Docks Area shall contribute to a high quality street environment by creating a strongly defined street-wall and articulated facades providing interest and promoting “eyes-on-the-street” and social interaction.

**Policy 5a.2:** New private development in the Docks Area shall have a mix of uses that is predominately residential with some supporting retail and office in order to provide the critical mass of residents and workers to create an active and vibrant residential district on the Downtown waterfront.

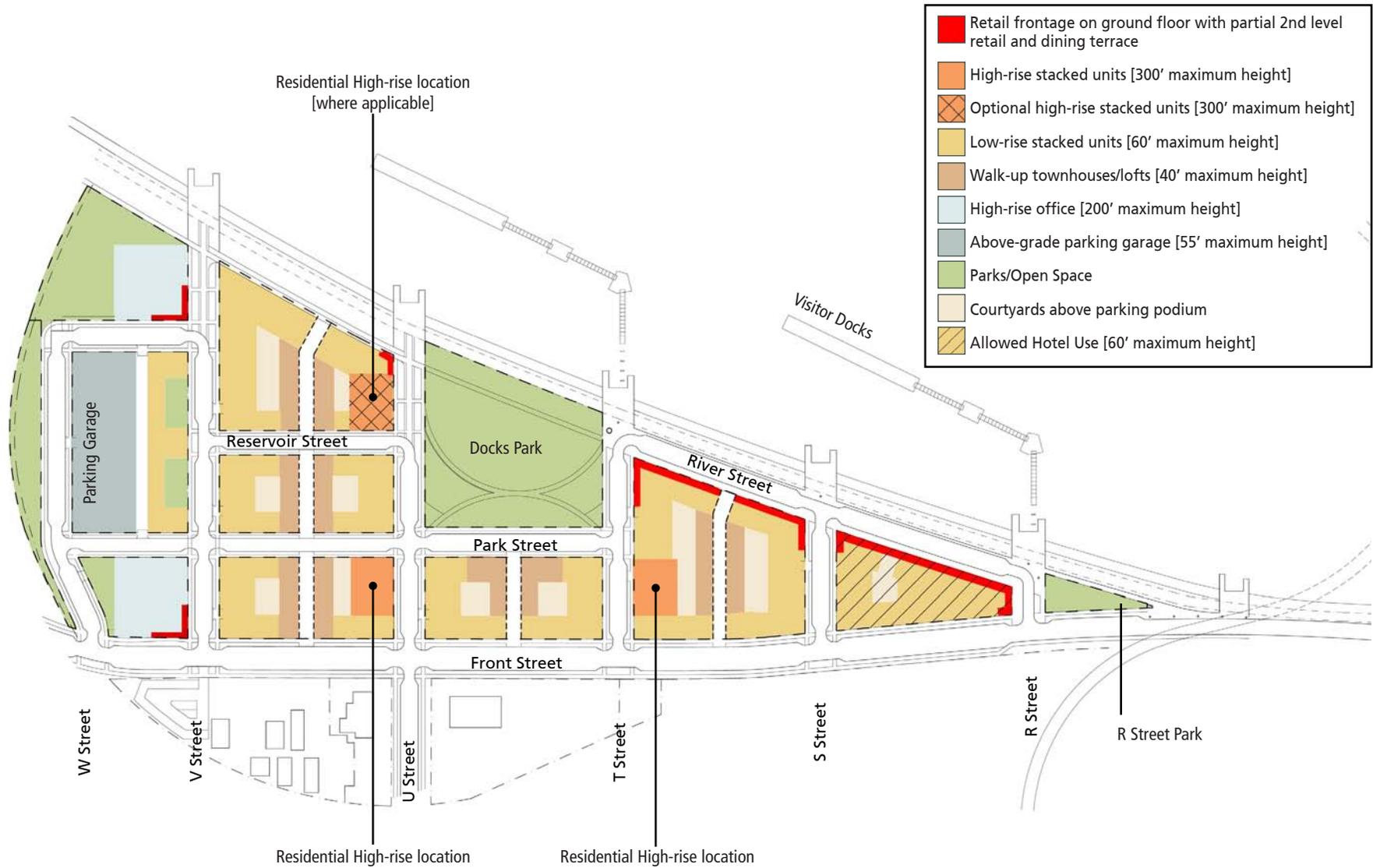
**Policy 5a.3:** New private development in the Docks Area shall be scaled appropriately in terms of bulk and height to create a comfortable, pedestrian-scaled district which allows ample solar access and ventilation to streets, parks, courtyards, businesses and residences.

**Policy 5a.4:** A variety of building types and densities will provide variation in the district creating a sense of organic, varied, incremental growth and further promoting a sense of a pedestrian urban village.

**Policy 5a.5:** A mix of neighborhood-serving and visitor-serving retail will be concentrated in a limited area in order to promote synergy between retailers and restaurants and help create an active waterfront destination.

**Policy 5a.6:** Parking facilities other than on-street parking will be hidden from view either by being below grade, wrapped with residential or retail uses or screened with landscaping (as in the case of the office towers parking). None shall front on prominent streets in the district.

**Policy 5a.7:** Green design principles shall be applied to all buildings in the district and shall either follow LEED standards (for retail and commercial buildings) or Enterprise Green Communities or Green Multifamily Design Guidelines by the California Integrated Waste Management Board (for Multifamily residential buildings).



# REGULATING PLAN

## OPTION A1 + A2

SACRAMENTO DOCKS AREA SPECIFIC PLAN

2a

URBAN DESIGN: PRIVATE REALM

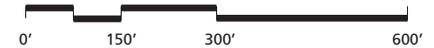




# REGULATING PLAN

## OPTION B

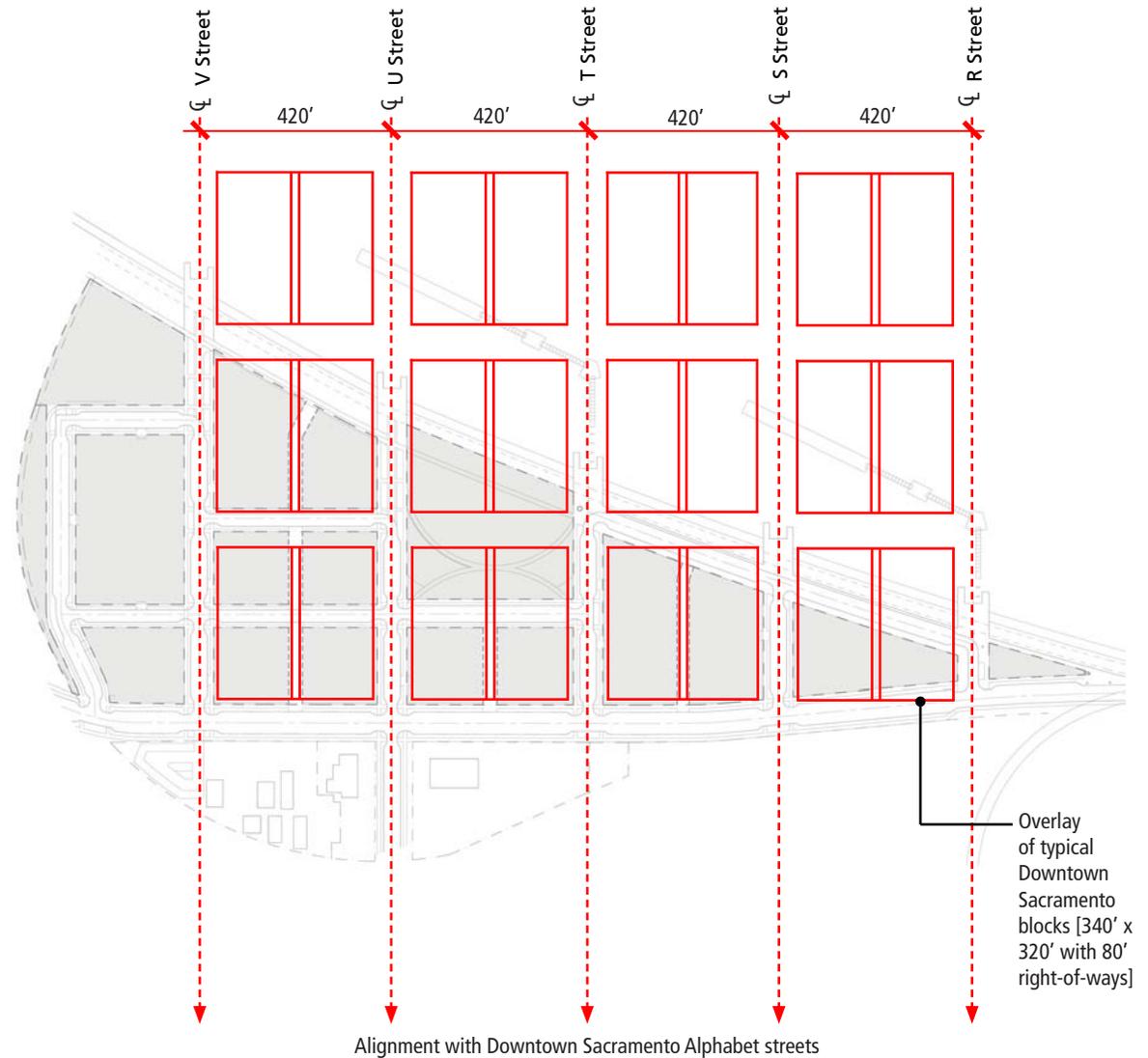
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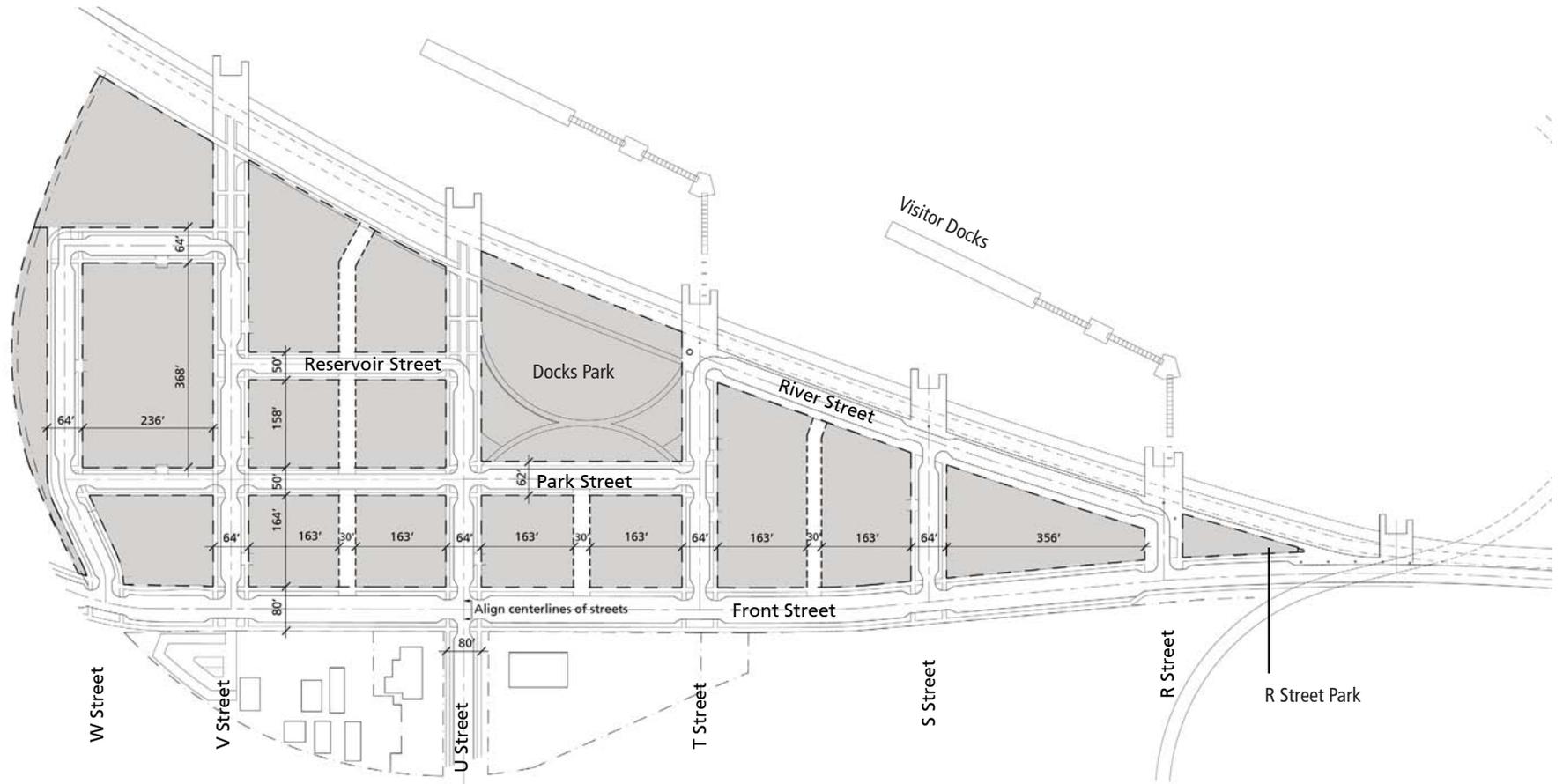


## Block and Street Right-of-Way Dimensions

The size and scale of the urban pattern is based on the historic grid of Sacramento set out in John Sutter Jr.'s plan of 1849, with block dimensions measuring 420 feet from center line of street to center line of street. The center lines of the Docks Area Alphabet streets align with the center lines of these same streets on the other side of I-5, thus the blocks are an extension of the historic grid. East-West alleys bisecting the blocks are also an extension of the historic pattern.

Street dimensions differ from those in Downtown Sacramento. In order to create a more intimately scaled residential district, right-of-way dimensions are narrower than the typical 80' right-of-way. Alleys are wider than the typical 20' Downtown Sacramento alley, in order to function as small residential streets and create a finer grain of residential frontage.



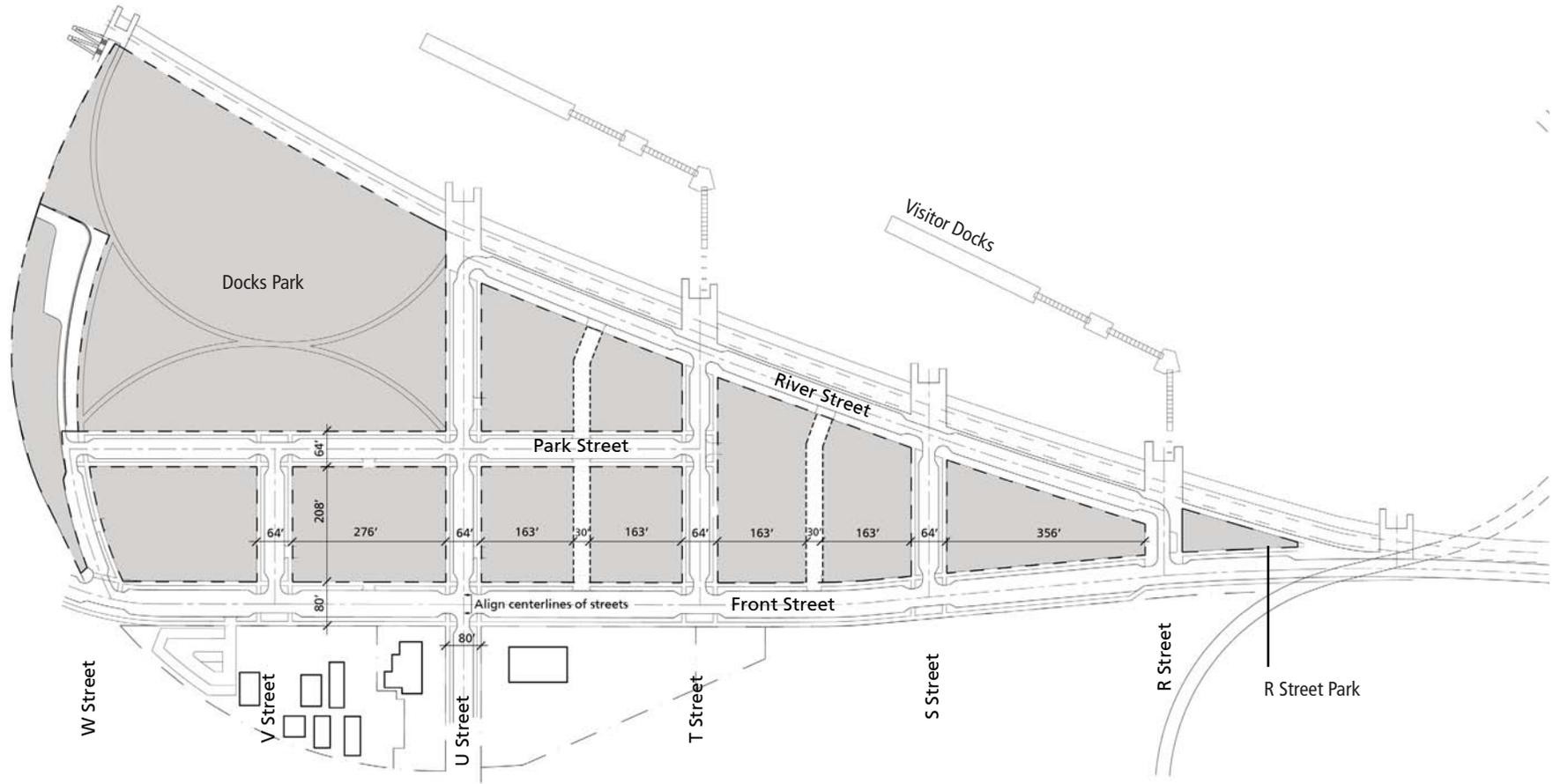


# SITE DIMENSIONS

## OPTION A1 + A2

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# SITE DIMENSIONS

## OPTION B



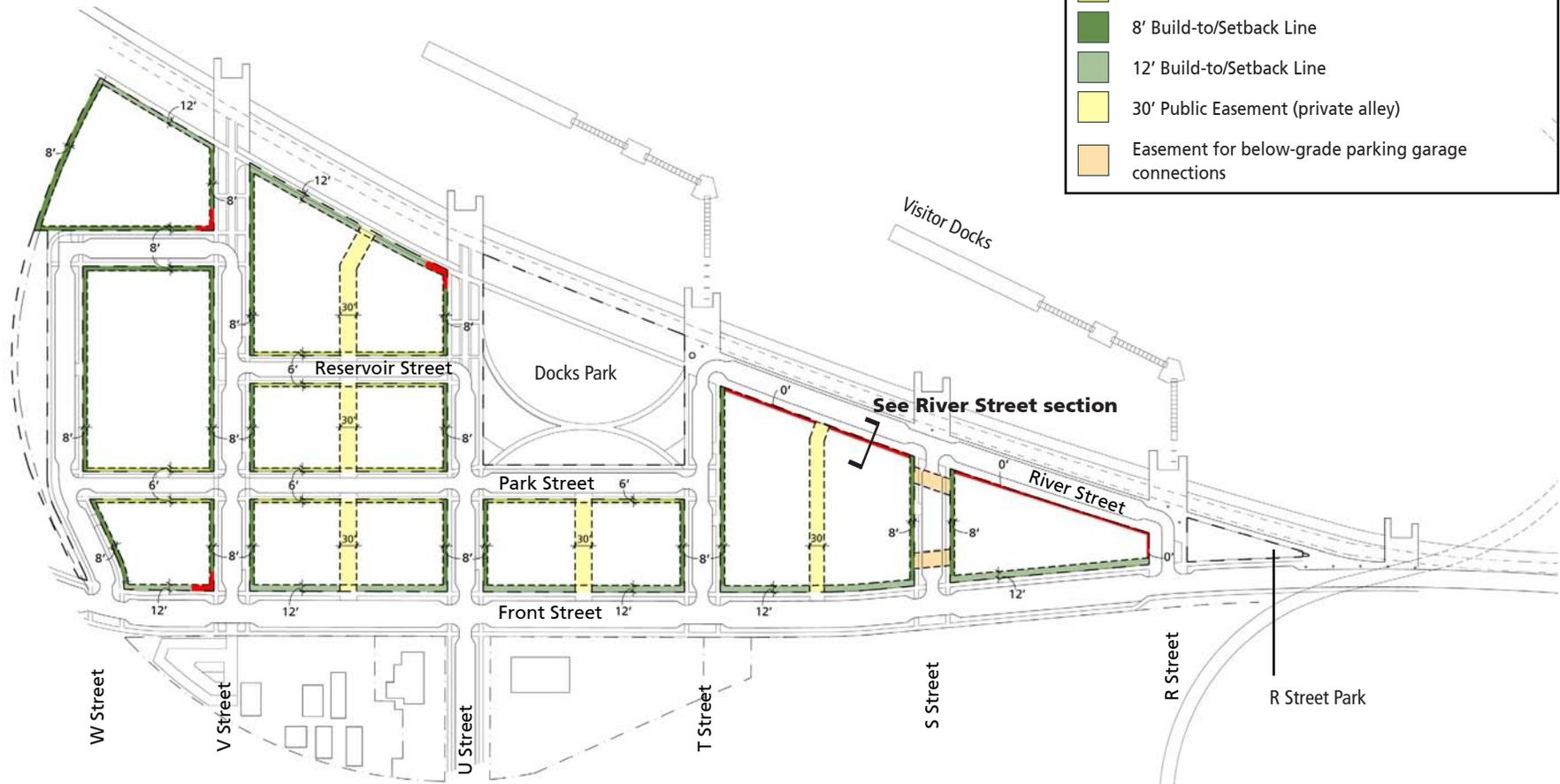
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## Build-to/Setback Lines & Easements

In order to maintain a consistent urban edge and strongly defined street-wall a mandatory build-to-line is proposed for each block. The build-to-line is proposed at various dimensions from the right-of-way / back of curb line. Landscaping, front entrances, stoops, porches, bay windows and balconies are allowed within the privately owned setback from the right-of-way to the build-to-line.

On the two story high retail frontage along River Street a 16 foot deep second level terrace, intended for outdoor dining, is required above the street-level retail in order to provide greater opportunities for river views.

- 0' Build-to/Setback Line at street level. 16' setback above the 2nd level dining terrace. See River Street section, page 7a-21.
- 6' Build-to/Setback Line
- 8' Build-to/Setback Line
- 12' Build-to/Setback Line
- 30' Public Easement (private alley)
- Easement for below-grade parking garage connections



# BUILD-TO/SETBACK LINES & EASEMENTS

OPTION A1 + A2



- 0' Build-to/Setback Line at street level. 16' setback above the 2nd level dining terrace. See River Street section, page 7a-21.
- 6' Build-to/Setback Line
- 8' Build-to/Setback Line
- 12' Build-to/Setback Line
- 30' Public Easement (private alley)
- Easement for below-grade parking garage connections



# BUILD-TO/SETBACK LINES & EASEMENTS

## OPTION B



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## Entrances & Ground Floor Uses

The desirability of creating an animated streetscape can be achieved by the introduction of frequent building entrances and ground floor uses that relate to the street. Large multi-story residential buildings typically have a single entrance from the sidewalk and dwelling units are accessed solely from the internal corridors. Street fronted entrances shall be required for all ground level units facing the street. Blank walls and exposed garage facades are not allowed.

Entrance lobbies for multi-story residential buildings shall be on the Alphabet streets rather than on Front Street. Garage and service entrances shall also be on the Alphabet Streets in order to avoid adverse traffic impacts on Front Street.

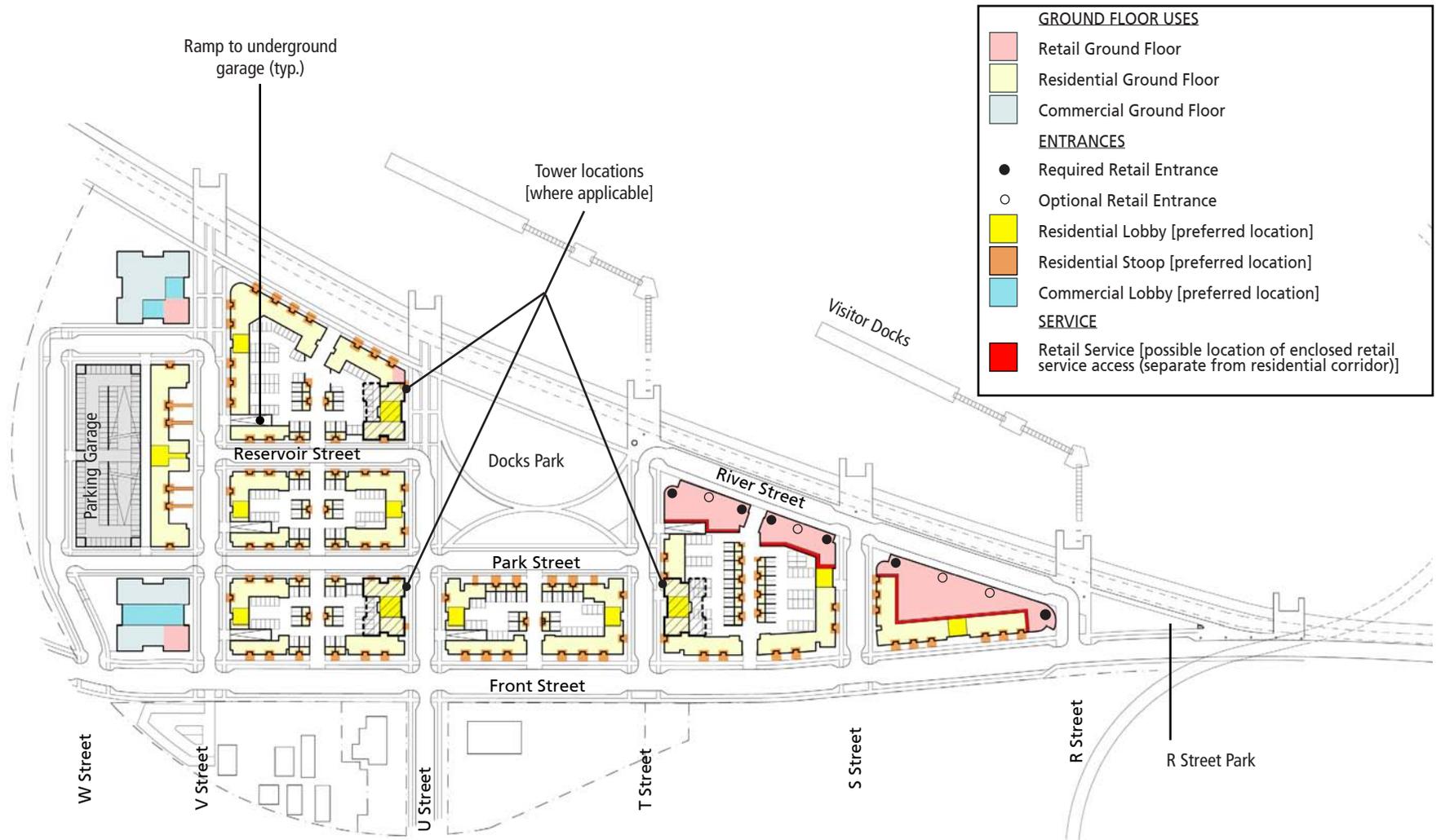
All ground level residential units facing streets or alleys must have entrances from the street. This can be in addition to entrances to the unit from corridors and garages.



Entry stoop - North Park, San Jose, CA



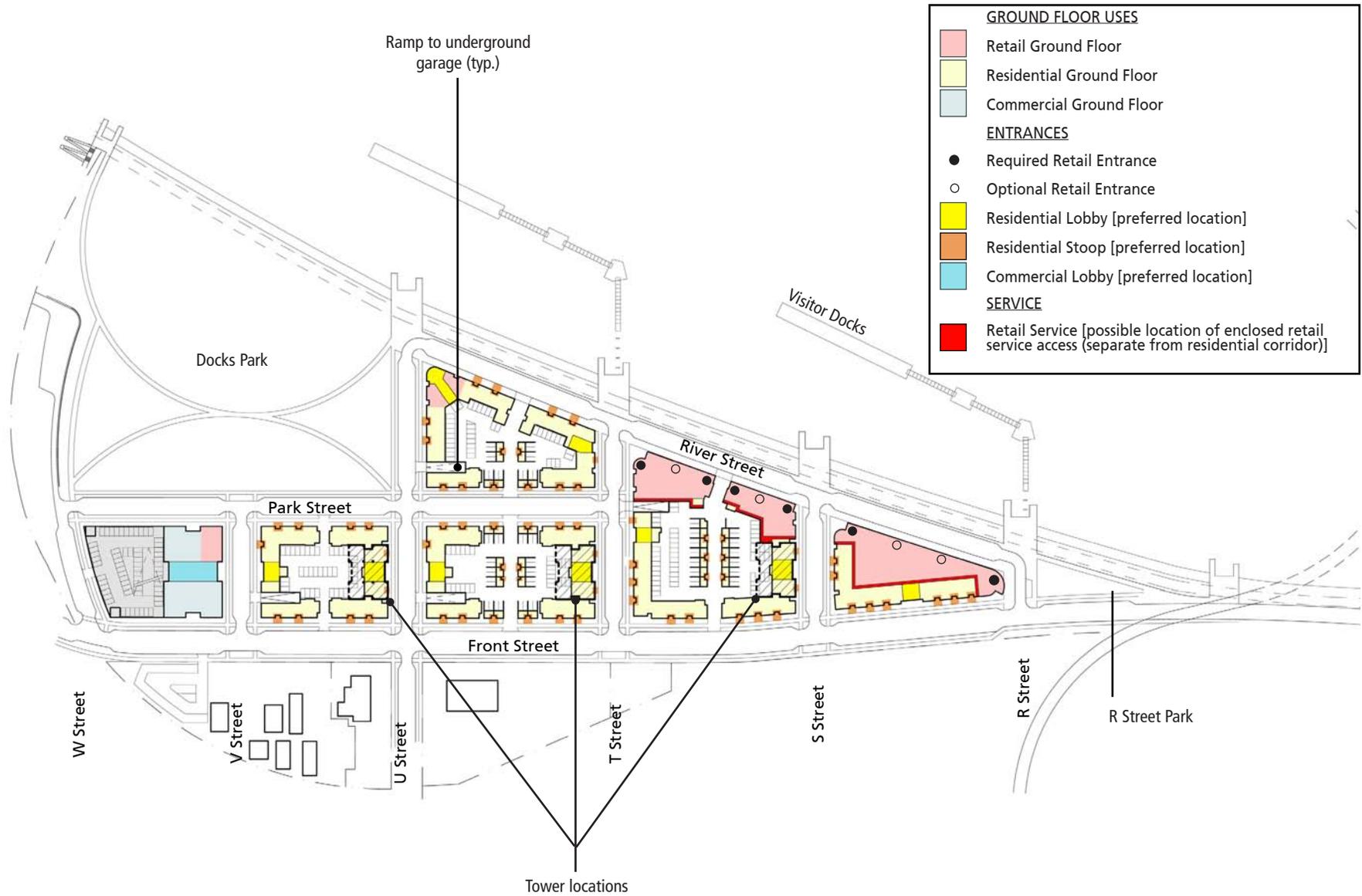
Residential entry - North Park, San Jose, CA



# ENTRANCES & GROUND FLOOR USES

OPTION A1 + A2





# ENTRANCES & GROUND FLOOR USES

## OPTION B



## Off-Street Parking: Types

Parking garages are an important element in the design of the neighborhood. There are several basic types of garage:

- Basement garages:** These are located beneath the building footprint and typically occupy the entire block. Below-grade parking levels are used to raise the street and blocks from Front Street (approximately at elevation +20') to the levee level (approximately at elevation +36').
- Wrapped above grade garages:** All above grade residential garages are required to be wrapped with retail, loft or residential uses [See Figure 5a.1]. Exposed residential garage facades are not permitted [See Figure 5a-2].
- Above grade multi-story structured garages:** Commercial office building garages should be screened with either landscaping or façade treatment that hides the cars and overhead lights from view from the street [See Figure 5a-3]. Unscreened commercial garage facades are not permitted [See figure 5a-4].

### Residential Garages



Fig. 5a-1: Wrapped above grade garage-San Francisco, CA



Fig. 5a-2: Exposed residential garage facade **Not permitted**



### Commercial Office Garages



Fig. 5a-3: Multi-story structured garage-San Jose, CA



Fig. 5a-4: Unscreened commercial garage facade **Not permitted**

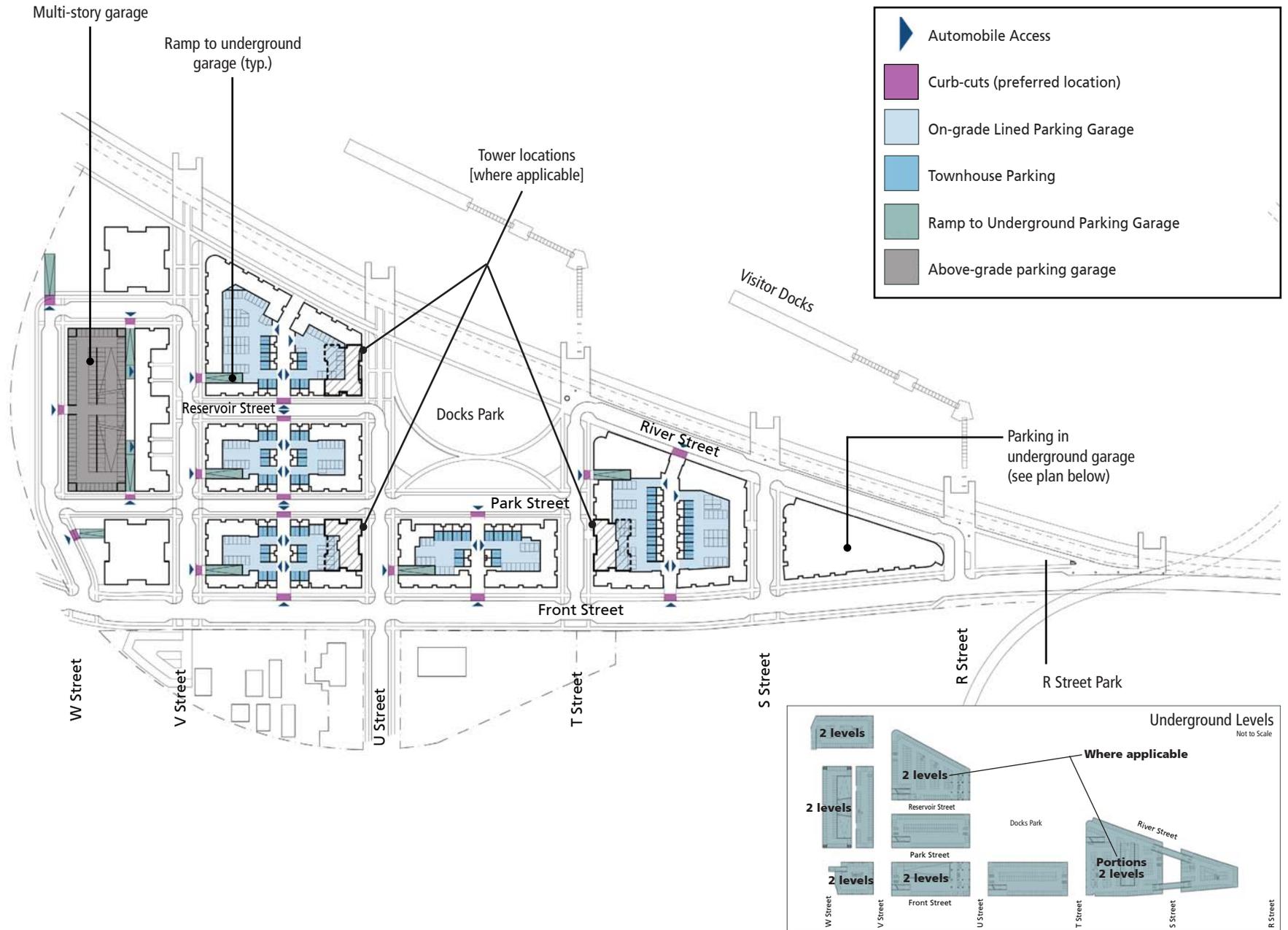


**Off-Street Parking: Locations / Access**

All residential off-street parking is to be screened from the street, either by being below grade or at grade but lined with residential or retail uses. Parking levels are to be used to raise the ground level from Front Street to match the top of the levee, a difference of more than 15' in places.

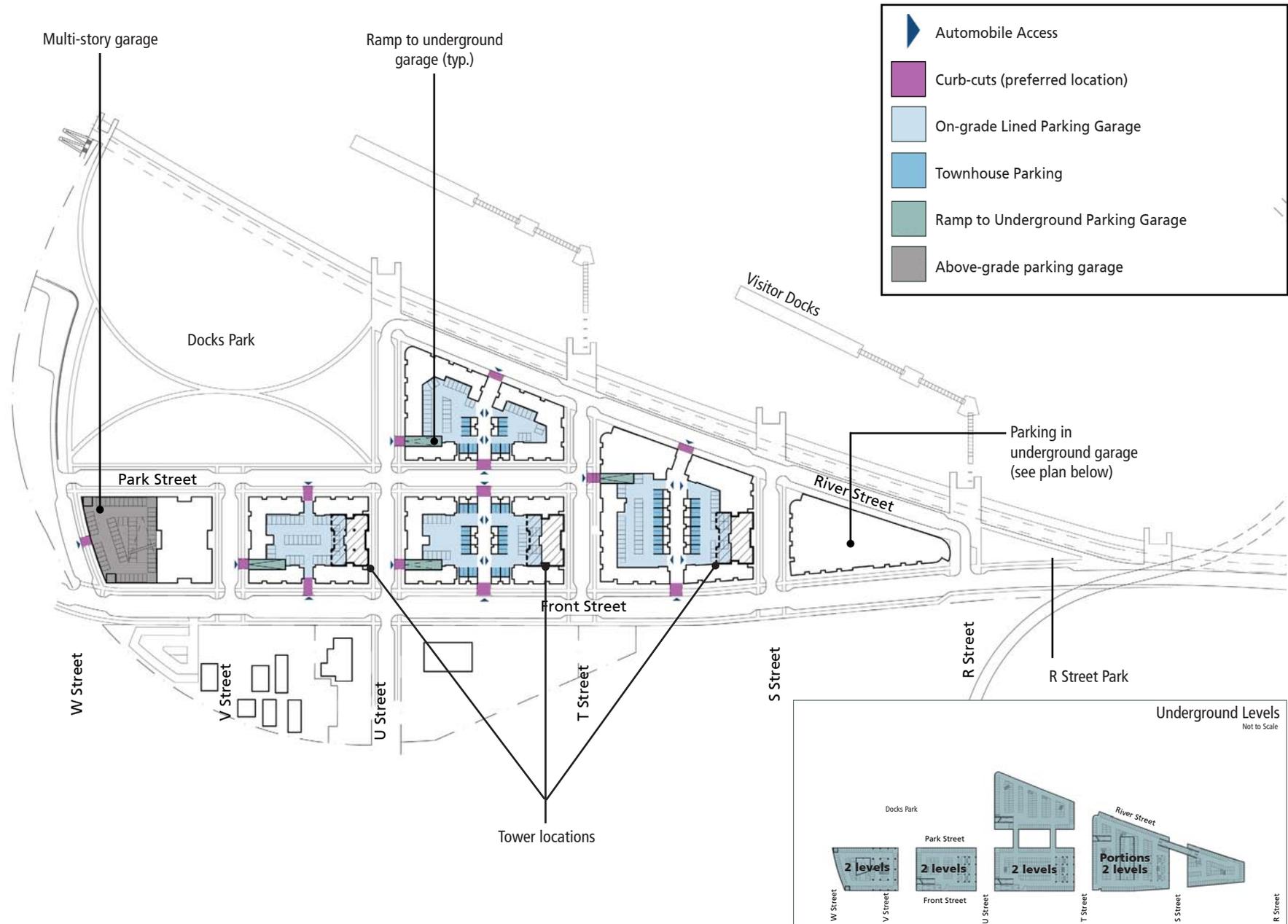
The free-standing structured garage for the commercial office buildings in Option A is to be screened with a landscaped 'green screen' or architectural façade (see Figure 5a-3). The sloping ramps are to be located on the interior away from the street elevations.

In Option B, the garage façades are to be integrated into the architectural treatment of the office building.



# OFF-STREET PARKING LOCATIONS & ACCESS

## OPTION A1 + A2



# OFF-STREET PARKING LOCATIONS & ACCESS



## OPTION B

### Green Building Requirements

New buildings should be designed to be sustainable, especially with respect to energy performance. This is important for a city like Sacramento, located in a predominantly warm and dry climate. With the imminent dangers of global warming, building design, construction and operation should attempt to reduce CO2 emissions and achieve high energy performance.

Rather than including specific green design features - like planted roofs, wind turbines, solar collectors and PV panels - new development should take a more comprehensive and measurable approach.

All development should meet the criteria listed below for each project type:

- A. Retail & Commercial Buildings and Hotels:
  - LEED Silver certification
- B. Multifamily:
  - Enterprise Green Communities criteria, or according to the Green Multi-family Design Guidelines by the California Integrated Waste Management Board.
- C. All other development types
  - LEED certification.

A project team may propose an alternate rating system that clearly illustrates how their project is wholistically either equal to or more sustainable than the strategies identified in this Specific Plan. Acceptance of this strategy would be at the discretion of the planning reviewer, and should not be presumed.



Joe Serna J. California EPA  
Headquarters Building, Sacramento,  
completed in 2000, and awarded a  
LEED Platinum certification in 2004.



Low-rise neighborhood - Sacramento, CA



Low-rise neighborhood - San Diego, CA



Townhouses & high-rises - Vancouver, BC



Residential high-rises - Vancouver, BC



Low-rise neighborhood - San Diego, CA



Townhouses on mid-block lane - Portland, OR

## Building Types

There should be a variety of building types in order to:

- Provide a variety of housing choices thus encouraging a diversity of residents
- Create a stimulating urban environment to enhance the pedestrian experience
- Support mixed uses
- Provide services and amenities to the residents in the neighborhood
- Promote jobs/housing balance creating employment in close proximity to housing

Building types include:

- High-rise stacked residential units
- Low-rise stacked residential units
- Walk-up townhouses
- Retail ground levels with residential above
- High-rise office
- Above grade parking garage

Any of the above residential types could include loft type units.

## Precedents of Building Types

**Building Type: High-rise Stacked Residential Units**

High-rise residential towers are permitted in certain locations as indicated on the accompanying drawings. Above the 60' base-building height, specific bulk and massing controls shall apply. These are in accordance with the proposed Urban Design Guidelines for Sacramento's Central Business District and are as follows:

Maximum plan dimension: 120'

Maximum diagonal dimension: 160'

Maximum floor plan area: 10,000 sq. ft.

In addition a 10% bulk reduction is required for the top 20% of the height of the tower measured from grade.



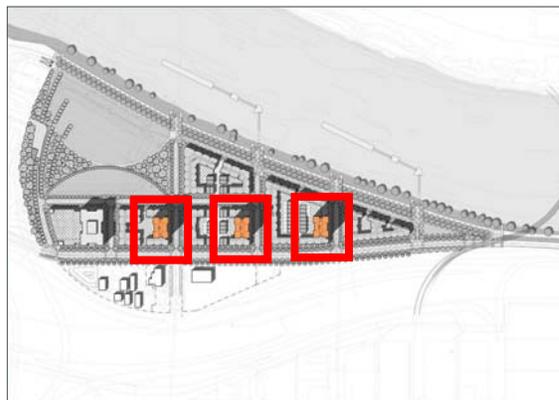
Street Level Plan



Podium Level Plan



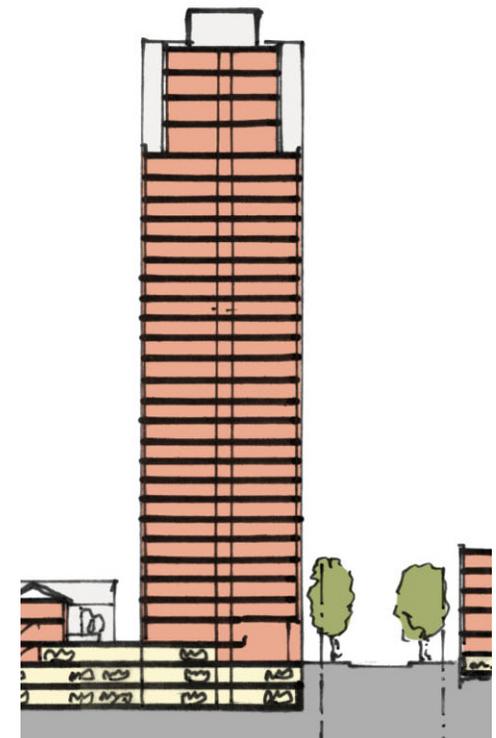
False Creek, Vancouver, BC



Key Plan



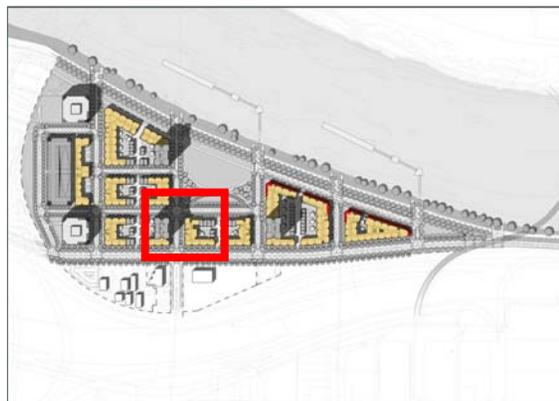
Typical block with high-rise residential tower



Section A-A

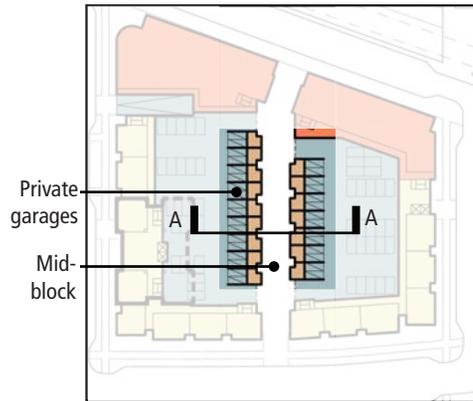
### Building Type: Low-rise Stacked Residential Units

The low-rise residential buildings - five story stacked flats and townhouses - shall be built to the build-to-lines along each street defining the street-walls of the neighborhood. As indicated previously, ground level entrances from the street sidewalk.

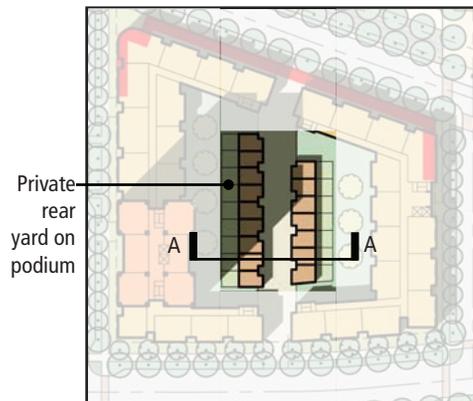


**Building Type: Walk-up Townhouses**

The north-south mid-block lanes between the Alphabet Streets are to be lined ground level townhouses or lofts. These narrow three-story buildings shall have individual entrances facing the lane and rear-accessed individual garages from the parking garage. These units shall have private outdoor yards on the second level podium above the parking garage.



Street Level Plan



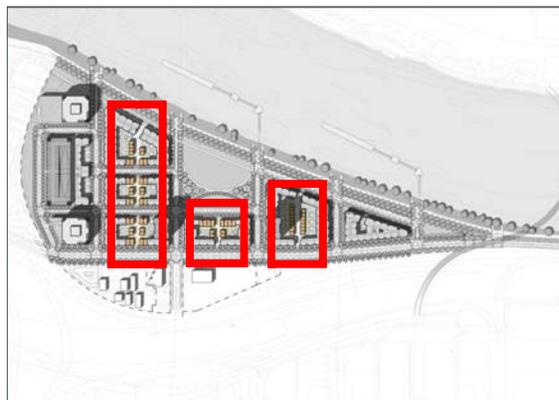
Podium Level Plan



Mid-block Alley - San Francisco, CA



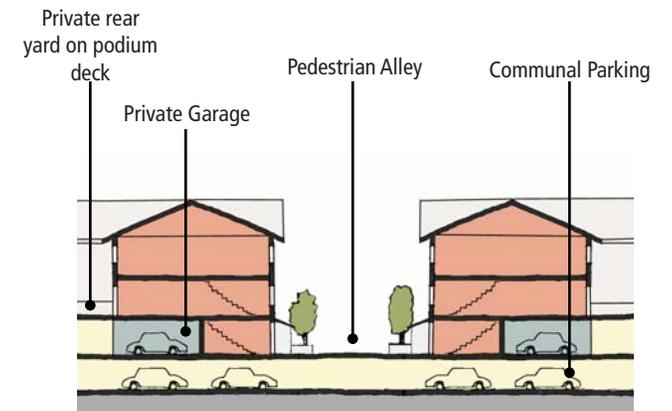
Hoyt Street Pedestrian Way - Portland, OR



Key Plan



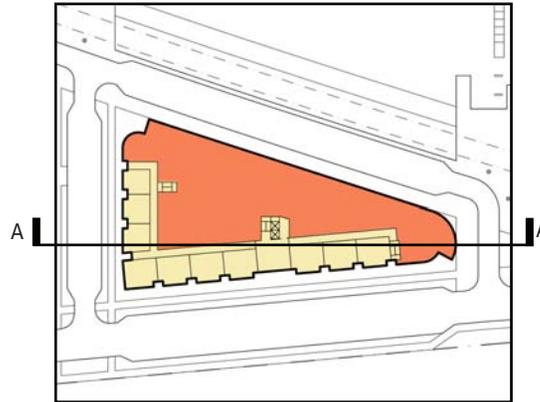
Typical block with walk-ups along alley



Section A-A

### Building Type: Retail Ground Level with 2nd Level Terrace

Retail uses are required along River Street between R and T Streets. A second level terrace is required, providing the opportunity for river views and outdoor dining, as shown on the accompanying drawing. See “Facade Articulation: Retail Frontage” for additional information.



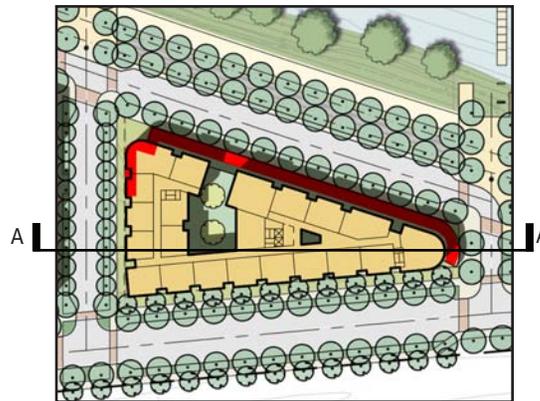
Street Level Plan



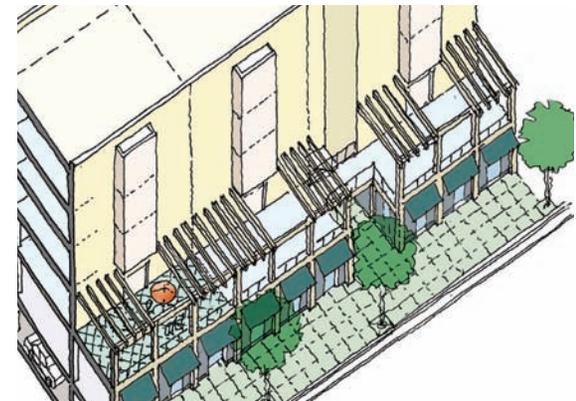
Dining Terrace at Pike's Market, Seattle, WA



Retail Frontage at R Street Park



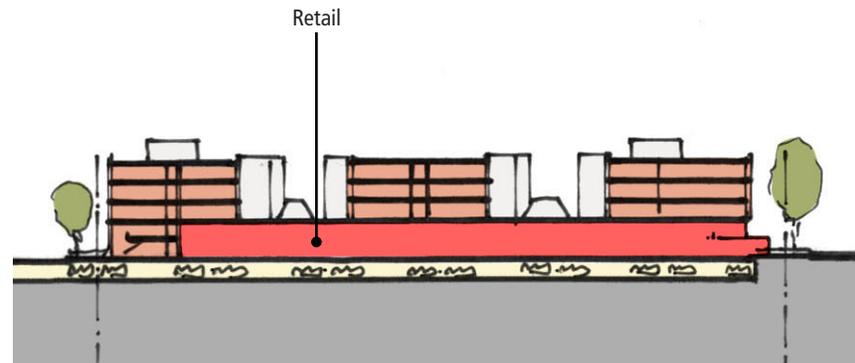
Podium Level Plan



Axonometric of Retail Frontage with 2nd level dining terrace



Key Plan



Section A-A

**Building Type: High-rise Office**

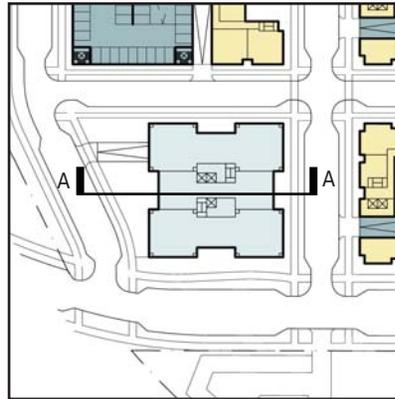
High-rise commercial office building towers are permitted in certain locations as indicated on the accompanying drawings. Above the 60' base-building height, specific massing and bulk controls apply. These are in accordance with the proposed Urban Design Guidelines for Sacramento's Central Business District and are as follows:

Maximum plan dimension: 160'

Maximum diagonal dimension: 200'

Maximum plan area: 20,000 sq. ft.

In addition a 10% bulk reduction is required for the top 20% of the height of the tower measured from grade.



Street Level Plan (Option A)



Roof Plan (Option A)

Ground Floor Retail



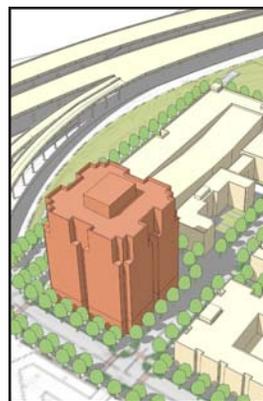
Portland, OR



Key Plan - Option A



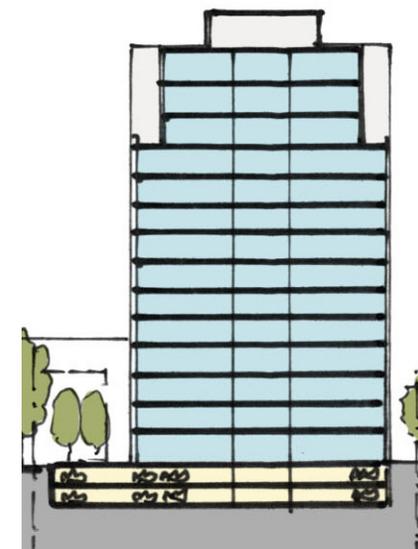
Key Plan - Option B



High-rise office - Option A



High-rise office - Option B

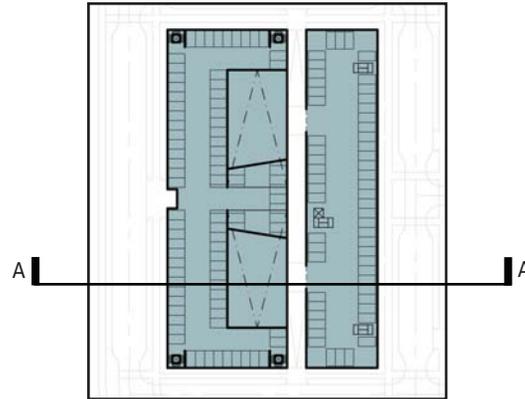


Section A-A (Option A)

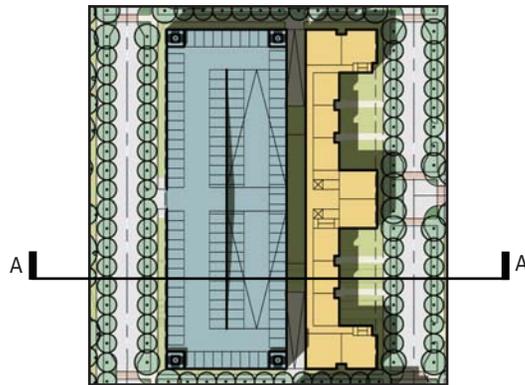
**Building Type: Above-grade Parking Garage (Option A)**

The multi-story parking garage serving the commercial office buildings proposed for the block adjacent to the Pioneer Bridge shall meet the following requirements:

- Building height as measured to the top of the parapet wall not to exceed 55 feet above grade.
- All ramps to be located away from the street façade.
- Exposed street facades to be screened with either landscaping against, or incorporated into the building façade, or with architectural features to hide the view of cars and overhead lighting from the street.



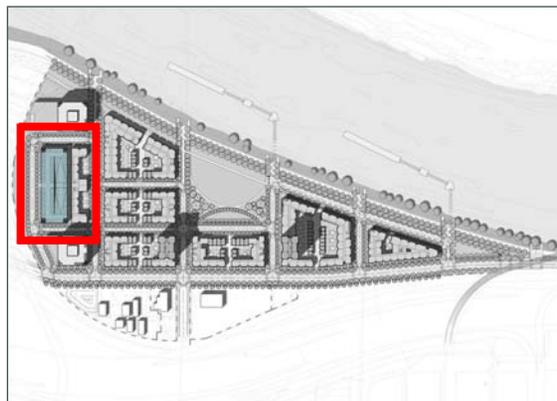
Underground Levels Plan



Roof Plan



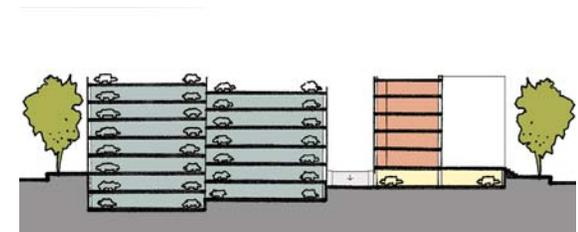
Screened parking garage - San Jose, CA



Key Plan



Axonometric



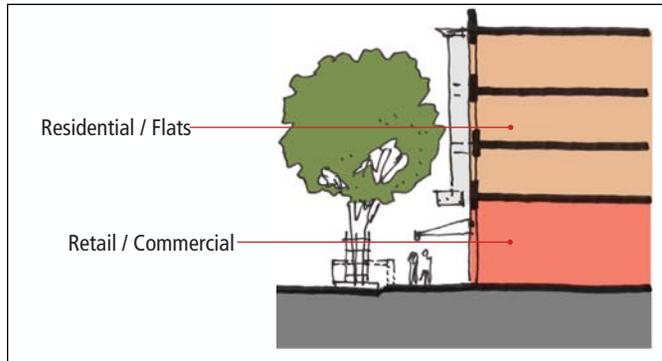
Section A-A

## Facades - Principles

The following principles apply to commercial (office as well as retail) and residential buildings. Detailed guidance and standards are provided in the Sacramento Central City Urban Design Guidelines.

### Ground Level Uses

**PRINCIPLE:** The ground floor, especially the area facing onto public sidewalks, shall incorporate the most public and active spaces within the building, to activate the street. Parking shall not be an appropriate use along a building's public frontage.



Ground floor mixed uses along retail street

### Transparency

**PRINCIPLE:** The facade of a building shall be appropriately transparent to allow active ground floor uses, such as retail, commercial or community uses, to be visible from the street.



Appropriate levels of transparency need not require all-glass buildings. This historic brick building has appropriate and successful levels of ground floor transparency.

### Articulation of Street Wall

**PRINCIPLE:** The street walls defining urban blocks shall be articulated to create rhythm and variety, achieving a fine-grained pattern to the urban fabric.



A wide street frontage is articulated with bay windows, projecting balconies and recessed zones.



Example of facade articulation showing the expression of structural elements, recesses, etc.

### Fenestration: Window & Facade Systems and Patterns

**PRINCIPLE:** To provide human scale to buildings, windows shall be well-proportioned, varied across a project, articulate the wall system, and be operable where appropriate.



This university building in Cambridge, MA designed by Koetter Kim has a repeating double window bay module, which sets a rhythm across the facade, interrupted by special conditions at the corner and above the entry. It combines curtain wall window systems with solid punched-opening walls.



**Entrances**

PRINCIPLE: Entrances shall be well-designed, appropriately scaled and easy to find. They shall be a special feature in the design of the building.



Vertical elements and canopy mark the entrance to the Department of Transportation building, Sacramento.



This building entrance is made prominent with wide steps marking the path to the entry from the street.

**Canopies, Awnings, Sunshades**

PRINCIPLE: Canopies, awnings and sunshade shall be used to provide shade and cover for people and buildings, contributing to comfort and sustainability.



Giant canopy applied to a commercial office building, Chiswick Park, London, UK



The CalPERS building, with horizontal sunshades and light shelves

**Projecting Elements and Encroachments**

PRINCIPLE: Elements that project from a building façade shall serve to animate the building's elevations, by adding visual variety & interest while enhancing the connection between public & private realms.



French balcony covering windows and operable doors



Projecting colonnade over sidewalk at Sacramento's Federal Courthouse

**Materials**

PRINCIPLE: Buildings shall be constructed with exterior materials of the highest quality. Exterior materials, textures & colors shall be selected to further articulate the building design.



Different materials and colors should be separated with a change in plane.

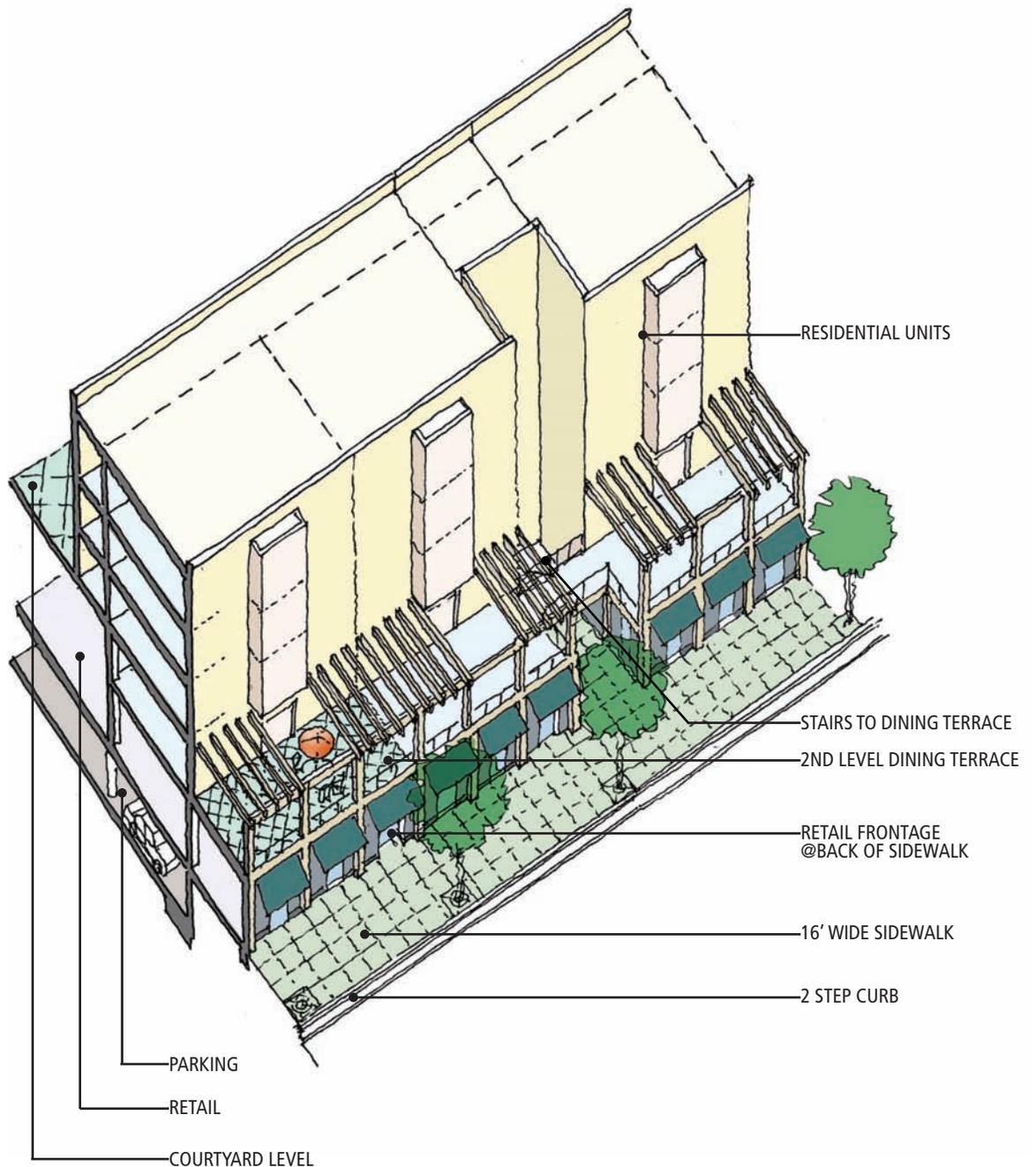


### Facade Articulation: Retail Frontage

The design of the upper terrace level should be integrated into the store fronts below. Trellis or awnings are encouraged to provide shade above the terrace. (See accompanying drawing.) Stairs and elevator access are required.



Key Plan - Similar location for all options



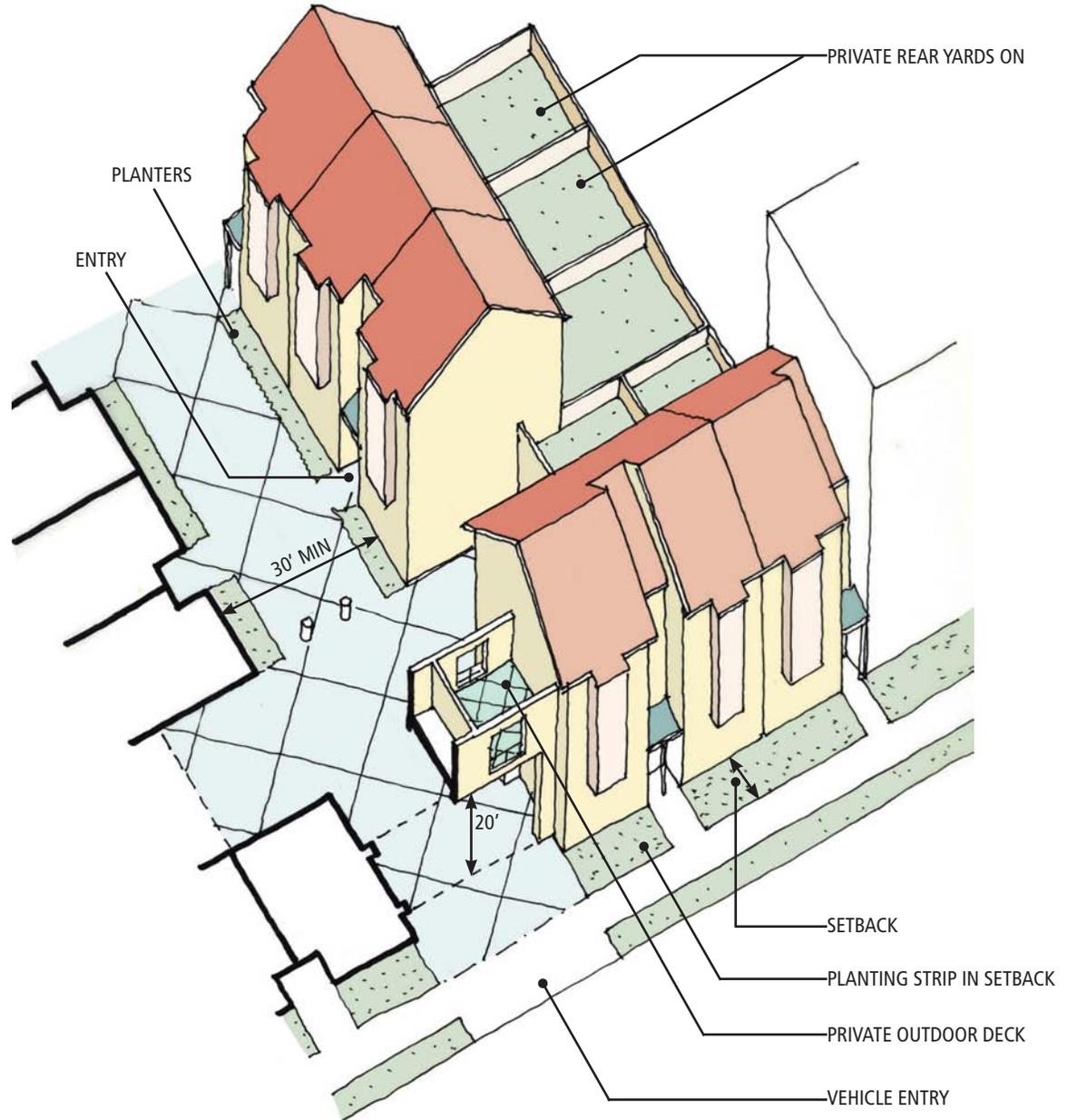
**Facade Articulation: Townhouses**

Townhouses are required along the mid-block lanes. Building entrances shall face either the lane or the street. The pedestrian lane shall be paved with landscaping next to the residential units to provide privacy to ground floor units.

Bay windows and porches may encroach within the setback zone.

Shared outdoor decks may be built over the entrance to the lane at a third level with a minimum of 20' clearance beneath. (See accompanying diagram.)

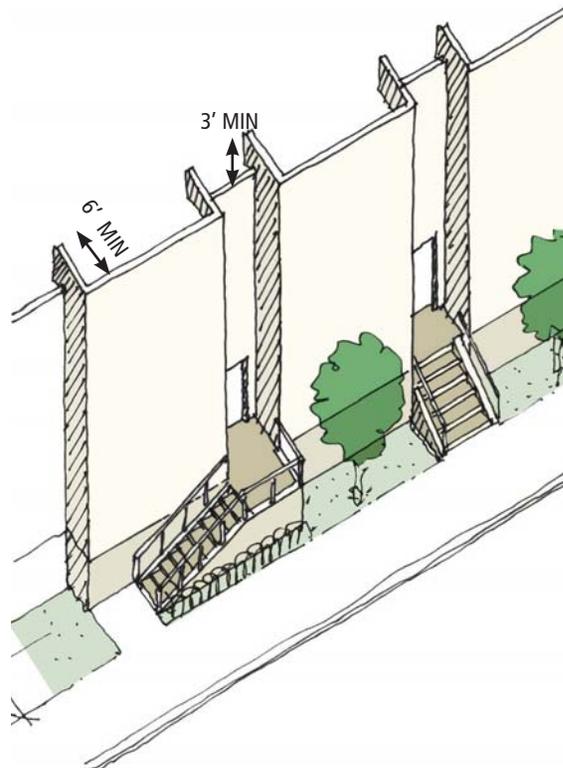
Exiting is required to be designed as per current building code.



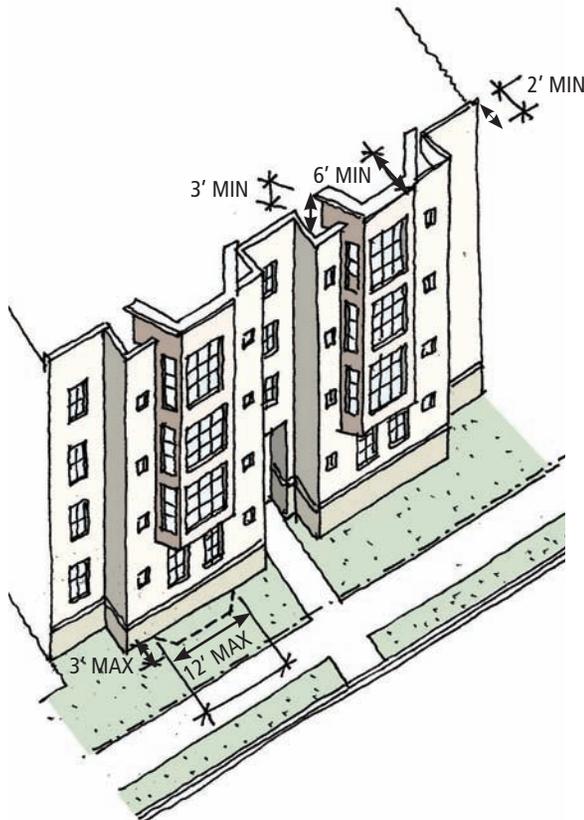
Key Plan - Typical location

## Facade Articulation: Residential Frontage

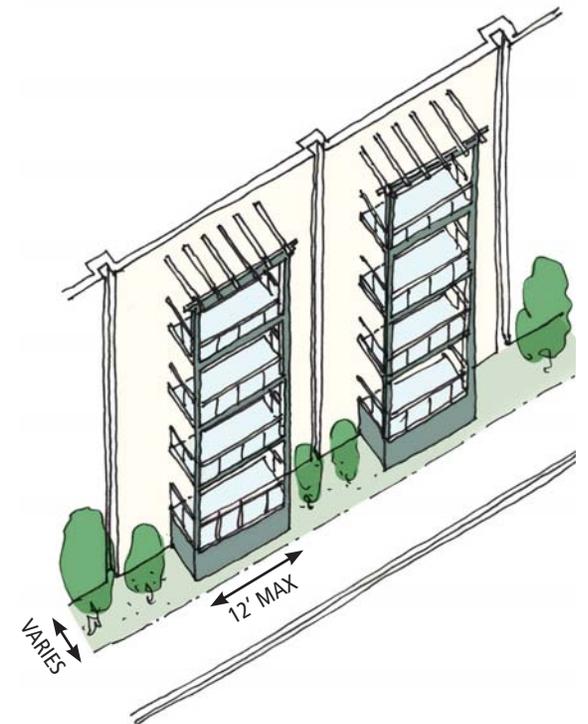
Residential buildings facing the streets should express their individual units through a number of means. These include the expression of bays through the introduction of recessed notches in the façade, the introduction of bay windows that encroach within the setback line, porches, balconies, stairs and stoops. The accompanying drawings indicate the required dimensions for bays, false facades above the parapet line, etc.



Recessed Notches, Stoops & Entries



Bay Windows



Balconies

## Signage

### General Design Principles

- All signage shall comply with the City Sign Code, the following guidelines and standards, Caltrans regulations for signs adjacent to the freeway, and any other applicable restrictions typically related to sign size, placement, materials and construction methods.
- All commercial signage is subject to a City sign permit. Contact the Sign Permits Coordinator of the City Development Services Department for more information
- All signage should ensure clear legibility for universal accessibility that meets or exceeds ADA standards for signage, including type size, type style, contrast and locations. Avoid hard to read and intricate type faces.
- Buildings with multiple tenants should
  - have an consistent signage design and concept that provides standards for building, tenant, and way finding signage.
  - include a multiple tenant directory
- New projects must submit a conceptual signage program that reflects a single graphic identity with the building elevation plans. The sign program shall address:
  - Proposed location of signage;

- General dimensions of signage area; and
- Design & materials guidelines, including colors, letter size, use of logos/graphics, illumination method, etc.
- All ground-floor retail should provide pedestrian-oriented signage.
- Orient all signage to the pedestrian.
- Primary signage should be oriented to the pedestrian with secondary orientation to vehicular activity.
- Signs should generally not exceed 20'-0" above the ground or be higher than the building cornice line or street wall height.
- See the City Sign Ordinance for additional requirements.

### Relationship to Building Architecture

- Signs should be designed to integrate with and enhance the scale and architectural style and character of the building.
- Signage should be placed in accordance with façade rhythm, scale and proportion. Signs should fit on a building as if they were one of its architectural elements.
- Signs shall respect architectural features such as vertical piers and trim work. Signs should not obscure, damage or otherwise interfere with design details and architectural features that contribute to the building's character.



A-frame Sign - Sacramento, California



Projecting Sign - Sacramento, California



Flat Sign - Sacramento, California

### Orientation: Sign Location and Placement

- The location of signs should preserve sight lines and enhance visual corridors to foster wayfinding and circulation for pedestrians as well as bicyclists and vehicle drivers.
- Signs should be placed at or near building entrances to indicate the most direct access to the business or residence.
- Building addresses should be prominently located near building entrances.
- All residential or commercial properties should have addresses that are clearly readable from the street and illuminated. Buildings with a single entry and a range of addresses should identify the range associated with the entry.
- No part of any wall sign may extend above the top level of the wall on which it is situated.
- Signs extending over public or private walkways must have an overhead clearance of at least 8 feet.

### Size and Proportion

- Signs should be in proportion and scale to building elements.
- Signs should be sized to preserve sight lines and access..

- Any attached sign which projects over a public right-of-way shall not exceed a total area of 150 square feet.
- Address letters should not exceed 12 inches, nor be smaller than 4 inches.

### Legibility: Color, Text, and Content

- Sign message should be simple and clear.
- The wording of signs should be limited to the tenant's trade names and/or company logo. The sign shall not include advertising slogans, services rendered, or merchandise offered for sale. Words describing the type of commercial use are permitted.
- Phone numbers or words describing products sold, prices or other types of advertising except as part of the tenant's trade name or logo.
- Sign colors and materials should be selected to contribute to legibility and design integrity.
- Signage should generally have a maximum of two to three colors for prominent sign parts and icons, with no more than two accent colors for letters and perimeter line work.
- Use significant contrast between the background and letter or symbol colors.

### Material

- Appropriate materials should be used for all elements of signs including: all text, exposed edges, and surfaces.
- Appropriate materials may include the following: metal, wood, plexiglas or plastic, stone, cast & engraved metals, fired ceramics, screen print on canvas awnings, and painted graphics (durable paints) on building surface.
- Inappropriate materials may include the following: Paper, Stucco, and porous material (i.e. Styrofoam), simulated materials (i.e. wood grained plastic laminate), wall covering, paper, cardboard or foam.
- Signs shall be composed of durable materials and shall be built to withstand local weather conditions and vandalism. High quality materials and finishes are required. The signage material will be weather proof.
- Signs shall be composed of high-quality materials that reinforce the character of the district's architecture and landscape.
- Conduit, tubing, raceways, conductors, transformers, mounting hardware, and other equipment should be concealed.

**Lighting / Illumination** Illumination should be consistent with the type of use/tenant, such as office, retail, restaurants, and entertainment or residential.

- The design of signage and its lighting should be integrated. External lighting should be unobtrusive, attractive and in character with the archi-tecture of the building.
- Direct spot or flood lighting away from pedestrians, motorists and adjacent property. Signs located near residential areas should maintain a low level of brightness.
- Signs should not be internally illuminated unless they consist of individually-formed letters.
- Blinking or flashing lighting is not permitted.



Awning Sign - Sacramento, California



Suspended/ Hanging and A-Frame Sign  
Napa, California

### Types of Signs

The following types of signs are encouraged for the Docks Area:

- Wall Plaques / Flat Signs
- Freestanding Signs (A-Frame)
- A-Frame and portable signs are allowed in the public right-of-way, subject to an encroachment permit.
- Awning/Canopy Signs
- Projecting (or “Blade”) Signs
- Suspended/Hanging Signs
- Tenant Directory Signs

The following types of signage listed below shall be prohibited:

- Signs attached, painted on, or otherwise affixed to trees or other vegetation.
- Balloons and inflatable signs.
- Signs which emit sound, odor or visible matter.
- Fluorescent or reflective sign colors.
- Simulated materials, i.e. wood grained plastic laminate, wall covering, paper, cardboard or foam.
- Internally lit plastic letters or plastic box signs

## 2B URBAN DESIGN: PUBLIC REALM

The network of public streets and parks that comprise the public realm will be the unifying element that establishes a consistent design character and quality for the entire neighborhood. These publicly-owned and controlled spaces should provide an attractive, well-designed physical structure that can graciously accommodate and connect the diverse array of privately developed buildings. The design of the public realm is especially important since the Docks Area neighborhood is likely to be built over many years. Since streetscape and other public realm improvements will precede private development, they can be used to establish a design standard that sets the tone for subsequent private development.

This “Public Realm” section lays out an integrated open space system that offers recreational opportunities to the greater Sacramento community while contributing to an attractive and distinctive identity for the neighborhood. This section has two components: “Landscapes” and “Streetscapes.” The “Landscapes” section identifies and guides the major landscape elements planned for the Docks Area, including two urban parks, a plaza, and public recreational elements outside of the project boundary that contribute to the overall open space system. The “Streetscapes” section includes design standards for all streets within the Docks Area, including a Street Tree Master Plan.



Plaza at R Street Park overlooking the river

## Public Realm Policies

**Policy 5b.1:** New development in the Docks

Area shall provide open space amenities, such as plazas and public seating areas, that promote pedestrian activity and give scale, structure, and identity to the district.

**Policy 5b.2:** New development shall provide

or contribute to the creation of improved parkland consistent with this Specific Plan and City standards for parkland dedication and in-lieu fees.

**Policy 5b.3:** R Street Park / Plaza shall

be implemented as Phase I improvements to help establish the character of the District and serve as catalysts for new development.

**Policy 5b.4:** Local streets shall be designed to

provide convenient, attractive, and pedestrian-friendly connections between urban parks and the Sacramento River.

## Landscapes

### General Objectives

The Specific Plan promotes a compact, walkable neighborhood with convenient access, via pedestrian-friendly streets, to public amenities such as parks, plazas, and the riverfront promenade. Continuous planting strips for trees along sidewalks and green buffer areas provide additional open space and stormwater detention capacity. Two parks are proposed within the project boundary: Docks Park and R Street Park. Docks Park will serve as an amenity to the new development as well as an important part of Sacramento's regional park system. The smaller R Street Park, located at the northern-most corner of the project area, is a neighborhood park that provides clear views to the river and the future R/ Garden Street Pedestrian Bridge. Within R Street Park is a Plaza. The plaza serves as the gateway to the Docks Area from Old Sacramento, and its unique role will be emphasized with water features and distinct paving material. The specific character and improvements associated with each of these parks is described in the following "Public Parks" section.

Along the western edge of the site and parallel to the railroad right-of-way, a landscaped strip, ranging from 6 to 35 feet in width, is intended to buffer development from the occasional excursion train that uses the tracks. A double row of tall canopy trees will be planted in this zone. This planting scheme will be mirrored on the other side of the tracks as part of the separate Promenade extension project. At the end of each east-west Alphabet Street, controlled pedestrian crossings are proposed to create access across the tracks to the promenade. Along the Pioneer Bridge frontage, tall hedgerow trees (Option B) and a forested buffer zone is proposed to visually separate the neighborhood from the freeway, and to enhance the visual experience of the Docks Area for passing motorists. At the southern edge of this zone, a detention area for surface stormwater is proposed.



Docks Park (Option A)



R Street Park

**Habitat**

The Docks Area landscape concept integrates native planting areas in order to enhance ecological function and specifically, habitat value. Following from the Sacramento Riverfront Master Plan recommendation to maximize habitat value on the river embankment planting with a riparian mix of plants, habitat zones are also recommended within the Docks Area. The two main opportunities for these habitat zones are in the forested triangular zones within the Docks Park and within the detention zones along Front Street and continuing into the detention zones along the southern edge of the project.

Within the forested zones in Docks Park, a native upland woodland mix of trees and understory can be employed. Within the detention zones, a wetland habitat can be approximated utilizing native and drought tolerant species that are adapted to the wet/dry cycles of the seasons. Elsewhere in the Docks Area -- within the street plantings, bioswales plazas and parks -- native and/or drought tolerant species can be used to minimize water use and maintenance, and potentially to provide additional habitat value.



Option A: Habitat Enhancement Zones



Option B: Habitat Enhancement Zones



## Public Parks and Open Space

The two key public parks in the Docks Area, Docks Park and R Street Park, are described in detail on the following pages.

### Buffer

Along the railroad right-of-way parallel to River Street, a landscaped buffer separates development and parkland from the occasional excursion train. Along the Pioneer Bridge frontage, a forested buffer zone is proposed. This will provide buffering and separation from the freeway, and will serve as a reception and detention area for surface stormwater. Stormwater flows from the neighborhood along Alphabet Streets to Front Street, and then along Front Street to the detention area.

*Open Space Elements not included in Docks Area Specific Plan Project Area:*

### Extension of the Riverfront Promenade

A key feature of the public network is the Riverfront Promenade. Although not included in the Docks Area Specific Plan, the Promenade is an important element of the Docks Area interface with the riverfront. Design efforts between the Docks Area and Promenade consultant teams have been closely coordinated.

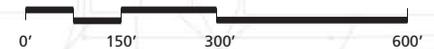
The Promenade is envisioned as a multipurpose facility that can comfortably and safely accommodate pedestrian and bicycle circulation and also provide riverfront seating, overlooks and safe crossings at the ends of key streets. Connecting between the current terminus at O Street all the way to Miller Park, the Promenade project will complete a vital link in the City's greenways system, and will provide a high quality walking, biking and jogging experience along the river.

### Providing More Opportunities for Visitor Docking

Feedback from the community process suggested a strong desire for additional visitor docking space along the riverfront. Especially where it can be provided in association with entertainment uses such as restaurants, cafes music clubs and festival venues. Accordingly, the plan proposes two new visitor docking facilities between the R and S Street extensions and between S and T Street extensions. These placements correspond to the locations where ground floor retail is proposed along River Street so that restaurant and other visitor destinations can be accommodated.

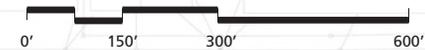


# Option A Landscape Plan





# Option B Landscape Plan



## Docks Park

### Docks Park

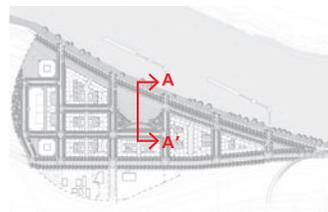
A new signature riverfront park—Docks Park—will anchor the new Docks Area neighborhood. The park will be a multi-functional riverfront recreational and visitor-serving destination designed to serve the general public of the Sacramento region. It will be a part of the regional riverfront open space system. Consistent with the Sacramento Riverfront Master Plan, this park will be one of a series of parks -- both existing and future -- that will be tied together by the riverfront greenway network serving the region. In this way, Docks Park will join Discovery Park and Miller Park as regional recreational destinations that can be accessed from the riverfront by way of a continuous greenway.

The park will have two access points from the riverfront. Railroad crossings and retail at the corners of adjacent development blocks will animate these access points, drawing people in. A ridge landform could run north-south forming a large, gently sloping lawn area pitched towards the river to maximize views. Two paths cross the park, allowing convenient access to and through the park from all four corners. Tree masses populate the triangular areas defined by

the paths and streets, buffer the freeway (Option B), enhance the urban forest, and shade the benches along the paths. The corners of the two triangular areas are designed as stormwater detention and habitat zones with appropriate native and wet/dry cycle plants.

In Option A, the larger open space to the west could be further sub-divided into picnic areas on both ends, a turf area for a multi-purpose field, and a dense landscaped zone with ornamental plants along the bermed edge. In Option B, the park features rows of tall hedgerows in the

southern end to buffer the park from the freeway. A picnic area could be located at the northwest corner. The smaller open space to the east that is pitched toward the neighborhood will be defined by ornamental flowering trees along the path, and ornamental shrub and ground cover plantings on the slope. If it is structurally feasible, a pavilion may be constructed over the reservoir for cultural or visitor-serving use. In both alternatives, the multi-purpose field may also be used as a performance lawn for concerts and festivals.



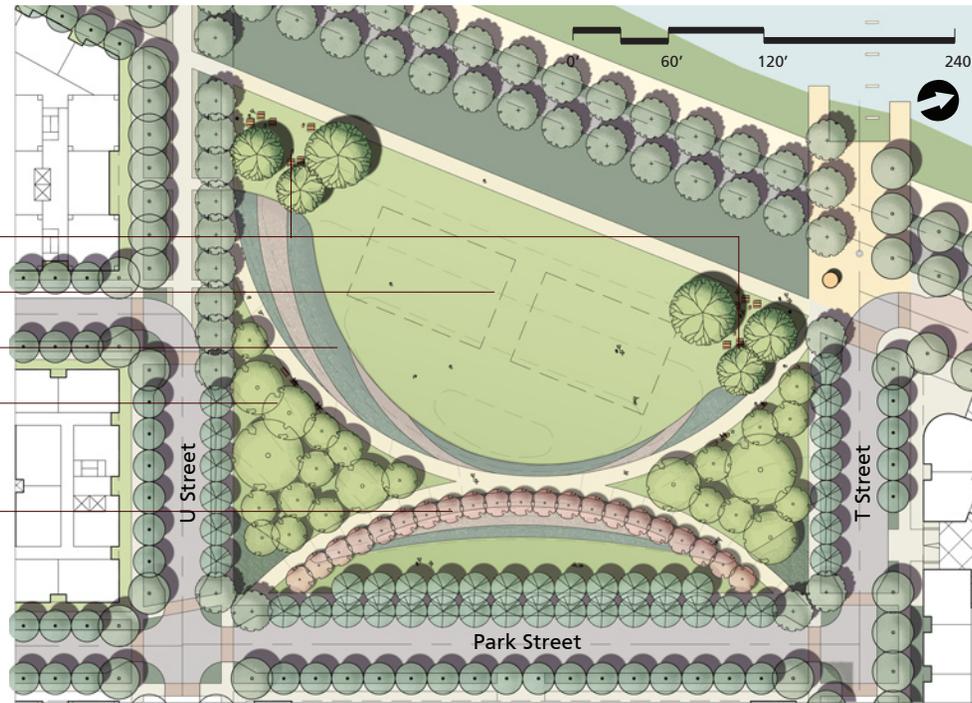
Key Plan

### Option A

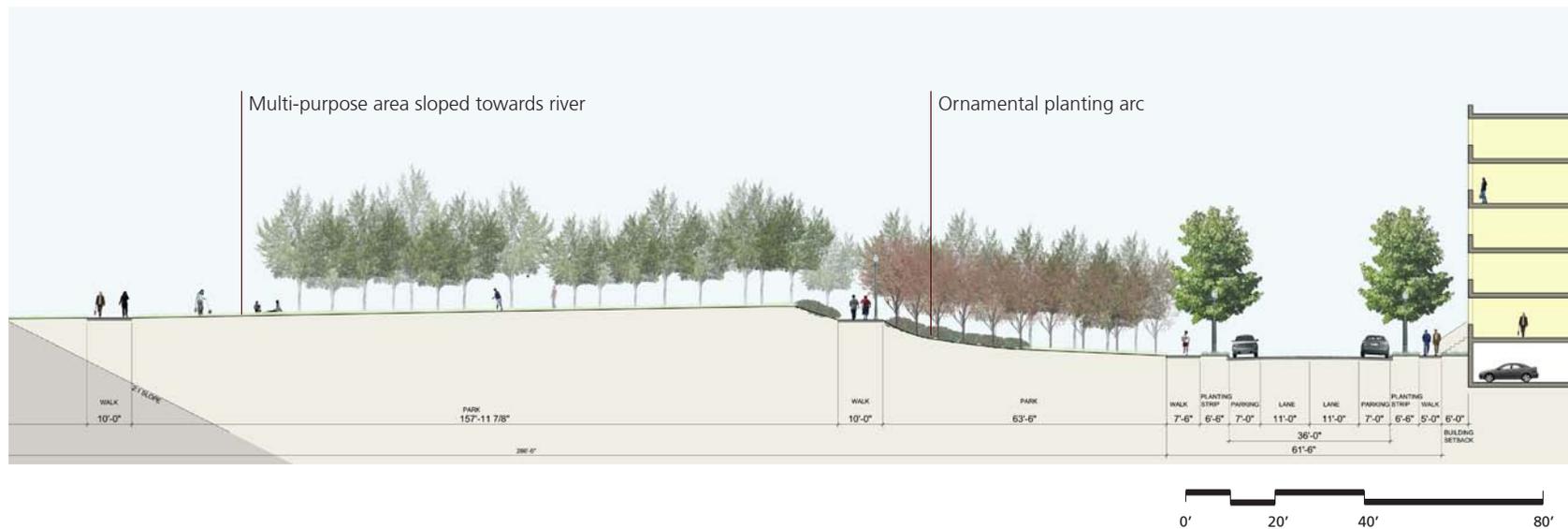


Section A-A'

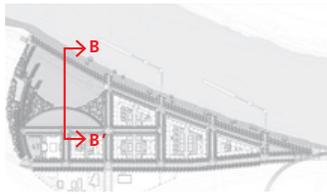
- Picnic Areas
- Multi purpose area sloped towards river
- Ornamental planting arc
- Urban forest / Habitat Zone
- Urban forest / Habitat Zone



Docks Park Plan (Option A)



# Docks Park Option B

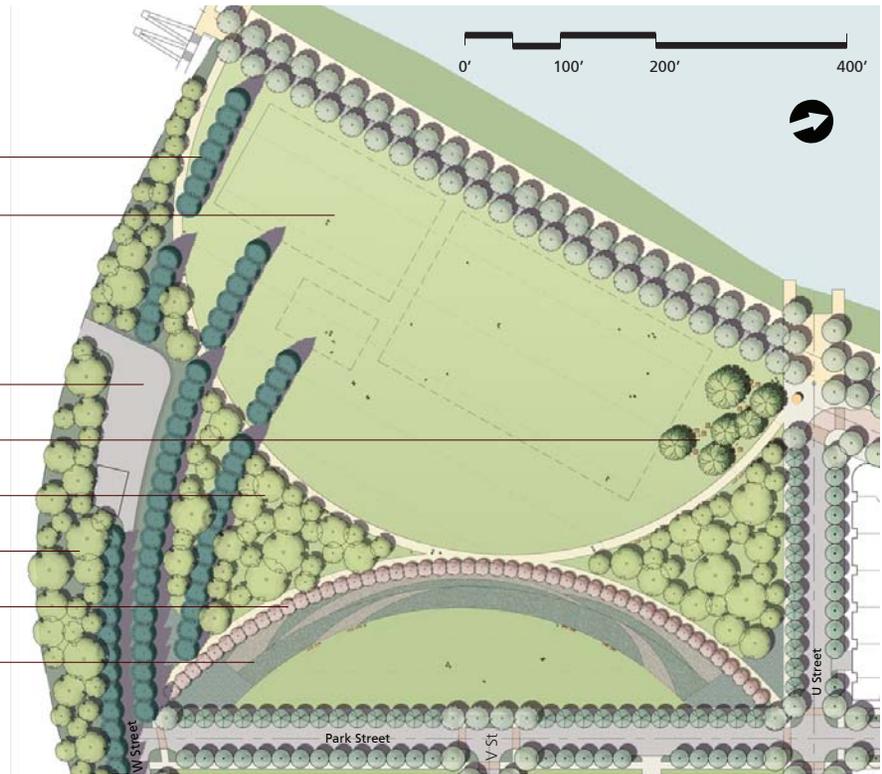


Key Plan

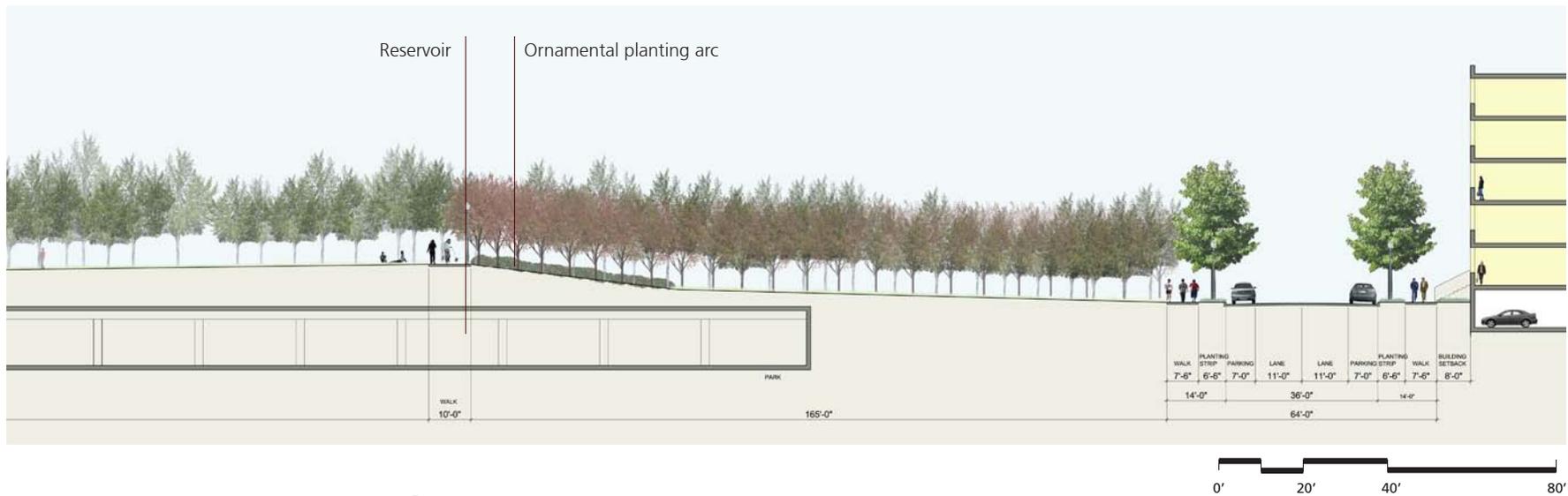


Section B-B' (Option B)

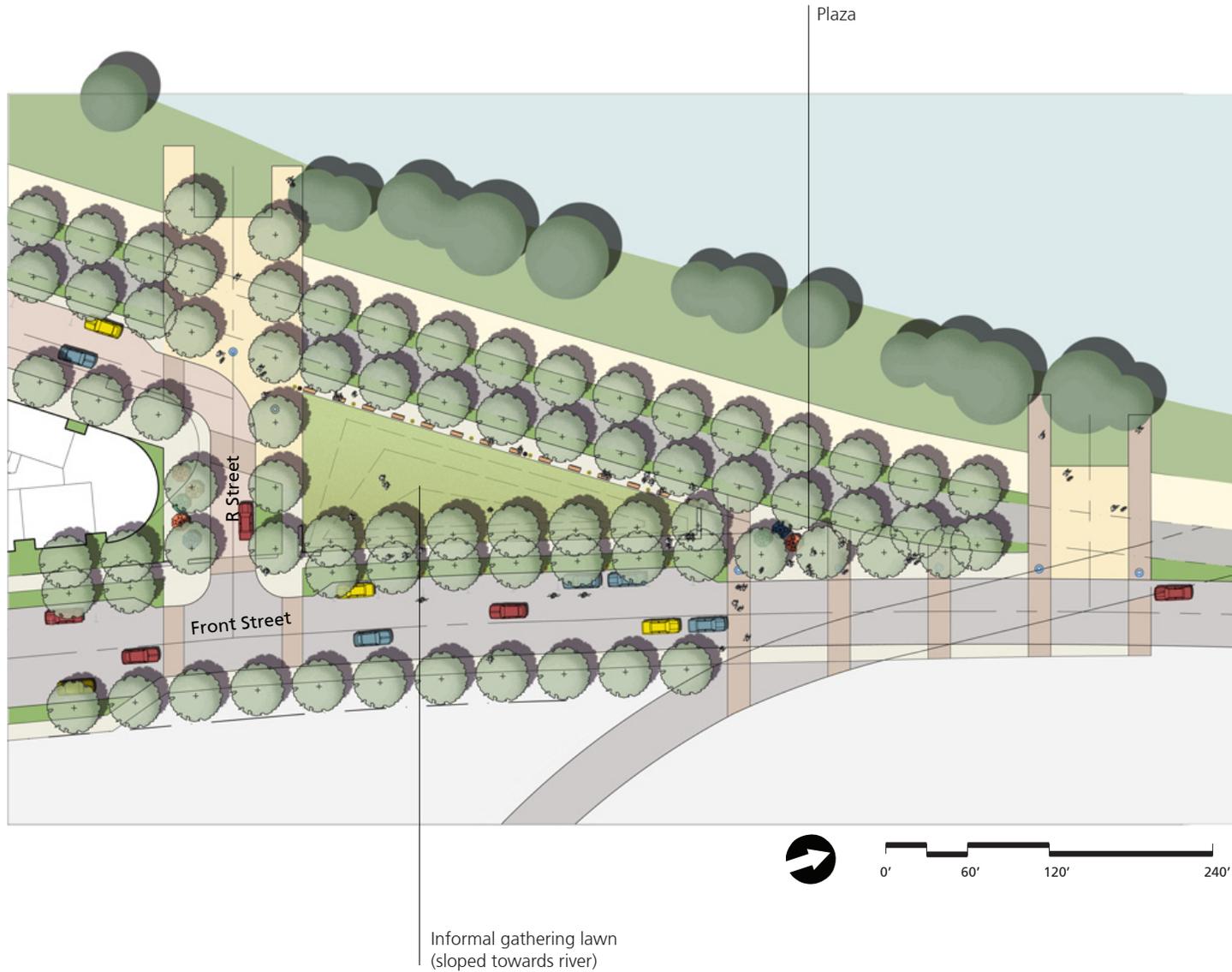
- Hedgerows (freeway buffer)
- Multi-purpose area sloped towards river
- Reservoir access and service area
- Picnic area
- Urban forest zone
- Detention / habitat zones
- Ornamental planting arc
- Detention zones



Docks Park Plan (Option B)



# R Street Park



### R Street Park

A smaller park—R Street Park—is proposed at the northern end of the Docks Area. This park and Plaza, will serve as a gateway to the Docks Area for people coming from Old Sacramento to the north and Downtown to the northeast. From the east, pedestrians will enter the area via the R-Street over-crossing. R Street Park will be a multi-purpose green space for informal recreation, “brown-bag” lunching, and riverfront sitting. The ground-floor retail and café uses facing the park across R Street may take advantage of an outdoor dining area on the southern edge of the park. The park will slope upward to its eastern edge to elevate the visitor

and enhance views to the river. Benches and seat walls will be provided along the park’s perimeter.

Within the park, a plaza will serve as the gateway into the neighborhood and announce the new riverfront district. Together with R Street Park and the pedestrian crossings zone at the northernmost point of the Docks Area, the plaza will relate strongly to the adjacent ground-floor retail along River Street. The plaza will be enhanced with water features (to help mask freeway noise), a kiosk/pavilion, public art, special paving, and other distinctive landscape elements.

### Streetscapes





River Street - a retail destination and linear plaza oriented to the river

A key component of a successful neighborhood is a vibrant and well-populated street environment. Public life is dependent upon outdoor space that is conducive to pedestrian activity. Thus, the design of a street plays a large role in determining the character of a neighborhood. Setting standards for the design of streets, which comprise most of the public space in the Docks Area, is critical to achieving many of the objectives set forth for the neighborhood.

The new public and private streets are intended to be a model of new 'green street' design, and follow current standards of stormwater best management practices for the region. They also feature narrow curb-to-curb dimensions, traffic calming elements such as bulb-outs at crosswalks, and create conditions for a fine canopy of foliage from a variety of different street trees.



TYPICAL RAIN GARDEN WITH STREET TREES AT APPROXIMATELY 20' ON-CENTER [PORTLAND, OR]



PRIVATE PLANTING ZONE IN SETBACK FROM RIGHT-OF-WAY TO BUILDING BUILD-TO-LINE [NORTH PARK, SAN JOSE, CA]

**Street Tree Master Plan**



Typical Street

Street trees will contribute significantly to the character, identity, and comfort of streets within the Docks Area. Street trees will separate the public and private realms and enhance pedestrian safety by separating people from moving traffic and parked cars. In order to reduce the build-up of radiant heat in paved surfaces and create a comfortable pedestrian experience, the plan recommends tree species that have sufficient canopy to shade the entire pedestrian zone and portions of the street. The spacing of trees will depend on the selected species, but should be based on shading at least 50% of the public right-of-way within ten years of planting and providing a nearly continuous canopy at maturity. Buildings will be set back to allow sufficient room for canopies to grow and develop.

Street trees are proposed along both sides of all streets. In most cases, trees are planted in continuous planting strips to maximize the soil area for roots to spread and water and air to penetrate. The width of planting strips ranges from six (6) to eight (8) feet, responding to the requirements in the City’s “Pedestrian Friendly Street Standards.” In areas with high pedestrian traffic or retail frontage, such as along River Street and R Street, trees will be planted in grated tree wells. To maintain long-term health, street trees placed in tree wells or similar paved surroundings should be planted in a structural soil that extends between tree planters to form a

## Street Tree Chart

### Front Street

Botanical Name	Common Name	Ave. Height	Ave. Spread	Evergreen (E) or Deciduous (D)	Size	Type of Canopy
<i>Acer rubrum</i> 'October Glory	Red Maple	40'-60'	40'-50'	D	Large	Round
<i>Celtis australis</i>	European Hackberry	50'-70'	40'-50'	D	Large	Round
<i>Celtis occidentalis</i>	Common Hackberry	40'-60'	40'-50'	D	Large	Round
<i>Ginkgo biloba</i>	Ginkgo	50'-70'	30'-40'	D	Large	Oval/Pyramidal
<i>Nyssa sylvatica</i>	Tupelo	40'-60'	30'-40'	D	Large	Round
<i>Platanus acerifolia</i>	London Plane Tree	40'-60'	30'-50'	D	Large	Oval

### River Street

Botanical Name	Common Name	Ave. Height	Ave. Spread	Evergreen (E) or Deciduous (D)	Size	Type of Canopy
<i>Acer rubrum</i> 'October Glory	Red Maple	40'-60'	40'-50'	D	Large	Round
<i>Celtis australis</i>	European Hackberry	50'-70'	40'-50'	D	Large	Round
<i>Celtis occidentalis</i>	Common Hackberry	40'-60'	40'-50'	D	Large	Round
<i>Ginkgo biloba</i>	Ginkgo	50'-70'	30'-40'	D	Large	Oval/Pyramidal
<i>Nyssa sylvatica</i>	Tupelo	40'-60'	30'-40'	D	Large	Round
<i>Platanus acerifolia</i>	London Plane Tree	40'-60'	30'-50'	D	Large	Oval

continuous trench.

Tree species will distinguish the function of different streets. To create a distinct street character, a single, distinct species should be used along the entire length of each of the following streets: Front Street, River Street, and each of the Alphabet Streets. Wider planting strips on Front Street, River Street, and Riverfront Lane will allow for the planting of large-canopy trees. To enhance River Street’s vibrancy, a tree species with a distinctive flower, bark, or other special characteristic should be used.

Relatively narrow planting strips on Park Street, Alphabet Streets and Minor Streets will require medium-size or columnar trees. Trees with

a sufficient branching pattern and canopy—generally thirteen (13) feet or higher—should be selected for River Street to ensure that trees do not obscure commercial signage and storefront windows or conflict with truck access. Lower branching heights may be appropriate in plazas. Large canopy trees should be planted in bulb-outs at intersections, Based upon the “Broadleaf Evergreen and Deciduous Tree Planting Guide” (City of Sacramento Department of Parks and Recreation Urban Forest Services Division), the street tree chart identifies appropriate examples of tree species. Street tree species selection should be coordinated with the planting plans for the Docks Park and R Street Park.

## Alphabet Streets

Botanical Name	Common Name	Ave. Height	Ave. Spread	Evergreen (E) or Deciduous (D)	Size	Type of Canopy
<i>Acer campestre</i>	Hedge Maple	30'-40'	20'-30'	D	Medium	Round
<i>Acer platanoides</i>	Norway Maple	30'-50'	25'-35'	D	Medium	Round
<i>Carpinus betulus</i>	European Hornbeam	30'-50'	15'-40'	D	Medium	Columnnar/Pyramidal
<i>Koelreuteria elegans</i>	Golden Raintree	30'-40'	30'-40'	D	Medium	Round
<i>Magnolia grandiflora</i>	St. Mary's Magnolia	20'-30'	20'-30'	E	Medium	Oval/Pyramidal
<i>Pistacia chinensis</i>	Chinese pistache	30'-50'	30'-50'	D	Medium	Round
<i>Pyrus kawakamii</i>	Evergreen Pear	20'-30'	20'-30'	E	Medium	Round
<i>Tilia cordata</i>	Little Leaf Linden	40'-60'	20'-40'	D	Medium	Pyramidal

## Minor Streets &amp; Park Street

Botanical Name	Common Name	Ave. Height	Ave. Spread	Evergreen (E) or Deciduous (D)	Size	Type of Canopy
<i>Acer campestre</i>	Hedge Maple	30'-40'	20'-30'	D	Medium	Round
<i>Acer platanoides</i>	Norway Maple	30'-50'	25'-35'	D	Medium	Round
<i>Carpinus betulus</i>	European Hornbeam	30'-50'	15'-40'	D	Medium	Columnnar/Pyramidal
<i>Koelreuteria elegans</i>	Golden Raintree	30'-40'	30'-40'	D	Medium	Round
<i>Magnolia grandiflora</i>	St. Mary's Magnolia	20'-30'	20'-30'	E	Medium	Oval/Pyramidal
<i>Pistacia chinensis</i>	Chinese pistache	30'-50'	30'-50'	D	Medium	Round
<i>Pyrus kawakamii</i>	Evergreen Pear	20'-30'	20'-30'	E	Medium	Round
<i>Tilia cordata</i>	Little Leaf Linden	40'-60'	20'-40'	D	Medium	Pyramidal

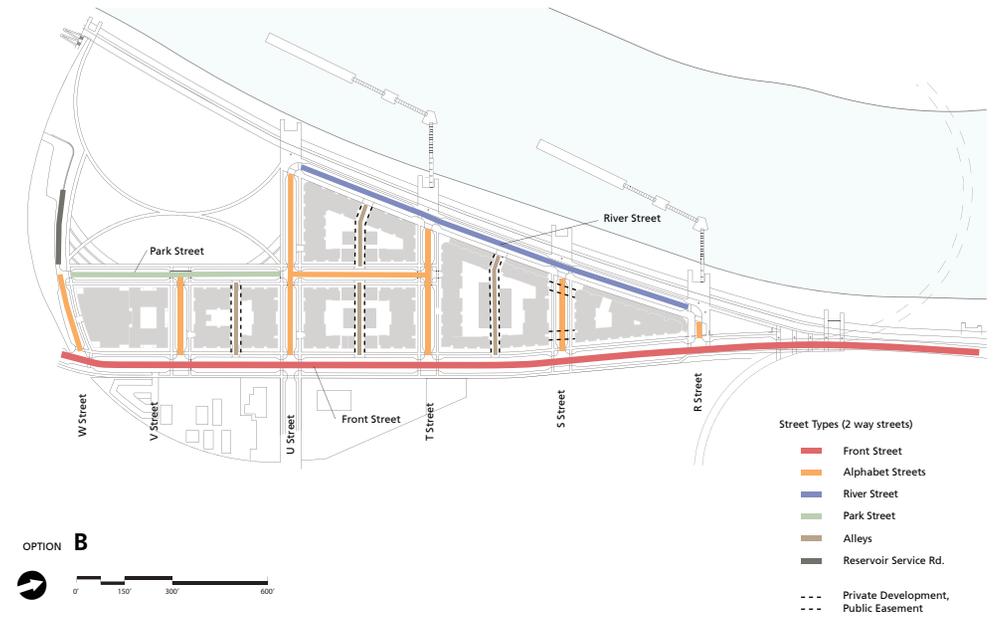
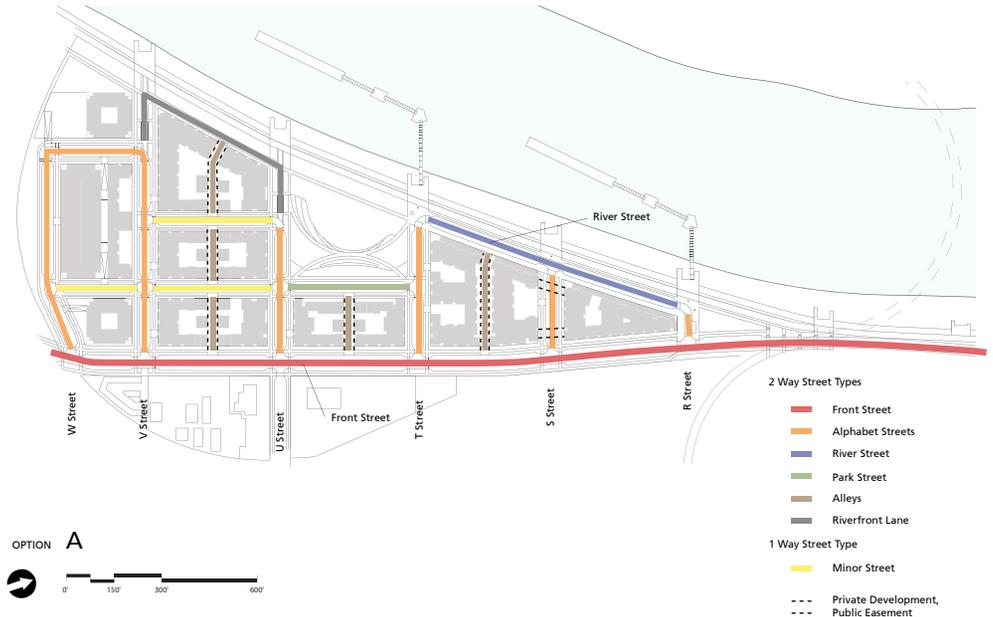
## Parks

Botanical Name	Common Name	Ave. Height	Ave. Spread	Evergreen (E) or Deciduous (D)	Size	Type of Canopy
<i>Aesculus hippocastanum</i>	Horse Chestnut	40'-60'	40'-50'	D	Large	Round
<i>Ginkgo biloba</i>	Ginkgo	50'-70'	30'-40'	D	Large	Oval/Pyramidal
<i>Magnolia grandiflora</i>	Magnolia	40'-60'	30'-40'	E	Large	Oval/Pyramidal
<i>Quercus agrifolia</i>	California Live Oak	40'-50'	40'-50'	E	Large	Round
<i>Quercus coccinea</i>	Scarlet Oak	50'-70'	40'-50'	D	Large	Oval
<i>Quercus lobata</i>	Valley Oak	50'-70'	50'-70'	D	Large	Round
<i>Quercus palustris</i>	Pin Oak	40'-60'	40'-50'	D	Large	Oval
<i>Sophora japonica</i>	Chinese Scholar Tree	50'-70'	40'-50'	D	Large	Round
<i>Acer rubrum</i> 'Red Sunset'	Red Maple	40'-50'	30'-40'	D	Large	Oval
<i>Magnolia soulangiana</i>	Saucer Magnolia	15'-25'	15'-25'	D	Small	Round
<i>Malus</i> 'Robinson'	Crab Apple	15'-25'	15'-25'	D	Small	Round
<i>Prunus</i>	Flowering Cherry	15'-25'	15'-25'	D	Small	Vase shape
<i>Prunus cerasifera</i>	Purple Leaf Plum	15'-25'	15'-25'	D	Small	Vase shape

## Hedge Rows

Botanical Name	Common Name	Ave. Height	Ave. Spread	Evergreen (E) or Deciduous (D)	Size	Type of Canopy
<i>Populus nigra</i> 'Italica'	lombardy poplar	60'-80'	10'-15'	D	Large	Very slender/Columnnar

Street Types



## Street Design Standards

The Street Design Standards are intended to create “complete” streets--streets that provide capacity and mobility for motorists, while also being safe and comfortable for pedestrians, cyclists, and neighborhood residents. Generous sidewalk widths are necessary to accommodate a comfortable flow of pedestrian traffic, but so are the amenities that will attract pedestrians and cause them to linger: room for walking and strolling, places to sit and reflect, activities and objects to observe, and places to enjoy the sun and the shade.

While Chapter 4: Circulation, establishes the basic street network for Docks Area streets, the concepts and guidelines presented here address the more detailed design of the public streetscape, focusing on the elements that will contribute to an attractive, comfortable, and dynamic pedestrian environment, including land use context, street dimensions, sidewalk design and tree plantings. Standards are organized by street type as defined in the street types diagrams for Options A and B.

The plan proposes a hierarchy of street widths in order to acknowledge the different scales appropriate to the neighborhood. They range from the existing 80’ right-of-way along Front Street to 64’ for the four east/west Alphabet

Streets to 50’ for the north/south Park and Reservoir Streets. Right-of-way lines are typically measured from the outer edge of the public sidewalk and include the planting strip, curb and roadway. The various widths relate to the importance of each street type and are related to the permissible building heights and required setbacks. Within the right-of-way dimensions of each street type, the following shall apply:

- Planting strips next to the curb shall act as bio-swales/rain gardens, and shall be planted with plant materials that are appropriate for Sacramento’s climate and rainfall.
- A continuous trench containing 24-30 inches depth of soil for street trees shall be part of the planting strip zone.
- Permeable paving shall be used wherever paths cross the planting strip zone.
- Street trees shall be planted in the planting strip at 20’ on center on Alphabet Streets and 30’ on center on Front Street.
- Pedestrian-scaled street lighting shall be provided that creates a safe and attractive setting for the community’s nighttime use of the public realm.

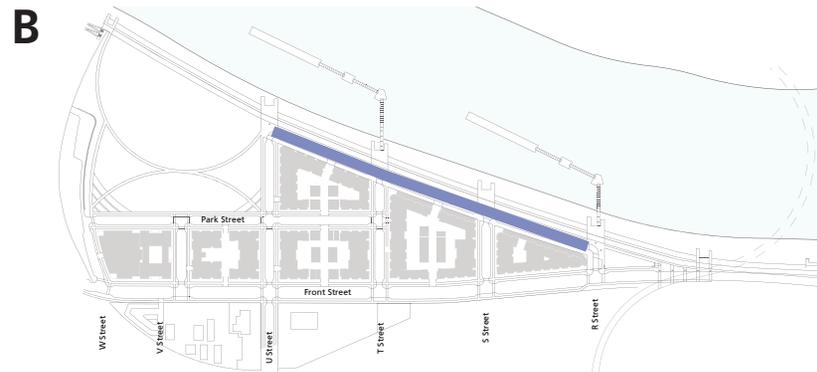
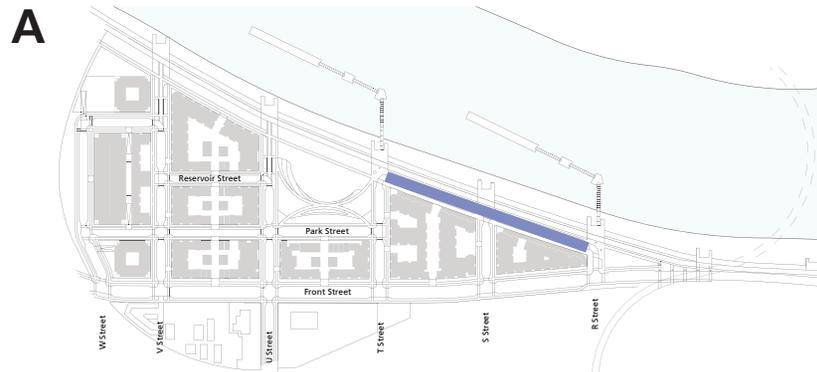


A properly structured retail street allows for a multitude of social activities. *Pacific Heights, San Francisco, CA*



Sidewalk, stoops and planters help to create an intimate neighborhood street. *North Park, San Jose, CA*

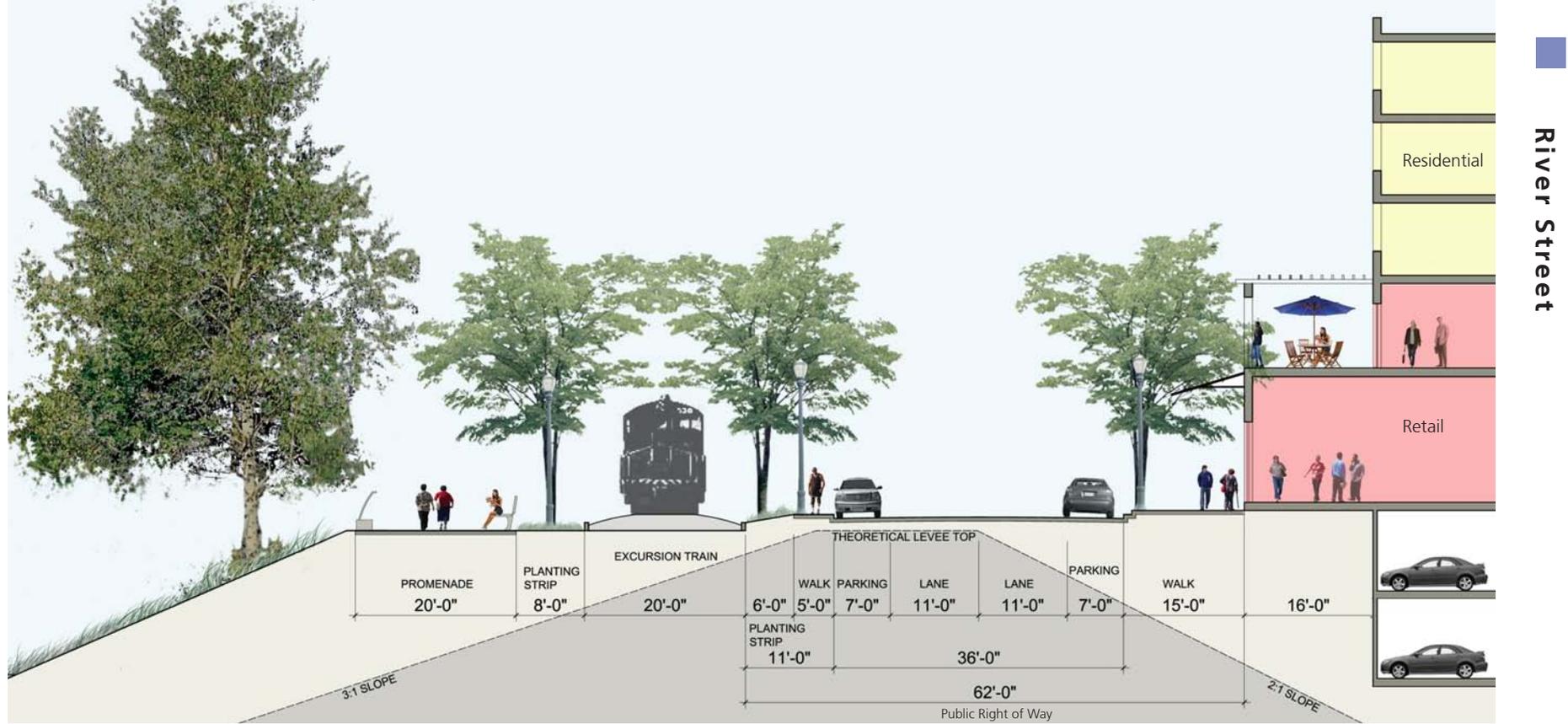
## River Street



**River Street** runs parallel to the Sacramento River at the northwest corner of the project area. It is a retail street with two way traffic and parallel parking on both sides. The street surface is specially treated with a distinct paving material to give it a pedestrian-oriented character. On the development side of River Street, buildings are built flush to the sidewalk, i.e. no setback from the property line. Two stories of retail use are supported by 15 foot wide sidewalks, street trees in tree grates, and pedestrian scale lighting. Awnings on the second level and outdoor dining areas with trellises provide for people's comfort while visiting. On the river side of River Street, the sidewalk is narrower. A sloped planting strip with trees buffers the street from the railroad right-of-way.

River Street is conceived as a linear plaza with unified paving from building face to outside walk on river side. Curbs will distinguish vehicular zones from pedestrian zones visually. It will look like one continuously paved plaza. A double curb on the retail side will help elevate the sidewalk to enhance river views. Detailed design should maintain ADA access at intersection crosswalks.

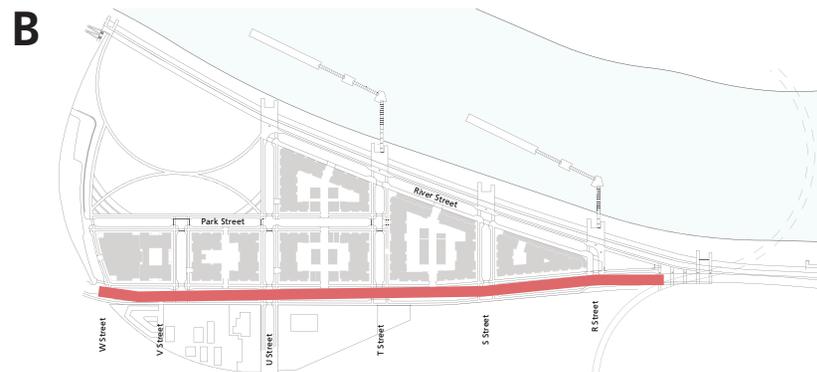
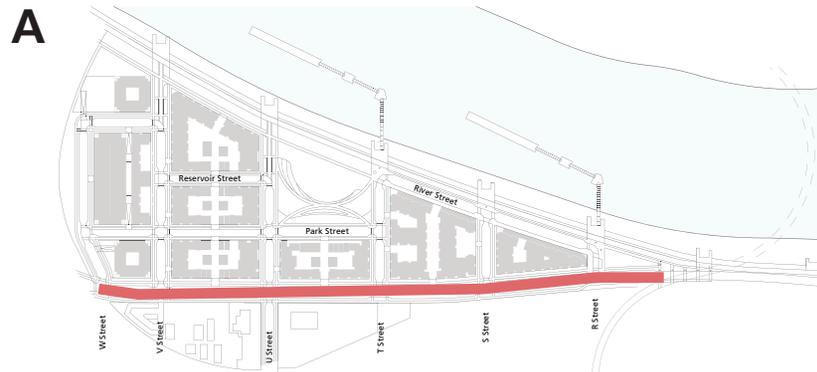
A single species of large size street tree should be used along the entire length of River Street. Refer to the "Street Tree Master Plan" section for a list of appropriate species.



Item	Dimension	Notes
Right-of-Way (ROW) Width	62 feet	-
Curb-to-Curb Pavement Width	36 feet	-
Travel Lanes	11 feet	two lanes, two-way
Parking Lanes	7 feet	parallel, both sides
Bike Lanes	-	na
Walkways		
Retail side	15 feet	Sidewalk
Railroad ROW side	5 feet	Sidewalk
Curbside Landscaping		
Retail side	-	tree wells
Railroad ROW side	6 feet	continuous planting strip on slope
Typical Street Tree Spacing	30 feet on center	large size canopy tree
Building Setback	-	no

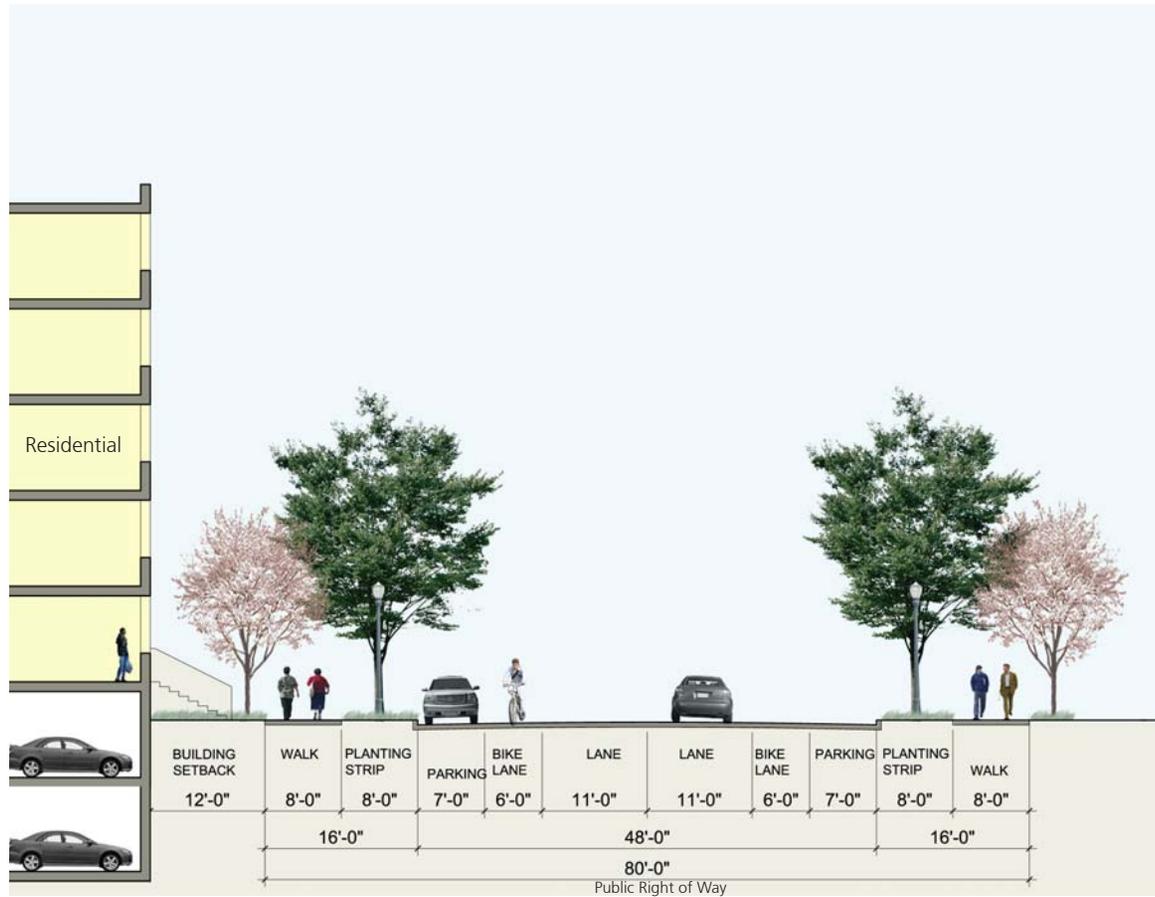
DESIGN STANDARDS

## ■ Front Street



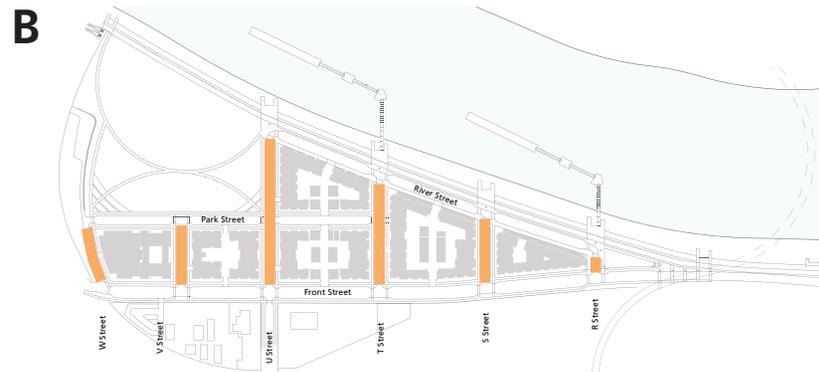
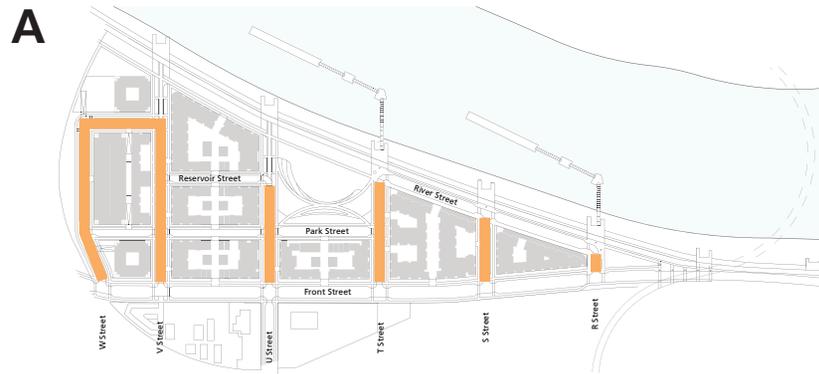
**Front Street** is the north-south collector which defines the east border of the Docks Area project. It runs parallel to Interstate 5 to the east and connects to O Street to the north. Front Street is a two-way street with one traffic lane and one bike lane in each direction, and parallel parking on both sides. Wide sidewalks on both sides are separated from the curb by continuous planting strips with large canopy street trees. Development types along the west side of Front Street vary from townhouses to mid-rise residential to high-rise office towers, and are generally set back 12 feet from the sidewalks. The east side of Front Street is outside of the project boundary, however, development in the future should mirror development on the west side in terms of setbacks, building heights, and frequency of entrances.

A single large-sized tree species should be used along the entire length of Front Street. Refer to the “Street Tree Master Plan” section for a list of appropriate species.



Item	Dimension	Notes
Right-of-Way (ROW) Width	80 feet	-
Curb-to-Curb Pavement Width	48 feet	-
Travel Lanes	11 feet	two lanes, two-way
Parking Lanes	7 feet	parallel, both sides
Bike Lanes	6 feet	both sides
Walkways	8 feet	sidewalk on both sides
Curbside Landscaping	7.5 feet (from the back of curb)	continuous planting strip on both sides
Typical Street Tree	30 feet on center	large size canopy tree
Building Setback	12 feet	west side of Front Street

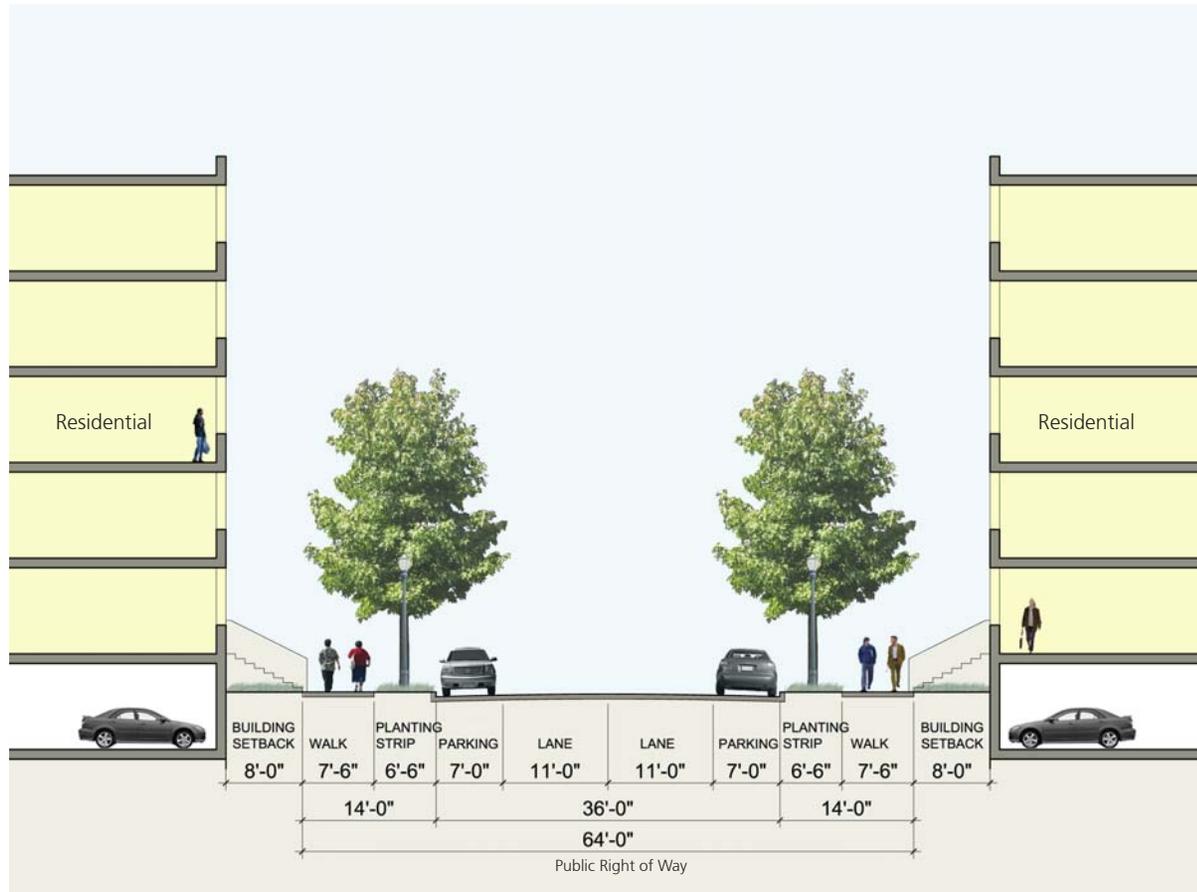
## Alphabet Streets



**Alphabet Streets** refer to R, T, U, V, and W streets that run east-west and perpendicular to Front Street in the project area. They are two-way local streets with parallel parking on both sides. Alphabet Streets are pedestrian scaled with sidewalks that are separated from the curb by continuous planting strips with median-size canopy trees or large-size columnar trees. Intersections at Alphabet Streets and Minor Streets are marked by bulb-outs and large-size canopy trees. Each street terminates at a pedestrian plaza to the west overlooking the Sacramento River.

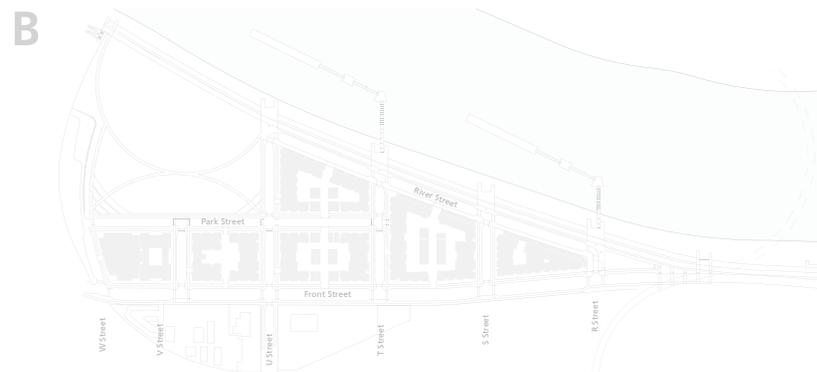
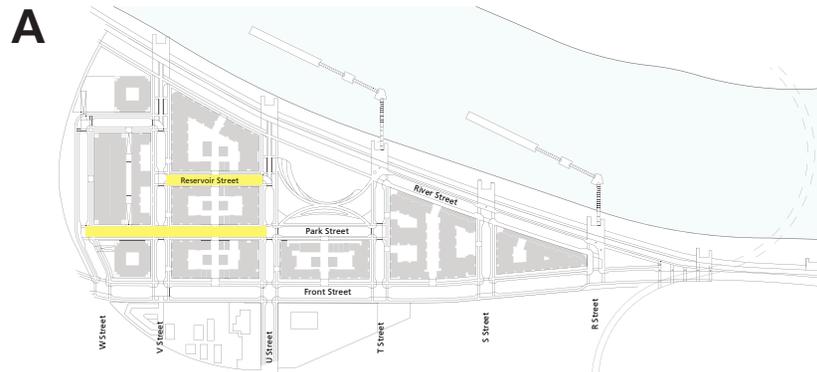
A single species of medium size or columnar street tree should be used along the entire length of Alphabet Streets, with the exception of a second species of large size trees at the intersections where bulb-outs are present. Refer to the “Street Tree Master Plan” section for a list of appropriate species.

S Street will have two easements on either end of the street to accommodate underground connections to parking underneath the two adjacent blocks.



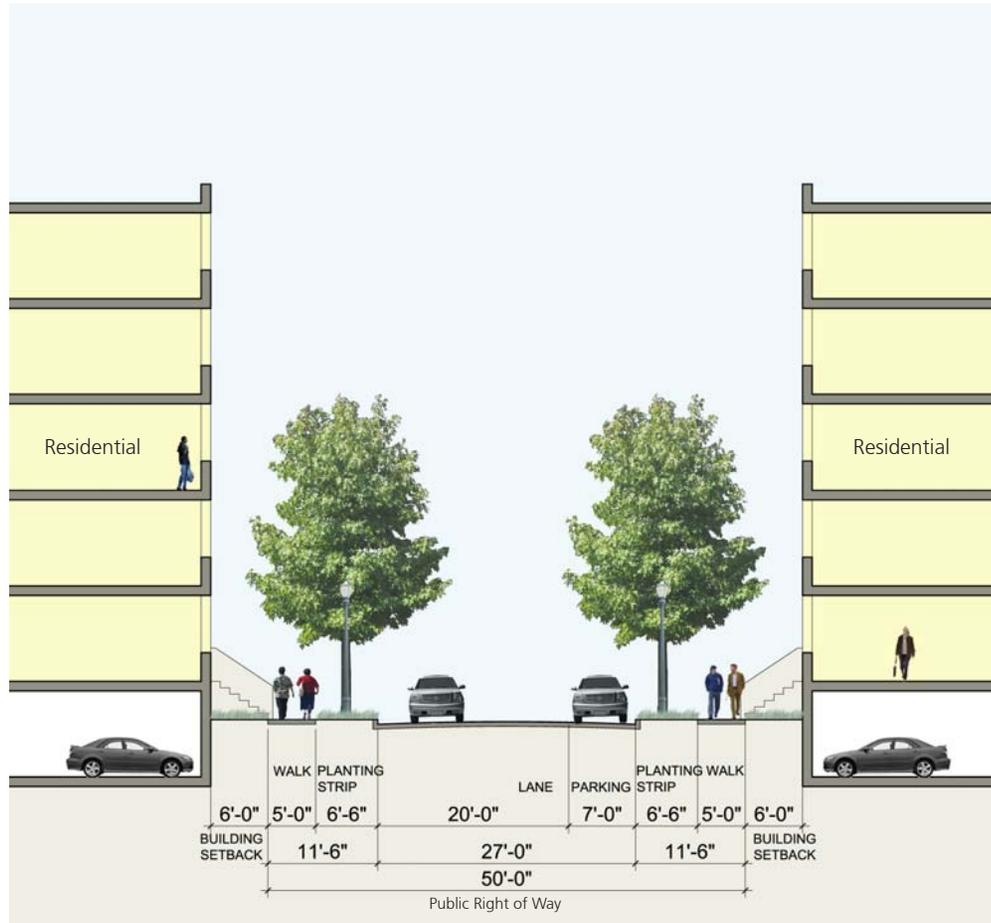
Item	Dimension	Notes
Right-of-Way (ROW) Width	64 feet	-
Curb-to-Curb Pavement Width	36 feet	-
Travel Lanes	11 feet	two lanes, two-way
Parking Lanes	7 feet	parallel, both sides
Bike Lanes	-	na
Walkways	7.5 feet	sidewalk on both sides
Curbside Landscaping	6 feet (from the back of curb)	continuous planting strip on both sides
Typical Street Tree Spacing	20 feet on center	median size canopy tree or large size columner tree
Building Setback	8 feet	both sides

## ■ Neighborhood Streets



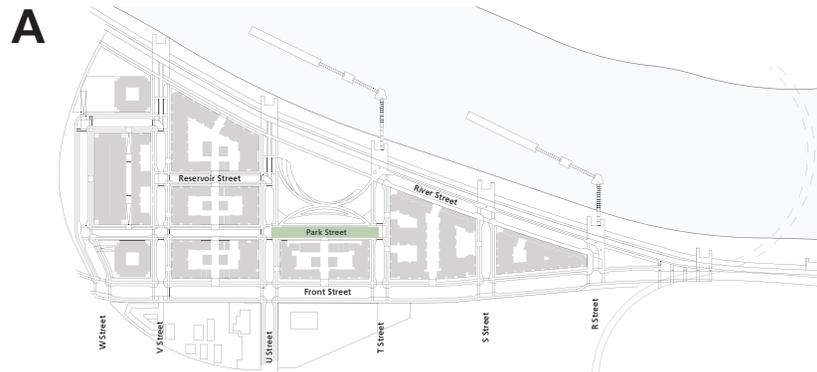
**Neighborhood Streets** are one-way streets west of and parallel to Front Street. Neighborhood Streets are narrowed to provide an intimate scale within the Docks Area Plan. Narrower, 5-foot sidewalks on both sides are separated from the curb by continuous planting strips planted with mid-sized canopy trees or large-size columnar trees. On-street parallel parking occurs only on one side. Intersections with Alphabet Streets are marked by bulb-outs and large-size canopy trees. Six-foot building setbacks are proposed on both sides of the street.

A single species of medium -sized or columnar street trees should be used along the entire length of Neighborhood Streets, with the exception of a second species of large-sized trees at the intersections where bulb-outs are present. Refer to the “Street Tree Master Plan” section for a list of appropriate species.



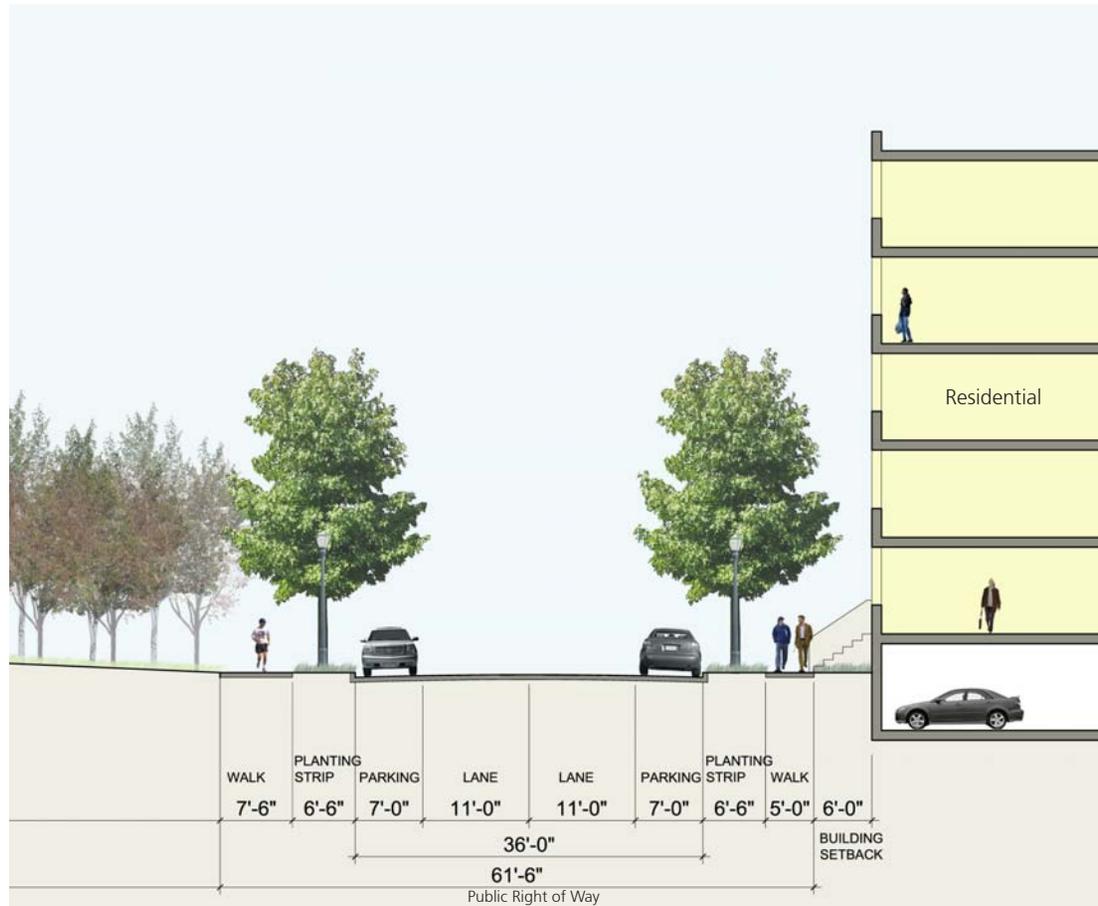
Item	Dimension	Notes
Right-of-Way (ROW) Width	50 feet	-
Curb-to-Curb Pavement Width	27 feet	-
Travel Lanes	20 feet	one lane, one-way
Parking Lanes	7 feet	parallel, one side
Bike Lanes	-	-
Walkways	5 feet	sidewalk on both sides
Curbside Landscaping	6 feet (from back of curb)	continuous planting strip on both sides
Typical Street Tree Spacing	20 feet on center	median size canopy tree or large size columnar tree
Building Setback	6 feet	both sides

## Park Street (Option A)



**Park Street** in Option A is a neighborhood two-way street with parallel parking on both sides. It is located west of and parallel to Front Street. Both sides of the street are lined with a continuous planting strip planted with either mid-sized canopy trees or large-size columnar trees. Intersections with Alphabet Streets are marked by bulb-outs and large-sized canopy trees. In order to reduce the scale of the streets and create an intimate feeling for pedestrians, the building side of the street has a 6-foot building setback and a narrower than usual 5-foot sidewalk. On the park side of the street, the sidewalk is wider at 7-foot 6-inches.

A single species of medium-sized or columnar street trees should be used along the entire length of Park Street, with the exception of a second species of large size trees at the intersections where bulb-outs are present. Refer to the “Street Tree Master Plan” section for a list of appropriate species.

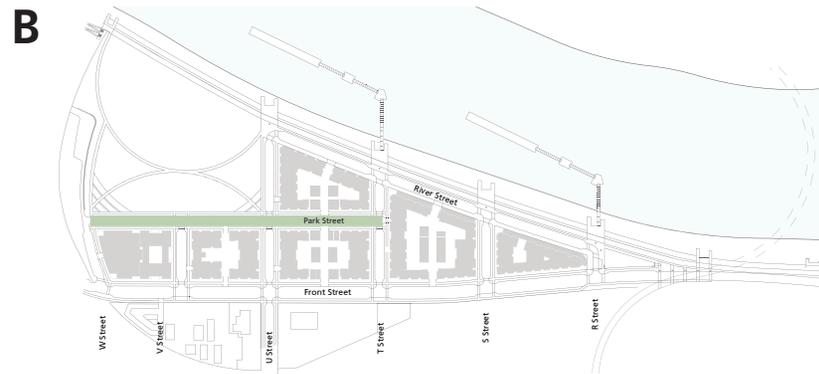
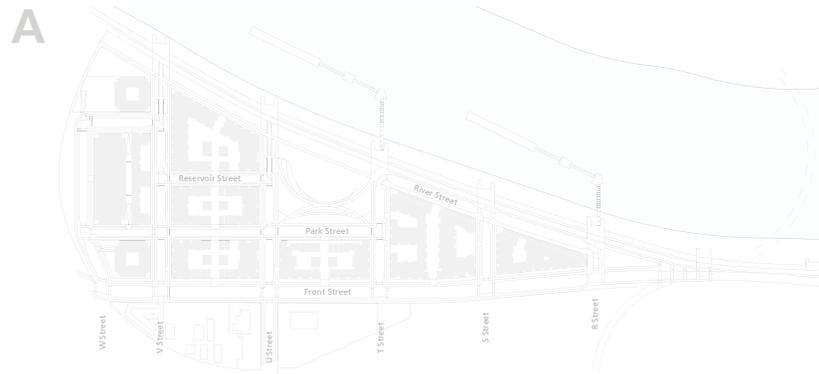


Item	Dimension	Notes
Right-of-Way (ROW) Width	61 feet	-
Curb-to-Curb Pavement Width	36 feet	-
Travel Lanes	11 feet	two lanes, two-way
Parking Lanes	7 feet	parallel, both sides
Bike Lanes	-	na
Walkways	7.5 feet on park side, 5 feet on development side	sidewalk on both sides
Curbside Landscaping	6 feet (from the back of curb)	continuous planting strip on both sides
Typical Street Tree Spacing	20 feet on center	median size canopy tree or large size columner tree
Building Setback	6 feet	development side only

Park Street (Option A)

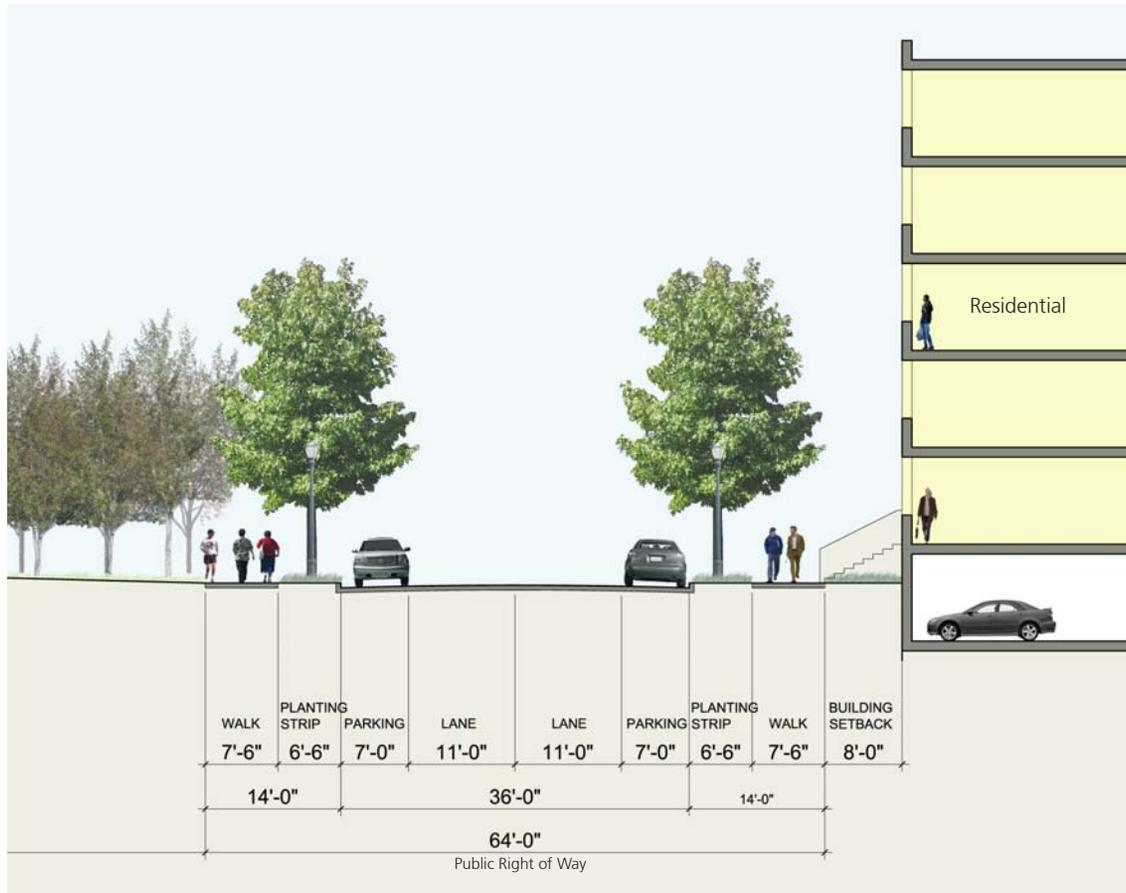
DESIGN STANDARDS

## ■ Park Street (Option B)



**Park Street** in Option B is a neighborhood two-way street with parallel parking on both sides. It is located west of and parallel to Front Street. A continuous planting strip as well as mid-sized canopy trees or large-size columnar trees line both sides of the street. Intersections at Alphabet Streets are marked by bulb-outs and large-size canopy trees. On the development side of the street, the 6-foot building setback brings down the scale of the streets to create an intimate feeling for pedestrians.

A single species of medium-sized or columnar street trees should be used along the entire length of Park Street, with the exception of a second species of large size trees at the intersections where bulb-outs are present. Refer to the “Street Tree Master Plan” section for a list of appropriate species.

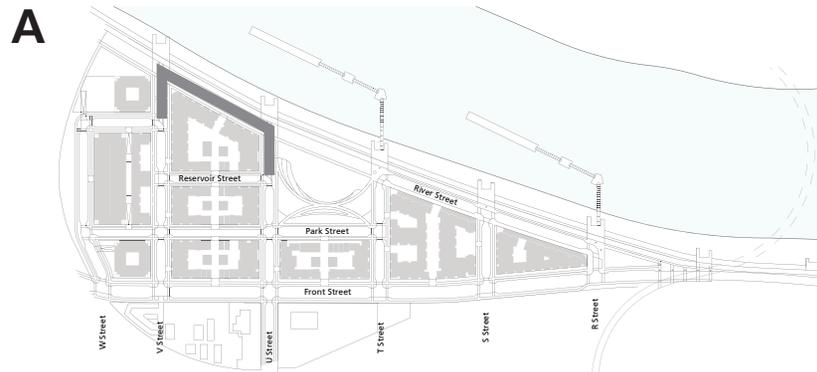


Park Street (Option B)

Item	Dimension	Notes
Right-of-Way (ROW) Width	64 feet	-
Curb-to-Curb Pavement Width	36 feet	-
Travel Lanes	11 feet	two lanes, two-way
Parking Lanes	7 feet	parallel, both sides
Bike Lanes	-	na
Walkways	7.5 feet	sidewalk on both sides
Curbside Landscaping	6 feet (from the back of curb)	continuous planting strip on both sides
Typical Street Tree Spacing	20 feet on center	median size canopy tree or large size columnar tree
Building Setback	8 feet	both sides

DESIGN STANDARDS

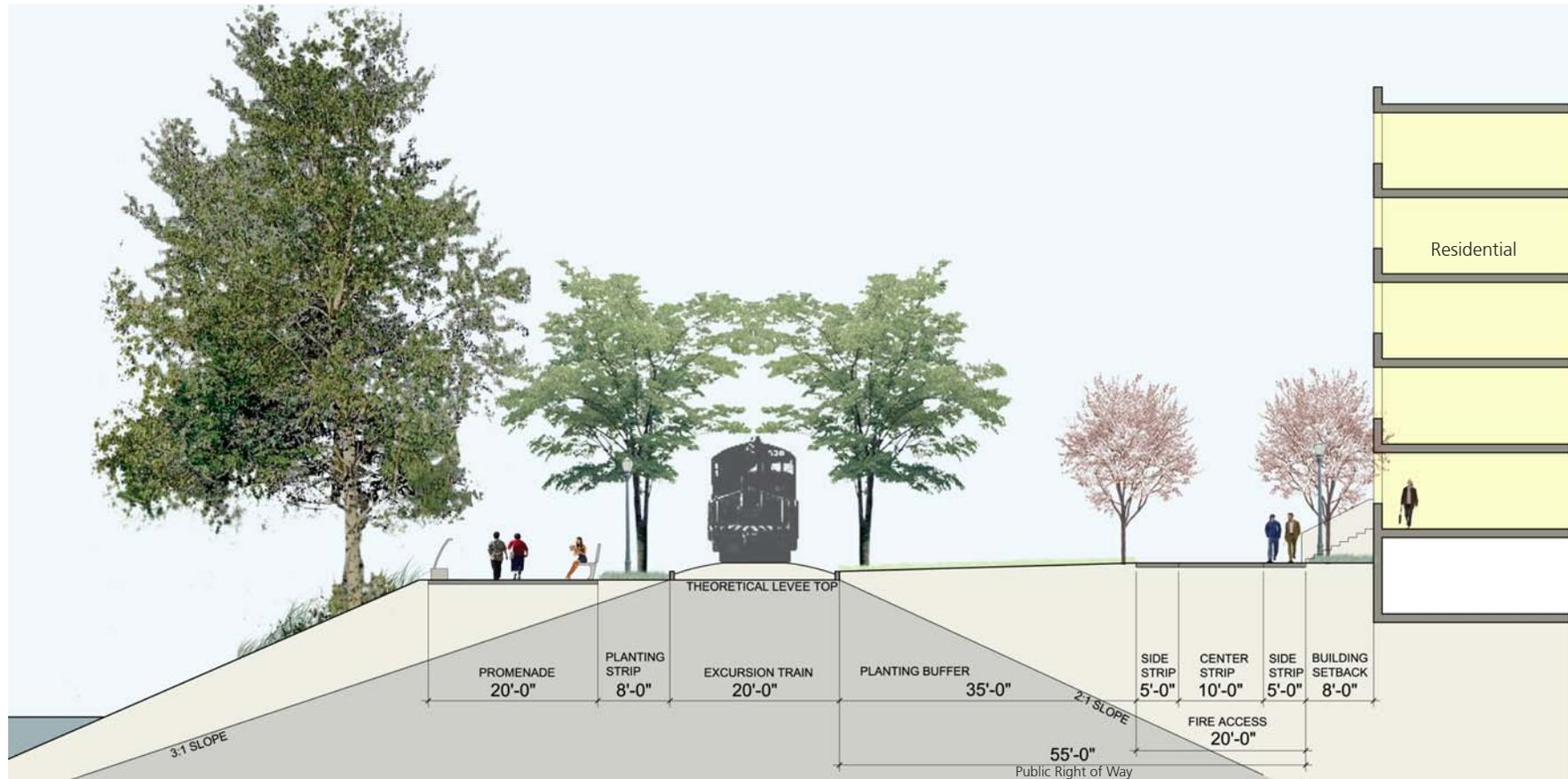
## Riverfront Lane



**Riverfront Lane in Option A** provides both emergency truck access and pedestrian access to the Promenade and riverfront at the southwest corner of the project area. Motorized vehicle circulation is prohibited. The Riverfront Lane extends U and V Streets to the railroad right-of-way, and connects U and V Streets parallel to the eastern edge of this right-of-way, which is also parallel to the Sacramento River. The design and materials of the lane surface gives it a pedestrian- and residential-oriented character.

The portion that runs parallel to the river is divided into two 5 foot side strips with textured paving pattern and a 10 foot center strip with smoother paving materials. Flowering trees on both sides and amenities such as benches and street lights also help to bring the scale down and make the lane more pedestrian friendly. On the development side of the lane, buildings are set back 8 feet. On the river side of the lane, there is a 35-foot planting zone between Riverfront Lane and the railroad right-of-way. Pedestrians are buffered from the railroad right-of-way by a planting zone and allee of trees.

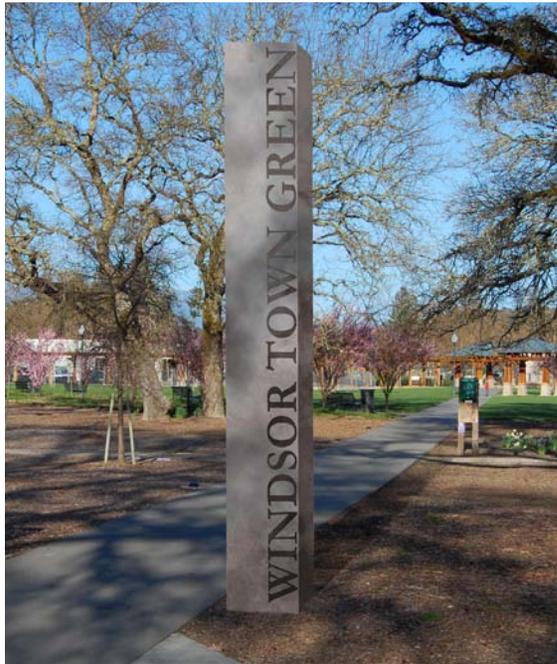
The same species of large size trees at the intersection on U and V Streets should be used on the two segments of Riverfront Lane that extend U and V Streets. Refer to the “Street Tree Master Plan” section for a list of appropriate species.



Riverfront Lane

Item	Dimension	Notes
Right-of-Way (ROW) Width	55 feet	-
Curb-to-Curb Pavement Width	20 feet	-
Travel Lanes	20 feet	fire access lane, 10' grassed cellular paving + 10' walk
Parking Lanes	-	-
Bike Lanes	-	-
Walkways	10 feet	sidewalk
Curbside Landscaping		
Residential side	-	opportunity for planting in private R.O.W.
Railroad ROW side	35 feet	continuous planting strip buffer
Typical Street Tree Spacing	30 feet on center	large size canopy tree
Building Setback	8 feet	east side of street

DESIGN STANDARDS



Gateway Monument Sign - Windsor, California



Pedestrian Oriented Wayfinding - Ventura, California

## Signage

### Wayfinding

A wayfinding system for the Docks Area should be developed to serve both the needs of visitors as well as local residents and workers. Directional signage and maps in the public realm should reinforce desired circulation patterns and encourage connectivity with the City of Sacramento. The system should be coordinated with existing and future wayfinding developed for the Central City.

The wayfinding system for the Docks Area should:

- Direct vehicle pedestrians, bicycle riders and drivers into, around and out of the Docks Area.
- Provide directional and information signs that are attractive, clear and consistent in theme, location and design.
- Identify key destinations and facilities, e.g. parks and opens space areas including the Sacramento River Parkway, transit routes and stops, public parking, etc.

- Be coordinated and integrated with wayfinding for the Sacramento River Parkway.
- Be co-located with other streetscape furniture (e.g light standards, transit shelters) where possible to reduce visual clutter in the public realm.

### Kiosks

Kiosks in the public realm provide an opportunity for both wayfinding and displaying information for pedestrians, and should be located in prominent locations. Typical displays include a map of the district, directories, other way-finding graphics, public announcements, etc.

Kiosk guidelines:

- Place information kiosks near but outside of main pedestrian paths/sidewalks.
- Kiosks should have their own lighting source or be near a lighting source.
- A maintenance plan should be prepared prior to installation.



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Attachment 6 Resolution for Financing Plan

**RESOLUTION NO. 2009-**

Adopted by the Sacramento City Council

**ADOPTING THE FINANCING PLAN  
FOR THE SACRAMENTO DOCKS AREA SPECIFIC PLAN  
LOCATED GENERALLY SOUTH AND EAST OF THE SACRAMENTO RIVER,  
NORTH AND WEST OF I-5 AND INTERSTATE 50 (P08-058)**

**BACKGROUND**

- A.** On November 12, 2009, the Planning Commission conducted a public hearing, and forwarded to the City Council its recommendation of approval on the Sacramento Docks Area Specific Plan project the Sacramento Docks Area Financing Plan.
- B.** On December 15, 2009, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code sections 17.204.020(C), 17.208.020(C) and 17.200.010(C)(2)(a), (b), and (c)(publication, posting, and mail 500'), and received and considered evidence concerning the Sacramento Docks Area Specific Plan project and the Sacramento Docks Area Financing Plan.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL  
RESOLVES AS FOLLOWS:**

- Section 1. Based on the verbal and documentary evidence received at the hearing on the Sacramento Docks Area Specific Plan and the Sacramento Docks Area Financing Plan, the City Council finds that adoption of the Sacramento Docks Area Financing Plan would achieve the following:
  - A.** Implement the City's General Plan goal to provide infrastructure for identified redevelopment areas.
  - B.** Establish a program of implementation measures, including regulations, programs, public works projects and financing measures for funding the backbone infrastructure and public facilities required to implement the Sacramento Docks Area Specific Plan, including identifying existing and potential future development impact fees, public financing mechanisms, and federal, state and local funding programs.
  - C.** Identify the development timing for implementation of the backbone infrastructure and public facilities improvements needed for the implementation of the Sacramento Docks Area Specific Plan.

- D. Establish the policy framework for future financing of the required backbone infrastructure and public facilities improvements needed to implement the Sacramento Docks Area Specific Plan.

Section 2. The City Council hereby adopts the Sacramento Docks Area Financing Plan.

**Table of Contents:**

Exhibit 6A – Sacramento Docks Financing Plan

**Final Draft Report**

**Docks Area Specific Plan  
Finance Plan**

*The Economics of Land Use*



Prepared for:

City of Sacramento

Prepared by:

Economic & Planning Systems, Inc.

November 23, 2009

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EPS #18476

## Table of Contents

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1.	INTRODUCTION AND SUMMARY .....	1
	Land Use .....	3
	Infrastructure, Utility, and Public Facility Costs .....	3
	Overview of the Financing Strategy .....	3
	Implementation and Updates.....	8
	Development Feasibility .....	8
	Organization of Report.....	8
2.	DOCKS AREA LAND USE AND DEVELOPMENT PLAN .....	10
	Docks Area Land Use Options .....	10
3.	INFRASTRUCTURE, UTILITIES, AND PUBLIC FACILITY IMPROVEMENTS AND COSTS .....	13
	Infrastructure .....	13
	Utilities.....	16
	Public Facilities .....	17
4.	INFRASTRUCTURE, UTILITY, AND SCHOOLS FINANCING STRATEGY .....	19
	Financing Strategy at Buildout .....	19
	Cash Flow Considerations.....	22
5.	DOCKS PARK DEVELOPMENT COSTS AND FINANCING STRATEGY .....	26
	Park Land Service Standards .....	26
	Docks Park Improvement Financing Strategy.....	26
6.	IMPLEMENTATION AND UPDATES .....	35
	Modifications to the Financing Strategy.....	35
7.	FINANCIAL FEASIBILITY ANALYSIS .....	36
	Methodology .....	36
	Residual Land Value Analysis Results.....	36
	Data Assumptions .....	39
	Mechanisms to Improve Project Feasibility .....	41

## Appendices:

- Appendix A: Tax Increment Financing—Detailed Calculations
- Appendix B: Mello-Roos CFD Bonding Capacity—Detailed Calculations
- Appendix C: Development Impact Fee Revenues
- Appendix D: Land Use Assumptions
- Appendix E: Residual Land Value Analysis

## List of Tables

---

Table 1	Sources and uses of Funding: Buildout.....	4
Table 2	Docks Area Utility, Infrastructure, and Public Facilities Cost Summary .....	7
Table 3	Docks Area Specific Plan Land Use Summary .....	12
Table 4	Project Students Generated.....	18
Table 5	Sources and Uses of Funding: Buildout .....	20
Table 6	Summary of Project-Generated Revenues .....	23
Table 7	Infrastructure and Utilities Cash Flow Summary by Phase .....	25
Table 8	Quimby Park Acreage Requirements and In-Lieu Fee Calculation.....	27
Table 9	Docks Park Improvement Costs .....	30
Table 10	Parks Revenue Summary .....	32
Table 11	Parks Cash Flow Summary by Phase.....	34
Table 12	Summary of Residual Land Value by Land Use Category .....	37
Table 13	Summary of Residual Land Value per Unit/Sq. Ft. ....	38

## List of Maps

---

Map 1	Dock Area and Pioneer Reservoir .....	2
Map 2	Land Use Option B.....	11

## 1. INTRODUCTION AND SUMMARY

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This Finance Plan offers a strategy to finance the infrastructure and public facilities required to serve the Docks Area Specific Plan (Docks Area or Project). The Docks Area was identified as an opportunity site for infill development by the City of Sacramento (City)'s 2003 Riverfront Master Plan. Located adjacent to the Sacramento River, the Project is a planned 29.3-acre infill redevelopment area. Preliminary redevelopment concepts for the site were approved by the City Council in 2007 and envision development of a high-density, mixed use infill neighborhood comprising housing, office, and retail land uses, as well as recreational amenities, including parks and open space and a riverfront parkway/promenade. The City subsequently commenced preparation of the Specific Plan document to provide a comprehensive vision, goals, policies, and development standards for the Docks Area.

Development concepts for the Docks Area, however, are constrained by the location of the Pioneer Reservoir, which currently occupies approximately 15 percent of the Docks Area developable acreage. **Map 1** shows the location of the Docks Area and the Pioneer Reservoir. As part of the Docks Area entitlement process, the City has been evaluating the potential for relocating the reservoir or, alternatively, rehabilitating the existing reservoir to correct structural deficiencies and facilitate the development of a "green-roof" park on top of the existing facility.

This Finance Plan is thus a companion document to the Pioneer Reservoir Finance Plan, which was adopted by the City Council on November 3, 2009. The Pioneer Reservoir Finance Plan evaluated the feasibility of various Pioneer Reservoir alternatives considering the costs associated with each alternative as compared to the revenues available to fund the relocation or rehabilitation costs. Based on this evaluation, the Pioneer Reservoir Finance Plan recommends that the City rehabilitate the existing Pioneer Reservoir to accommodate construction of a green-roof park on top of the existing facility. Based on the availability of funds to complete the rehabilitation costs, the Pioneer Reservoir Finance Plan further recommends that the City implement the associated structural improvements, as well as the park facilities, on a phased implementation basis according to the availability of funds. At the November 3, 2009, City Council meeting, the City accepted this recommendation.

Funding for Docks Area infrastructure and utilities will likely overlap with and compete for revenue sources with the Pioneer Reservoir rehabilitation. This Finance Plan takes into consideration competitive uses for these funding sources and offers one possible strategy to use the available financial resources to achieve both completion of the Pioneer Reservoir improvements and Docks Area development viability. A solution to the Pioneer Reservoir is preferred for Docks Area development to proceed, and funding sources and financing mechanisms necessary to complete the Pioneer Reservoir are contingent on Docks Area development.

Given the current real estate and credit market conditions, the availability of funding and ability of municipalities to issue debt is constrained. Because of these conditions, it is uncertain precisely when Docks Area development will proceed. Real estate market conditions are, however, expected to improve and stabilize over time, thereby improving the viability of Docks Area development. The objective of this Finance Plan is to provide a financing framework that

**Map 1**  
**Location of Docks Area and Pioneer Reservoir**



facilitates the requisite infrastructure and utility improvements needed for Docks Area development to proceed when market and economic conditions permit.

Implementation of the Project, as well as the Finance Plan, will require several City actions to position this area for development, which are summarized in the implementation section of this document. As implementation of the financing strategy framework set forth herein proceeds, the elements of the financing strategy will need to be reevaluated based on economic and market conditions at that time.

## Land Use

Based on the adopted Pioneer Reservoir rehabilitation alternative, this Finance Plan is based on the Docks Area Land Use Option B, which assumes siting of the Docks Park facility on top of the rehabilitated Pioneer Reservoir. The Docks Area land use plan for Option B permits the construction of 1,000 residential units and 243,300 nonresidential square feet, including 200,000 square feet of office and 43,300 square feet of retail.

## Infrastructure, Utility, and Public Facility Costs

The infrastructure, utility, and public facility requirements detailed in this Finance Plan are based on the Draft Docks Area Specific Plan document prepared by Wallace Roberts and Todd/Solomon E.T.C. (WRT) and are further detailed in that document. According to the Docks Area Specific Plan document, buildout of the Project will require the following infrastructure, utility, and public facility, improvements:

- Water
- Sewer
- Storm Drain
- Roads
- Engineered Fill
- Electric
- Communication
- Parks

The Project will also fund its share of off-site school facilities. The Project contribution to school facilities will be funded through the payment of school impact fees. Total infrastructure, utility, and public facility costs, including the payment of school impact fees, are thus estimated to total \$22.5 million at buildout of the Project, as detailed in **Table 1**.

## Overview of the Financing Strategy

The infrastructure, utilities, and public facilities required for development to proceed in the Docks Area will be funded through a combination of public and private financing. Fees (i.e., City, County, Special District, or Plan Area fees) will be used to fund required facilities when possible. The City and Special Districts serving the Project have established development impact fee programs to fund the school and park facilities.

**DRAFT**

**Table 1**  
**Docks Area Specific Plan Financing Plan**  
**Docks Area Utility, Infrastructure, and Public Facilities Cost Summary (2008\$)**

Land Use Option B
-------------------

Item	Phase 1	Phase 2	Phase 3	Phase F [1]	Total
<b>Utility and Infrastructure Costs</b>					
Water Supply System	\$265,189	\$174,036	\$109,870	\$93,694	<b>\$642,789</b>
Sewer System	\$242,572	\$151,579	\$70,139	\$33,847	<b>\$498,137</b>
Storm Drainage System	\$503,363	\$292,735	\$308,753	\$217,460	<b>\$1,322,310</b>
Electrical Power System	\$454,702	\$442,897	\$183,740	\$117,287	<b>\$1,198,625</b>
Communication System	\$544,588	\$257,365	\$125,441	\$104,271	<b>\$1,031,665</b>
Natural Gas System	\$280,514	\$179,119	\$2,299,151	\$76,892	<b>\$2,835,676</b>
Roads	\$732,249	\$695,543	\$934,805	\$221,187	<b>\$2,583,784</b>
Engineered Fill	\$1,633,445	\$1,418,819	\$273,912	\$181,803	<b>\$3,507,979</b>
<b>Subtotal Utility and Infrastructure Costs</b>	<b>\$4,656,622</b>	<b>\$3,612,093</b>	<b>\$4,305,812</b>	<b>\$1,046,441</b>	<b>\$13,620,967</b>
<b>Public Facilities</b>					
Parks [2]	\$3,800,000	\$1,000,000	\$700,000	\$100,000	<b>\$5,600,000</b>
Schools	\$1,261,652	\$1,172,558	\$776,376	\$84,420	<b>\$3,295,006</b>
<b>Subtotal Public Facilities</b>	<b>\$5,061,652</b>	<b>\$2,172,558</b>	<b>\$1,476,376</b>	<b>\$184,420</b>	<b>\$8,895,006</b>
<b>Total Costs</b>	<b>\$9,718,274</b>	<b>\$5,784,651</b>	<b>\$5,782,188</b>	<b>\$1,230,861</b>	<b>\$22,515,973</b>

"B\_costs"

Source: Sacramento Docks Area Draft Specific Plan, January 2008.

[1] Comprising 200,000 square feet of office and 1,000 square feet of retail development, the Specific Plan identifies this phase as Phase F to denote that it is a flexible phase that could proceed at any time. The cost estimates identify it as Phase 4. For consistency, the Financing Plan identifies it as Phase F.

[2] Preliminary assignment of park cost by phase. The assignment of cost will be determined as revised engineering analysis and park design efforts are reevaluated and redesigned to comport with the phasing of the underlying structural improvements

The remainder of the infrastructure, utilities, and public facilities will be funded by a combination of developer funding, Mello-Roos Community Facilities District (CFD) financing, and tax-increment financing. Developer funding will be used to the extent that anticipated achievable market prices can support site infrastructure, utilities, and public facility costs.

CFD bond financing will likely be needed to help fund those items required during the early years of development, as well as at other strategic times when developer revenues from the Project are not able to timely fund the necessary facilities required for new development. However, debt financing will be limited to prudent levels and shall be consistent with State and City guidelines. Tax-increment financing will be used to the extent necessary to facilitate development feasibility and will fund a portion of the infrastructure and utility installation costs.

It is expected that costs will change over time; therefore, each funding mechanism should include a method for adjusting the amount of funding to reflect current costs at the time of construction. At any stage, smaller subareas may develop, depending on the financing capacity of the area, development plans, and market conditions.

## **Financing Methods**

Financing methods may include those detailed below.

### ***City Impact Fees***

The City has adopted a set of development impact fees to finance capital improvements. Future updates to the City fees may include certain improvements in the Project. Most of the infrastructure required to serve the Project is subdivision in-tract infrastructure and therefore would not be funded by existing City impact fees. Park facilities serving the Project, however, are citywide amenities that will be funded through the City's Central City Planning Area Park Impact Fee.

### ***School District Impact Fees***

The various school districts have established fees, in accordance with State regulations, to be used to construct school facilities. School impact fees are collected by the City before the issuance of a building permit and are forwarded to the applicable school districts.

### ***Mello-Roos CFD***

A CFD may be established to help fund the construction or acquisition of infrastructure and facilities in the Project. The 1982 Mello-Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services by levying an annual special maximum tax on land within the CFD boundaries. The proceeds from a CFD bond sale can be used for direct funding of improvements, to acquire facilities constructed by the developer, to reimburse developers for advance funding of improvements, or to prepay certain development fees. The annual maximum special tax can be used toward bond debt service or to build or reimburse for infrastructure as needed. The proceeds of the Mello-Roos special tax can be used for direct funding of facilities or to service bond debt.

### ***Tax-Increment Funding***

For redevelopment areas, tax-increment funding may be available to fund the construction of infrastructure and public facilities serving the site. Tax-increment revenue is the property tax increment derived from assessed value growth over the base assessed value at the time the redevelopment project area is formed. After mandatory housing and other pass-through set-asides, the remaining tax-increment revenues are available to subsidize a development project's public infrastructure and other eligible improvements.

Tax-increment revenues may be expended annually on a pay-as-you-go basis as the revenues are realized, or the Redevelopment Agency could sell tax allocation revenue bonds. If bonds are sold, annual tax-increment revenues are used to service debt on the bonds. The advantage of bonds is that it enables the redevelopment project area to leverage current and future tax-increment revenues to obtain funds (in the form of bond proceeds) to construct or acquire facilities.

### ***Developer Private Funding***

The master project developer will use a combination of cash, equity, or private debt financing to construct infrastructure, utilities, and other public facilities not funded by other means.

## **Financing Summary**

**Table 2** shows the estimated \$22.5 million in total site, infrastructure, utility, and public facilities improvement costs at buildout of the Project and identifies the potential funding sources for each facility:

- **Docks Area Developer Private Funding and Tax-Increment Financing.** A combination of Project funding and tax-increment financing is anticipated to fund approximately \$10.3 million in site improvement, infrastructure, and public facility costs, as shown on **Table 2**. Specific terms regarding the tax-increment financing to be used to fund Docks Area improvements will be determined as development proceeds, considering the Project's capacity to fund infrastructure and available tax-increment revenues.

The requirements for developer funding and the use of tax-increment financing will be set forth in the Disposition and Development Agreement (DDA) between the City and the developer. Advance-funding requirements may be met by private developer funding or using other citywide funding sources (e.g., tax increment generated by the Downtown Redevelopment Area). Funding advanced by either source would be reimbursed from future tax increment or CFD bond proceeds generated by the Project.

- **Mello-Roos CFD Financing.** Approximately \$3.3 million in site infrastructure is expected to be directly financed via a Mello-Roos CFD. Additional Mello-Roos CFD funding may be available to fund infrastructure or other requirements (e.g., prepayment of development impact fees or additional improvements to Pioneer Reservoir or the Docks Park).
- **Development Impact Fees.** The total \$8.9 million cost of schools and park facilities are expected to be funded by existing development impact fee programs.

**DRAFT**

**Table 2**  
**Docks Area Specific Plan Financing Plan**  
**Sources and Uses of Funding: Buildout (2008\$)**

Improvement Type	Total Costs (Rounded)	Proposed Funding Sources				Total Funding
		Docks Project (Incl. Tax Increment Financing ) [1]	Mello-Roos CFD [2]	Development Impact Fees	Other	
<b>Infrastructure and Utility Costs</b>						
Water Supply System	\$640,000	\$260,000	\$380,000	-	-	\$640,000
Sewer System	\$500,000	\$240,000	\$260,000	-	-	\$500,000
Storm Drainage System	\$1,320,000	\$500,000	\$820,000	-	-	\$1,320,000
Electrical Power System	\$1,200,000	\$1,200,000	-	-	-	\$1,200,000
Communication System	\$1,030,000	\$1,030,000	-	-	-	\$1,030,000
Natural Gas System	\$2,840,000	\$2,840,000	-	-	-	\$2,840,000
Roads	\$2,580,000	\$730,000	\$1,850,000	-	-	\$2,580,000
Engineered Fill [3]	\$3,510,000	\$3,510,000	-	-	-	\$3,510,000
<b>Subtotal Infrastructure and Utility Costs</b>	<b>\$13,620,000</b>	<b>\$10,310,000</b>	<b>\$3,310,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,620,000</b>
<b>Public Facilities</b>						
Parks	\$5,600,000	-	-	\$5,600,000	-	\$5,600,000
Schools [4]	\$3,300,000	-	-	\$3,300,000	-	\$3,300,000
<b>Subtotal Public Facilities</b>	<b>\$8,900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,900,000</b>	<b>\$0</b>	<b>\$8,900,000</b>
<b>Subtotal Infrastructure, Utility, and Facilities</b>	<b>\$22,520,000</b>	<b>\$10,310,000</b>	<b>\$3,310,000</b>	<b>\$8,900,000</b>	<b>\$0</b>	<b>\$22,520,000</b>

"sources\_uses2"

Source: Sacramento Docks Area Draft Specific Plan, January 2008 and EPS.

- [1] A combination of Project funding and Tax-Increment Financing is anticipated to fund approximately \$10.3 million in infrastructure and utility costs. Specific terms regarding the tax-increment financing to be used to fund Docks Area improvements will be determined as development proceeds considering the Project's capacity to fund infrastructure and available tax-increment revenues.
- [2] Mello Roos CFD funding is equal to the cost of each improvement during Phases 2, 3 and F. Additional CFD revenue will be available later potentially for direct funding of infrastructure, reimbursement to developer or City for infrastructure, park improvements (fee credits), prepayment of development impact fees, and additional financing or ultimate funding for additional Pioneer Reservoir improvements.
- [3] Engineered fill for public facilities may be reimbursable via Mello Roos CFD Financing.
- [4] Assumes costs are equal to project-generated fee revenue.

These costs are preliminary estimates that will be updated as the financing strategy is implemented.

## Implementation and Updates

Implementation of the financing strategy would require several steps to ensure infrastructure and utilities are constructed as necessary to serve development in the Docks Area. Several actions by various parties need to be taken to implement the strategies outlined in this financing strategy. The implementation measures will occur over a period of time, with some measures requiring immediate attention, while others may require action several years from now.

**Chapter 6** details the actions that are required to implement the financing strategy for the recommended alternative.

This Finance Plan will need to be periodically updated to account for changes in economic conditions, land use, cost information, or funding sources. Because funding sources for Project infrastructure, utilities, and public facilities overlap with those required to fund Pioneer Reservoir improvements, the financing structure for the Pioneer Reservoir improvements will impact the financing strategy for the Docks Area infrastructure, utilities, and improvements.

## Development Feasibility

Real estate pro formas test the financial feasibility of private-sector development when given certain land uses and development costs and revenues. As discussed in more detail later in this report, EPS used a static pro forma modeling methodology to arrive at the residual land value for the Project. The feasibility analysis examines the residual land value for two parking scenarios. Scenario 1 is the base case scenario, which assumes full office structured parking as presented in the Docks Area Specific Plan document. The feasibility analysis shows that this scenario generated a negative residual land value. Scenario 2 assumes a reduction of 50 percent for the office structured parking, which produced a positive residual land value. In addition to the potential parking requirement adjustments analyzed in Scenario 2, the analysis of both scenarios assumed public participation in the form of tax-increment revenue and possible land write downs.

## Organization of Report

This report is divided into seven chapters including this **Introduction and Summary**:

- **Chapter 2** describes the land use assumptions for the Docks Area used in this report.
- **Chapter 3** details the infrastructure and utility improvements required to serve the project area.
- **Chapter 4** describes the funding sources available to fund the infrastructure and utility improvements.
- **Chapter 5** describes the park improvements required for Docks Area development and offers a detailed financing strategy to fund those improvements.

- **Chapter 6** describes how this Finance Plan will be implemented.
- **Chapter 7** describes a financial feasibility analysis to assess the burden of the required infrastructure, utility, and park improvements on the proposed Docks Area development.

In addition, the following appendices are provided in this report:

- Appendix A: Tax-Increment Financing—Detailed Calculations
- Appendix B: Mello-Roos CFD Bonding Capacity—Detailed Calculations
- Appendix C: Development Impact Fee Revenues
- Appendix D: Land Use Assumptions
- Appendix E: Residual Land Value Analysis

## 2. DOCKS AREA LAND USE AND DEVELOPMENT PLAN

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The Docks Area is a planned 29.3-acre redevelopment area located in the City, bounded by the Sacramento River to the west, Interstate 5 (I-5) to the east, and US Highway 50 to the south.

### Docks Area Land Use Options

The Docks Area Specific Plan document sets forth two separate land use options, Land Use Option A (Option A) and Land Use Option B (Option B), which vary based on whether Pioneer Reservoir is relocated or rehabilitated on site.

- **Option A:** The Pioneer Reservoir will be moved off site.
- **Option B:** The Pioneer Reservoir will be rehabilitated at its current site and capped to accommodate a green-roof park on top.

Through the Pioneer Reservoir Finance Plan process, EPS and the City determined that Option B was the more viable alternative, primarily based on the prohibitive costs associated with the relocation of the Pioneer Reservoir. Furthermore, preliminary development feasibility analysis indicated that Option B is also more viable from a development feasibility perspective. This Finance Plan therefore analyzes Option B.

### Option B

Depicted in **Map 2**, Option B assumes the Pioneer Reservoir will stay at its current location in the southern end of the site, and it will be incorporated into the design of the Docks Park. Option B has 1,000 residential units and 243,300 nonresidential square feet, including 200,000 square feet of office and 43,300 square feet of retail. As mentioned above, based on preliminary feasibility analysis, this land use alternative is more viable and therefore provides the basis for this Finance Plan. **Table 3** summarizes the land uses for Option B. **Table D-1** in **Appendix D** provides detailed land use information for Option B.

The Docks Area Specific Plan document identifies the phasing plan for development of the project. The project is designed to be developed in four phases from north to south: Phase 1, Phase 2, Phase 3, and Phase F. Phase F includes the office land use and is a flexible phase that may be implemented at any time. The following is the phasing plan for Option B, detailed in **Tables D-2** and **D-3** in **Appendix D**:

- Phase 1 includes 390 residential units and 40,800 square feet of retail.
- Phase 2 includes 364 residential units and 1,500 square feet of retail.
- Phase 3 includes 246 residential units.
- Phase F includes 200,000 square feet of office and 1,000 square feet of retail.

LAND USE  
OPTION B



Site Section B-B'

Source: WRT and Solomon ETC  
As published in the Draft Sacramento Docks Area Specific Plan, January 2008.

**Table 3**  
**Docks Area Specific Plan Land Use Summary**

Land Use	Land Use Option B
<b>Residential</b>	
Townhouse	35
Lowrise Flat (includes 10 loft units)	443
Highrise Flat	522
<b>Total Residential</b>	<b>1,000</b>
<b>Nonresidential</b>	
Office	200,000
Retail	43,300
<b>Total Nonresidential</b>	<b>243,300</b>
<b>Developable Acreage</b>	<b>9.41</b>
<b>Park and Open Space Acres</b>	<b>9.74</b>
<b>Total Acreage</b>	<b>19.15</b>
<i>"lu_summ"</i>	

Source: Draft Docks Area Specific Plan (January 2008).

### Land Use Option A2

Land Use Option A2, which is not analyzed in this Finance Plan for the reasons stated above, would relocate the reservoir off site and allow for the Docks Park to be centrally located. Under this option, the Docks Park is a 2.53-acre riverfront facility in the center of the site, and the land use plan presents a greater developable land opportunity (13.30 acres). Land Use Option A2 has 1,155 residential units and 540,500 nonresidential square feet, including 500,000 square feet of office and 40,500 square feet of retail.

### 3. *INFRASTRUCTURE, UTILITIES, AND PUBLIC FACILITY IMPROVEMENTS AND COSTS*

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*Reader's Note: Costs are preliminary and are subject to future revisions.*

This chapter discusses all infrastructure, utilities, and public facility improvements required for Project development and summarizes the estimated costs (in 2008\$) associated with each improvement type. The infrastructure, utility, and public facility requirements summarized in this chapter are based on the Draft Docks Area Specific Plan document prepared by WRT and are further detailed in that document. According to the Docks Area Specific Plan document, buildout of the Project will require the following infrastructure, utility, and public facility improvements:

- Water
- Sewer
- Storm Drain
- Roads
- Engineered Fill
- Electric
- Communication
- Parks

All infrastructure, utility, and public facility improvements and associated cost estimates described in this chapter are based on Option B and the associated demand generated by that land use configuration. **Table 1 in Chapter 1** details the infrastructure, utility, and public facility costs by phase of Docks Area development.

#### **Infrastructure**

The infrastructure, utility, and public facility requirements discussed below are set forth in the Draft Docks Area Specific Plan document dated January 2008. Improvement cost estimates were completed by WRT as part of the Docks Area Specific Plan document, and are therefore reported in 2008 dollars.

Additional infrastructure improvements will be required by environmental mitigation measures set forth in the Project Environmental Impact Report (EIR). Cost estimates for these facilities are not available at this time. As mitigation measures are finalized and cost estimates determined, this Finance Plan should be updated to reflect those improvements.

#### **Water**

The City Department of Utilities will provide water service to the Project. Water demand for drinking, household use, fire suppression, landscaping, commercial, and industrial use generated by the Project will require installation of conveyance facilities to serve the Project. Water system

improvements will be installed in the street grid. Under the Option B land use scenario and associated street layout, installation of 8-inch and 12-inch water mains will be required to serve the Project.

The required water facilities will connect to the existing water supply system via the existing 12-inch water main installed in Front Street. The Project water system will also connect to the proposed water main to be installed along the proposed Docks Promenade Project. Option B water system improvements are estimated to cost approximately \$640,000.

### **Sanitary Sewer**

Sanitary sewer improvements for the Project will connect to the City's Combined Sewer System (CSS) but will be installed as a separate system in accordance with the City's design guidelines for new sanitary system improvements. Option B generates demand for the following sanitary sewer system improvements:

- Construction of new 18-inch sewer main along Front Street.
- Construction of new 12-inch sub-mains along interior streets (R, S, T, U, V, W, Park, and River Streets).

New sub-mains will connect to the 18-inch main along Front Street. Total sanitary sewer system improvements required to serve the Project are estimated to cost approximately \$500,000.

### **Storm Drain**

The Docks Area Specific Plan document sets forth the following goals for stormwater management in the Project:

1. Reduce the rate and quantity of stormwater runoff from the site.
2. Naturally treat stormwater runoff on site and reduce the load on the municipal sewer system.
3. Capture, filter, and potentially store and reuse stormwater as irrigation.

Docks Area site design features, including vegetated roofs, bioswales, rain gardens, stormwater detention zones, and optional oversized pipes to provide in-line storage, are intended to further the Project stormwater management objectives.

Similar to the sanitary sewer system improvements, the proposed Docks Area storm drain system will be separate from the Docks Area sewer system in accordance with City design standards for new drainage facilities and will connect to the City's CSS via Sump 1/1A. Proposed storm drain system improvements include the construction of 30-inch and 12-inch diameter storm drain pipe lines.

The storm drain pipe facilities installed in the street facilities will include drain inlets, rain gardens, bioswales, detention zones, and optional in-line detention structures. Excluding the optional oversized pipes to provide stormwater detention and storage, the estimated costs for stormwater system improvements to serve the Project total approximately \$1.3 million.

## Street Improvements

Buildout of the Project will require construction of a new street network to connect to the downtown grid street system as well as improvements to existing access streets. The Specific Plan document estimated the cost for internal, onsite street improvements, which are included in the Finance Plan cost estimates and discussed below. Additional offsite improvements will also be required to satisfy mitigation measures set forth in the EIR. Because these offsite mitigation measures and the associated cost estimates are preliminary, these costs are discussed in this section, but are not included in the Finance Plan infrastructure cost estimates. As mitigation measures and the associated cost estimates are finalized, this Finance Plan should be updated to reflect the costs associated with the offsite improvements.

### *Internal Street Improvements*

Street improvements for Option B include the following facilities:

- **Front Street.** Front Street is a north-south collector facility providing both north and south access to the Project. Front Street will be upgraded to accommodate bicycle and pedestrian traffic generated by Project development.
- **River Street.** Running parallel to the Docks Riverfront Promenade, River Street will be a local street facility providing one travel lane in each direction.
- **Alphabet Streets.** Referring to R, S, T, U, V, and W Streets, the alphabet streets provide east-west local circulation.
- **S Street.** Similar to the alphabet streets, S Street is a local facility but also allows for connection to underground parking facilities.
- **Park Street.** Park Street will provide north-south local circulation on the eastern side of the Project, adjacent to the proposed Docks Park to be located on top of Pioneer Reservoir.

Local and collector street improvements for the Docks Area are estimated to cost a total of \$2.6 million through buildout of the project. These costs are included in the street improvement cost estimates presented in **Table 1** in **Chapter 1**.

### *EIR Mitigation Measures*

As a result of development in the Docks area, offsite street improvements will also be required to mitigate circulation impacts determined through the Project EIR. The EIR identifies construction of additional traffic signals is necessary at two intersections as mitigation measures for Project development. As noted earlier, the infrastructure cost estimates included in this version of the Finance Plan does not yet include these costs. Subsequent to the approval of the Project EIR, the Finance Plan should be updated to include these costs, as well as other environmental mitigation measures that may be required.

The City's Department of Transportation shall monitor the density of the development and when conditions warrant, as determine by the City's Traffic Engineer, traffic signals shall be constructed at the locations listed on the following page.

- Construct a traffic signal at the intersection of 3rd and Broadway (Mitigation Measure 5.9-1a).
- Construct a traffic signal at the NB I-5 off ramp at Broadway (Mitigation Measure 5.9-8a)

The preliminary cost for constructing the signals is estimated to approximate \$811,500. Construction of these signals will be funded by the project developer. If there are multiple developers within the Project Area, each developer shall pay a proportionate share of the cost to construct these signals prior to the issuance of each building permit. When the City's Traffic Engineer determines that the signal(s) are warranted, SHRA and/or the developer(s) shall install, or fund the installation of, the signals as required by the Mitigation Monitoring Plan. The party or parties funding the installation of the signal(s) would then be reimbursed according to the policies set forth in the Finance Plan. These improvements may also be funded through the proposed CFD.

### **Engineered Fill**

The Project will require the use of engineered fill to correct for differences in elevation along the street system and ensure that buildings and facilities located adjacent to the levee are on the same elevation as the proposed Riverfront Promenade. Specifically, under Option B, engineered fill between the levee and Pioneer Reservoir will be placed to allow construction of the Docks Park on top of the reservoir. In addition, engineered fill will be placed and compacted before the construction of the new street grid connecting to Front Street. Engineered fill costs are estimated to total \$3.5 million.

## **Utilities**

### **Electric**

Electric service to the project will be provided by the Sacramento Municipal Utility District (SMUD). Based on the estimated electrical load demand generated by buildout of Option B, SMUD estimates that existing electrical transmission and distribution systems will be sufficient, and installation of new major facilities will not be required. Required electric system improvements include new underground electrical conduit and cable installed in the street system. Electric system improvement costs are estimated to total \$1.2 million.

### **Telecommunication**

The infrastructure plan set forth in the Docks Area Specific Plan document defines the telecommunication system as including phone lines, high-speed internet, fiber optics, and cable TV. Improvements to the existing telecommunication system include undergrounding existing above-ground lines, as well as installing 4-inch conduit bank to be located in R, S, T, U, V, W, Front, River, and Park Streets, as well as individual building connections.

Telecommunication improvements for the Project are estimated to total \$1.0 million at buildout.

## Natural Gas

Pacific Gas & Electric Company (PG&E) estimates that the existing natural gas infrastructure and supply system is sufficiently sized to serve Docks Area development. Extension of existing distribution facilities will be necessary to extend service to the Project. The improvements are estimated to include these:

- Reconstruction or relocation of two 16-inch transmission lines between the Sacramento River levee and the Pioneer Reservoir.
- Extension of existing 6-inch gas main located in Front Street.
- Construction of new 6-inch gas mains along R, S, T, V, River, and Park Streets.
- Construction of 2- to 4-inch service lines to serve individual buildings.

Costs to install the requisite natural gas system improvements are estimated to total approximately \$2.8 million.

## Public Facilities

### Schools

The Project will be served by the Sacramento City Unified School District (SCUSD). As identified in **Table 4**, the Project is expected to generate approximately 80 students. It is assumed that these students will be absorbed into existing SCUSD school facilities. New elementary, middle, and high school facilities are not required as a result of demand generated by Docks Area development. School facility cost estimates in this Finance Plan are therefore based on the school development impact fee revenue generated by the Project, which is discussed further in **Chapter 4**.

### Parks

Under Option B, the Docks Park facility will be an 8.18-acre site located on the top of the existing Pioneer Reservoir.

Located adjacent and designed to facilitate connectivity to the Riverfront Promenade, the Docks Park will serve the Docks Area, the larger Central City community, and the region. As discussed in further detail in **Chapter 5**, the Docks Park will be subject to additional analysis and redesign efforts to comport with the phased implementation of Pioneer Reservoir structural improvements, set forth in the Pioneer Reservoir Finance Plan. Discussed in further detail in **Chapter 5**, the total estimated costs to construct the Docks Park total \$5.6 million.

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**Table 4  
Docks Area Specific Plan Financing Plan  
Project Students Generated (2008\$)**

<b>Item</b>	<b>Formula</b>	<b>Phase 1</b>	<b>Remaining Phases</b>	<b>Total</b>
<b>Residential Units</b>				
Detached		-	-	-
Attached		390	610	1,000
<b>Total Units</b>	A	<b>390</b>	<b>610</b>	<b>1,000</b>
<b>Students</b>				
Absorbed in Existing Schools [1]	$B = A * 0.0795$	<b>32</b>	<b>49</b>	<b>80</b>

"schools"

Sources: Sacramento City USD, Ca. Dept. of Ed., Office of Public School Construction, and EPS.

[1] Based on student generation rates (SGR) from Sacramento City USD Master Plan 2006-2015. SGR for detached units is 0.3180 and for attached units is 0.0795. All Docks Area units assumed to be attached.

## 4. *INFRASTRUCTURE, UTILITY, AND SCHOOLS FINANCING STRATEGY*

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This chapter outlines the proposed Docks Area financing strategy and describes how a combination of private and public funding sources will be used to fund the \$13.6 million of infrastructure and utilities required to serve the Project. Funding for the Project's share of backbone infrastructure and school facilities is also discussed. The financing strategy and funding sources for park facility improvements are discussed in the following chapter.

### **Financing Strategy at Buildout**

#### **Backbone Infrastructure**

Infrastructure improvements required to serve the Project consist of subdivision or in-tract infrastructure and utilities, which serve the Project only and are not included in existing City development impact fees funding backbone infrastructure improvements. Project infrastructure will, however, tie into the City's existing backbone infrastructure grid for roads, water, drainage, and sewer. The circulation, conveyance, and transmission functions of the City's backbone infrastructure grid will serve the Docks Area development, and as such, the Project will contribute its proportionate share in backbone infrastructure improvement costs through payment of the appropriate development impact fees. These costs are not included in the \$22.5 million in Docks infrastructure, utilities and public facility costs. Detailed in **Appendix C**, the Project will fund its proportionate share of backbone infrastructure through payment of the following existing development impact fees:

- Major Street Construction Fund
- City Water Development Fee
- City Sewer Development Fee
- City CSS Development Fee
- Sacramento Regional County Sanitation District Development Fee

#### **On-Site Infrastructure and Utilities**

As shown on **Table 5**, the \$13.6 million in on-site infrastructure and utilities would be funded through a combination of public and private funding sources. Sources of funding for these improvement costs include the following sources and financing mechanisms:

- Project Funding
- Tax-Increment Financing
- Mello-Roos CFD

Each of these funding sources and financing mechanisms is described in further detail below.

#### ***Docks Area Developer Private Funding and Tax-Increment Financing***

A combination of Project funding and tax-increment financing is anticipated to fund approximately \$10.3 million in infrastructure and utility costs. Specific terms regarding the tax-

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**Table 5**  
**Docks Area Specific Plan Financing Plan**  
**Sources and Uses of Funding: Buildout (2008\$)**

Improvement Type	Total Costs (Rounded)	Proposed Funding Sources				Total Funding
		Docks Project (Incl. Tax Increment Financing ) [1]	Mello-Roos CFD [2]	Development Impact Fees	Other	
<b>Infrastructure and Utility Costs</b>						
Water Supply System	\$640,000	\$260,000	\$380,000	-	-	\$640,000
Sewer System	\$500,000	\$240,000	\$260,000	-	-	\$500,000
Storm Drainage System	\$1,320,000	\$500,000	\$820,000	-	-	\$1,320,000
Electrical Power System	\$1,200,000	\$1,200,000	-	-	-	\$1,200,000
Communication System	\$1,030,000	\$1,030,000	-	-	-	\$1,030,000
Natural Gas System	\$2,840,000	\$2,840,000	-	-	-	\$2,840,000
Roads	\$2,580,000	\$730,000	\$1,850,000	-	-	\$2,580,000
Engineered Fill [3]	\$3,510,000	\$3,510,000	-	-	-	\$3,510,000
<b>Subtotal Infrastructure and Utility Costs</b>	<b>\$13,620,000</b>	<b>\$10,310,000</b>	<b>\$3,310,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,620,000</b>
<b>Public Facilities</b>						
Parks	\$5,600,000	-	-	\$5,600,000	-	\$5,600,000
Schools [4]	\$3,300,000	-	-	\$3,300,000	-	\$3,300,000
<b>Subtotal Public Facilities</b>	<b>\$8,900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,900,000</b>	<b>\$0</b>	<b>\$8,900,000</b>
<b>Subtotal Infrastructure, Utility, and Facilities</b>	<b>\$22,520,000</b>	<b>\$10,310,000</b>	<b>\$3,310,000</b>	<b>\$8,900,000</b>	<b>\$0</b>	<b>\$22,520,000</b>

"sources\_uses2"

Source: Sacramento Docks Area Draft Specific Plan, January 2008 and EPS.

- [1] A combination of Project funding and Tax-Increment Financing is anticipated to fund approximately \$10.3 million in infrastructure and utility costs. Specific terms regarding the tax-increment financing to be used to fund Docks Area improvements will be determined as development proceeds considering the Project's capacity to fund infrastructure and available tax-increment revenues.
- [2] Mello Roos CFD funding is equal to the cost of each improvement during Phases 2, 3 and F. Additional CFD revenue will be available later potentially for direct funding of infrastructure, reimbursement to developer or City for infrastructure, park improvements (fee credits), prepayment of development impact fees, and additional financing or ultimate funding for additional Pioneer Reservoir improvements.
- [3] Engineered fill for public facilities may be reimbursable via Mello Roos CFD Financing.
- [4] Assumes costs are equal to project-generated fee revenue.

increment financing to be used to fund Docks Area improvements will be determined as development proceeds, considering the Project's capacity to fund infrastructure and available tax-increment revenues.

The requirements for developer funding and the use of tax-increment financing will be set forth in the DDA between the City and the developer. Advance-funding requirements may be met by private developer funding or using other citywide funding sources. Funding advanced by either source would be reimbursed from future tax-increment or CFD bond proceeds generated by the Project.

#### Docks Area Developer Private Funding

The in-tract infrastructure and utility installation costs required for Docks Area development reflect site improvements that are typically funded by the Project developer via revenues generated by the sale of the Project residential and nonresidential products. A development project's capacity to fund infrastructure and utilities while still achieving appropriate investment returns is contingent on the actual rents and sale prices achieved compared to the construction and other costs associated with Project development.

EPS conducted an initial static financial feasibility analysis (discussed in detail in **Chapter 7**) that preliminarily indicates the Project may have the capacity to fund a portion of the Docks Area in-tract infrastructure and utility installation costs under certain development cost scenarios. Further real estate pro forma analysis will be required to determine the amount of infrastructure and utility costs that could be funded by the Project without detriment to project financial feasibility.

Before commencement of each phase of development, the City and the Project developer will review the Project's capacity to fund the infrastructure and site improvement costs necessary to serve the Project or if other sources of funding are necessary to achieve Project feasibility and appropriate investment returns. This review will consider the market conditions (achievable rents and sale prices), as well as the development cost environment at the time that each phase commences. Conditions for financial responsibility for construction of infrastructure and utilities, including conditions under which the City will provide additional subsidies for infrastructure construction, should be set forth in the DDA between the City and the Project developer.

#### Tax-Increment Funding—Docks Area

For redevelopment areas, tax-increment funding may be available to fund construction of infrastructure and public facilities serving the site. Tax-increment revenue is the property tax increment derived from assessed value growth over the base assessed value at the time the redevelopment project area is formed. After mandatory housing and other pass-through set-asides, the remaining tax-increment revenues are available to subsidize a development project's public infrastructure and other eligible improvements.

Tax-increment revenues may be expended annually on a pay-as-you-go basis as the revenues are realized, or the Redevelopment Agency could sell tax allocation revenue bonds. If bonds are sold, annual tax-increment revenues are used to service debt on the bonds. The advantage of bonds is that it enables the redevelopment project area to leverage current and future tax-increment revenues to obtain funds (in the form of bond proceeds) to construct or acquire facilities.

Because the change in valuation must be reflected on the annual property tax roll before the leverage of tax-increment financing, the availability of these funds is delayed for 1 to 3 years after development project construction. **Table 6** details the estimated tax-increment revenues available after funding a portion of the Pioneer Reservoir improvements.

### ***Mello-Roos CFD***

The 1982 Mello-Roos Community Facilities Act enables cities, counties, special districts, and school districts to establish CFDs and to levy special taxes to fund a wide variety of public facilities and services. Proceeds of Mello-Roos special taxes can be used for direct funding, acquisition, or to pay off bonds. One or more Mello-Roos CFDs may be formed over time to finance the necessary infrastructure and public facilities.

Facilities acquired via a CFD must be publicly owned. As such, this Finance Plan assumes that approximately \$3.3 million in water, sewer, storm drain, and roads will be initially financed via a Mello-Roos CFD.

As detailed in **Table 6**, approximately \$9.4 million in CFD bond proceeds may be available after funding a portion of the Pioneer Reservoir improvements. Because of the ability to levy this special tax on undeveloped property, CFD bonds may be issued at the start of development for each phase. After acquisition of the Docks Area infrastructure facilities, the remaining \$6.1 million in Docks Area CFD bond proceeds could be used for several purposes, including these:

- Direct funding of infrastructure.
- Reimbursement to developer or City for infrastructure.
- Park improvements (fee credits).
- Advance funding of Docks Park improvements.
- Payment of development impact fees.
- Providing bridge financing or ultimate funding for additional Pioneer Reservoir improvements.

### **School Facilities**

The SCUSD has established a development impact fee program, in accordance with State regulations, to be used to construct school facilities. As discussed in the prior chapter, students generated by the Project are anticipated to be absorbed into existing SCUSD school facilities. Docks Area development will fund its proportionate share of school facilities via payment of the SCUSD fee. As identified in **Table 5**, Docks Area development will pay approximately \$3.3 million in school facility impact fees.

School impact fees are collected by the City before the issuance of a building permit and are forwarded to the school district.

## **Cash Flow Considerations**

Project-generated CFD and tax-increment revenues are assumed to provide the primary sources of funding for Docks Area infrastructure and utility improvements, but the timing of revenue

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**Table 6**  
**Docks Area Specific Plan Financing Plan**  
**Summary of Project-Generated Revenues**

Item	Mello Roos CFD	Tax Increment
<b>Project-Generated Revenue [1]</b>	\$17,000,000	\$14,110,000
Less Estimated Amount Needed to Fund Pioneer Reservoir [2]	(\$7,600,000)	(\$5,270,000)
<b>Remaining Available</b>	<b>\$9,400,000</b>	<b>\$8,840,000</b>
<b>Uses for the Remaining Available Project-Generated Revenue [3]</b>		
Direct Funding of Infrastructure	\$3,300,000	<b>X</b>
Reimbursement to Developer or City for Infrastructure	<b>X</b>	
Park Improvements (Fee Credits)	<b>X</b>	
Advance Funding of Docks Park Improvements	<b>X</b>	
Prepayment of Development Impact Fees	<b>X</b>	
Additional Financing or Ultimate Funding for Additional Pioneer Reservoir Improvements	<b>X</b>	

*"prj\_rev"*

Source: EPS.

[1] See Table A-1 and Table B-1.

[2] Preliminary estimate based on the Pioneer Reservoir Specific Plan Financing Plan analysis.

[3] Subsequent to acquisition of the Docks Area infrastructure facilities, the remaining Docks Area CFD bond proceeds may be used for several purposes, which are denoted accordingly.

availability does not precisely comport with when the costs will be incurred. Leverage of tax-increment revenues requires that the valuation increase from redevelopment is reflected on the property tax rolls, which typically occurs 1 to 3 years after project construction.

**Table 7** illustrates the timing of the requisite improvement costs, the associated timing of available revenues, and the resulting near-term revenue shortfall. Docks Area improvement costs associated with the first phase of development would total approximately \$4.7 million. Available revenues at the outset of Docks Area development would be generated by the following sources:

- **Docks Project/ Tax-Increment Financing.** A combination of Docks Project funding and tax increment revenue will fund a portion of the infrastructure and utility costs. As shown on **Table 7**, approximately \$1.7 million in Docks Project funding/ tax-increment revenue is estimated to be available in Phase 1.
- **CFD Revenues.** CFD special taxes may be levied on undeveloped property, thereby generating the availability of a portion of anticipated CFD bond proceeds at commencement of Docks Area development. The CFD bond proceeds generated by Phase 1 of Docks Area development are assumed to fund Pioneer Reservoir rehabilitation improvements. CFD bond proceeds for Phase 1 are therefore not available for Docks Area infrastructure and utilities.

Considering the above-described available revenue sources, the resulting Project funding shortfall for the first phase of Docks Area development totals approximately \$3.0 million. Much of this resulting shortfall can be remedied via the use of property tax-increment funding, and CFD bond proceeds in future years. However, at the outset of Phase 1, the property tax roll would not reflect the increase in property values from Phase 1 development and tax-increment financing would not yet be available.

Given the delayed availability of property tax-increment revenues and the use of Phase 1 CFD bond proceeds for Pioneer Reservoir rehabilitation improvements, this Finance Plan assumes that developer or City advance funding will be required to advance fund a portion of Phase 1 improvements. This advance funding could then be reimbursed via revenues generated by future phases of development.

**Table 7**  
**Docks Area Specific Plan Financing Plan**  
**Infrastructure & Utilities Cash Flow Summary by Phase (2008\$)**

Land Use Option B

Item	Formula	Phase 1	Phase 2	Phase 3	Phase F	Total (Rounded)
<b>Beginning Balance</b>	A	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Costs</b>						
Docks Area Infrastructure & Utilities		\$4,700,000	\$3,600,000	\$4,300,000	\$1,000,000	<b>\$13,600,000</b>
<b>Subtotal Costs</b>	B	<b>\$4,700,000</b>	<b>\$3,600,000</b>	<b>\$4,300,000</b>	<b>\$1,000,000</b>	<b>\$13,600,000</b>
<b>Revenues</b>						
Docks Project (Including Tax Increment Financing) [1]	C	\$1,700,000	\$1,500,000	\$4,500,000	\$2,600,000	<b>\$10,300,000</b>
CFD Bond Proceeds [2]	D	\$0	\$3,300,000	\$0	\$0	<b>\$3,300,000</b>
<b>Subtotal Revenues</b>	E = C + D	<b>\$1,700,000</b>	<b>\$4,800,000</b>	<b>\$4,500,000</b>	<b>\$2,600,000</b>	<b>\$13,600,000</b>
<b>Subtotal Surplus/(Shortfall) - Rounded</b>	F = A + E - B	(\$3,000,000)	\$1,200,000	\$200,000	\$1,600,000	<b>\$0</b>
Advance Funding	G	\$3,000,000	\$0	\$0	\$0	<b>\$3,000,000</b>
Reimbursement of Advance Funding	H	\$0	(\$1,200,000)	(\$200,000)	(\$1,600,000)	<b>(\$3,000,000)</b>
<b>Net Surplus/ (Shortfall)</b>	I = F + G + H	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

"cf\_summ"

[1] Reflects infrastructure costs funded through sale of Docks Area residential and nonresidential development as well as the use of tax increment financing as tax increment revenues are available.

[2] Phase 1 CFD Bond Proceeds assumed to fund Pioneer Reservoir rehabilitation improvements.

## 5. DOCKS PARK DEVELOPMENT COSTS AND FINANCING STRATEGY

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Under Option B, approximately 8.2 acres of park land are provided as part of Project development. Located on top of the existing Pioneer Reservoir, the Docks Park facility will be an 8.2-acre site serving both the Docks Area and the larger Central City community as part of the regional Riverfront Promenade. The Docks Park will be a riverfront park that will serve as the focus of the surrounding neighborhoods and as a key component of the planned Riverfront Promenade.

### Park Land Service Standards

The City's current Park and Recreation Master Plan sets a service level standard of 5 acres of neighborhood and community parks per 1,000 residents. New development projects may meet this service level standard through provision of park land or payment of an in-lieu fee (Quimby in-lieu), or a combination of land dedication and in-lieu fee payment. **Table 8** summarizes the park acreage requirements associated with Docks Area development, based on park acreage per-unit factors provided by the City Parks and Recreation Department. These park acreage requirements are compared to the park acres provided to determine if the Docks Area development meets the City's park acreage service level standard.

As identified in **Table 8**, Docks Area park land provided totals 8.2 acres, while the acreage required according to the City's service level standard is approximately 8.8 acres. Docks Area developers may be required to pay an in-lieu fee for the 0.6-acre shortfall, as estimated in **Table 8**. Because there are other park facilities immediately adjacent to the site (e.g. R Street Park and Plaza, Riverfront Promenade) payment of the in-lieu fees may be subject to negotiation.

### Docks Park Improvement Financing Strategy

The Docks Park facility was originally proposed to be a green-roof park facility sited on top of the existing Pioneer Reservoir. The remainder of this chapter offers a detailed strategy to fund the Docks Park improvement costs, taking into consideration Pioneer Reservoir structural improvements required to increase the load-bearing capacity of the reservoir.

The Pioneer Reservoir Finance Plan offers a strategy to fund the structural improvements to the reservoir that are necessary to accommodate construction of the Docks Park. The Pioneer Reservoir Finance Plan does not, however, address the construction of the actual park improvements. The financing strategy for the Docks Park improvements is detailed in this chapter via a discussion of the following items:

- Summary of the recommended Pioneer Reservoir rehabilitation alternative.
- Initial park development cost estimates.
- Available Docks Park funding sources.
- Preliminary financing strategy to fund construction of Docks Park improvements paralleling the requisite structural improvements to Pioneer Reservoir.

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**Table 8  
Docks Area Specific Plan Financing Plan  
Quimby Park Acreage Requirements and In Lieu Fee Calculation**

**Land Use Option B**

Item	Units	Quimby Requirement	Acres Required	Acres Provided	Surplus/ (Shortfall)	Quimby In-lieu Reimbursement/ (Fee Paid)
<i>Assumption</i>		<i>Per Unit</i>				<i>\$250,000 per acre + 20%</i>
<b>Residential</b>						
Townhouse	35	0.0088	0.3			
Lowrise Flat (includes 10 loft units)	443	0.0088	3.9			
Highrise Flat	522	0.0088	4.6			
<b>Subtotal Residential</b>	<b>1,000</b>		<b>8.8</b>	<b>8.2</b>	<b>(0.6)</b>	<b>(\$186,000)</b>

*"quimby"*

Source: City of Sacramento Parks and Recreation Private Development Requirements, October 2006.

## Recommended Pioneer Reservoir Rehabilitation

The Pioneer Reservoir Finance Plan recommends that the City implement a phased approach to improving Pioneer Reservoir to accommodate construction of a redesigned version of the originally contemplated Docks Park facility. The redesigned park would incorporate lighter load bearing activities and therefore could reduce structural improvements requirements for certain areas of the roof. As revenues are available, additional structural improvements could be completed to facilitate enhancements to the redesigned Docks Park facility that may ultimately fulfill the original Docks Park design concept.

The City would implement the structural roof rehabilitation improvements necessary to accommodate construction of a green-roof park on a phased basis according to the following conceptual improvement phases:

- **Phase 1 Improvements—Targeted Load-Bearing Improvements.** Docks Area development requires, at a minimum, that the Pioneer Reservoir be aesthetically neutralized to facilitate adjacent development and provide a recreational amenity to the Project. To achieve this goal, Phase 1 Pioneer Reservoir improvements would be designed to accommodate a redesigned Docks Park facility featuring more hardscaped areas and areas dedicated to lighter activity requiring less load-bearing capacity than that required by areas with full soil and landscape loads. Informed by additional engineering analysis and park design efforts, a portion of the reservoir roof could be rehabilitated to accommodate fully landscaped park improvements, but the remaining areas would be designed to facilitate lighter load-generating activities.

Phase 1 of Pioneer Reservoir improvements would therefore include structural improvements to the reservoir roof targeted towards certain sections to create adequate support for soil and landscape loads in those targeted sections. This would permit construction of landscaped park improvements on the portion of the roof that has been fully rehabilitated. The other areas of the roof would require some structural rehabilitation and would be designed and improved to accommodate lighter activity, lesser loads, and appropriate aesthetic improvements (e.g., hardscaping).

- **Phase 2—Completion of the Docks Park.** Phase 2 of Pioneer Reservoir improvements would include the remaining structural improvements required to permit full loads on top of the entire reservoir roof. The Phase 2 improvements would be designed to accomplish full buildout of the Docks Park. Phase 2 improvements expanding and enhancing the park facility accommodated by Phase 1 may be completed as revenues are identified and programmed.

The Pioneer Reservoir Finance Plan set forth a conceptual phasing scenario based on preliminary engineering assessments that phasing of structural improvements is theoretically viable. Further engineering analysis and design would be required to determine the precise manner in which the structural improvements would be phased and which areas of the reservoir would be able to accommodate full landscape loads and activities versus those necessitating lighter load-generating activities. As discussed below, this additional engineering and design work would be completed in concert with Docks Park design efforts.

### **Preliminary Docks Park Development Costs**

WRT estimated the costs associated with the Docks Park development under Option B, assuming the park is located on top of the Pioneer Reservoir. As identified in the Draft Docks Area Specific Plan document, the originally contemplated Option B Docks Park was estimated to cost a total of approximately \$5.6 million, as show on **Table 9**. These costs are preliminary and are expected to change as a result of park redesign effort discussed below and necessitated by the phased implementation of Pioneer Reservoir structural improvements. This estimate is used as a placeholder park improvement cost for purposes of this Finance Plan.

Given the proposed phased nature of Pioneer Reservoir structural improvements, the Docks Park design concept would require reevaluation and redesign to comport with phasing of the underlying structural improvements. Programming of recreational amenities would be determined and sited based on where the reservoir roof is improved to accommodate high load-bearing activities versus where lighter load-bearing activities are necessary.

The Docks Park redesign process should be conducted as an iterative process, both responding to and shaping Pioneer Reservoir structural improvement plans. Park design and structural engineering efforts must be a coordinated and parallel process, which will be largely driven by the availability of funds for both structural and park improvements. The remainder of this chapter discusses the sources and cash flow of funds available for Docks Park improvements. Financing of Pioneer Reservoir structural improvements is detailed in the Pioneer Reservoir Finance Plan.

### **Docks Park Funding Sources**

Docks Park improvements will primarily be funded by revenue generated by Central City Planning Area park fee revenue. Other revenue sources may also be used, as discussed further below.

#### ***Central City Planning Area Park Fee Revenues***

All new residential, retail, office, and industrial construction in the City must pay the City's park development impact fee to finance development of park and recreational facilities in the Community Planning Area, in which the Project is located. Docks Park improvements will be funded primarily by park development impact fee revenue generated by the Central City Planning Area, in which the Project is located.

Park development impact fees collected in the Central City are considerably lower than other parts of the City (projects that qualify for reduced park development impact fees include all residential development and commercial development of 20,000 square feet or fewer); yet park development costs in the Central City can be higher. Parks in the Central City may be smaller or have a higher concentration of hardscape or amenities.

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**Table 9  
Docks Area Specific Plan Financing Plan  
Docks Park Improvement Costs (2008\$)**

<b>Land Use Option B</b>
--------------------------

Park Type	Cost per Park Acre	Acres Provided	Total Cost
<b>Community Park [1]</b>	\$686,339	<b>8.18</b>	<b>\$5,614,255</b>
<b>Total Parks (Rounded)</b>		<b>8.18</b>	<b>\$5,600,000</b>

*"parks\_costsB"*

Source: Sacramento Docks Area Draft Specific Plan (2008), and EPS.

[1] Reflects park facility proposed under land use option B, which would be located on top of Pioneer Reservoir. Park cost includes:

- Bonds
- Project Commencement
- Demolition, Grading & Utilities
- Hardscape
- Furnishings
- Planting
- Landscape Maint.& Plant Establishment
- Irrigation
- Storm Drain
- Utilities
- City Soft Cost

### Docks Area Park Fee Revenue

As identified in **Table 10**, Docks Area development will generate approximately \$2.9 million in Central City Planning Area Park Fee revenue, which will be available to fund a portion of the estimated \$5.6 million Docks Park improvement costs.

### Other Central City Planning Area Development

The Docks Park will be located adjacent to the Riverfront Promenade and will serve the entire Central City Planning Area, as well as Docks Area development. Because construction of new park facilities in the Central City Planning Area is somewhat constrained by the nature of infill development, revenues generated by other Central City development projects may be available to fund a portion of construction of the Docks Park.

This Finance Plan assumes that the remaining Docks Park development cost of approximately \$2.7 million will be funded by park fee revenue from other development in the Central City Planning Area.

### ***Other Funding Sources***

If Central City Planning Area park fee revenues are unavailable to fund the remaining \$2.7 million in Docks Park development costs, the City will have to identify alternative sources of funding. The funding sources detailed below may be available to fund all or a portion of the remaining Docks Park development costs, but would be subject to constraints generated by competition for the same funding sources to fund Pioneer Reservoir structural improvements.

### Quimby In-Lieu Fee Revenue

Any residential land division in the City is subject to a requirement to dedicate park land, pay a fee in-lieu of dedication, or a combination of the two. In the Central City, where land is at a premium and there are no large plots of land remaining, it is more typical for the developer to pay the in-lieu fee with some parkland dedication. The collected in-lieu funds may be pooled and used for acquisition, improvement, or expansion of public parks. The City has a service level goal of 5 acres of neighborhood and community parks for every 1,000 residents. The in-lieu fee may not be used for regional facilities.

### Statewide Park Development and Community Revitalization Program and Future Grant Program

Authorized by the passage of the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84), the State of California Department of Parks and Recreation administers a \$368 million grant program to fund new park construction. Cities and counties can apply for grants to fund the creation of new parks and new recreation opportunities near underserved areas. A portion of the costs to complete Docks Park improvements may be eligible for Proposition 84 monies (or future statewide park development grant program authorization) to the extent that the funds will be used to facilitate park facility construction (e.g., soil fill for a green-roof park or construction of other park amenities). In the future, the state's voters will likely approve additional funding for parks that may be available for the Docks Park.

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**Table 10**  
**Docks Area Specific Plan Financing Plan**  
**Parks Revenue Summary**

Item	Reference	Land Use Option B
Total Docks Area Specific Plan Park Fee Revenue (Rounded)	<b>Table C-6</b>	\$2,900,000
Docks Area Specific Plan Park Cost (Rounded)	<b>Table 9</b>	(\$5,600,000)
<b>Docks Park Development Fee Surplus/ (Shortfall)</b>		<b>(\$2,700,000)</b>
Central City Planning Area Park Fee Revenue		\$2,700,000
Other Revenue		TBD
<b>Total</b>		<b>\$0</b>

*"park\_rev\_summ"*

### Docks Area Developer Private Funding

The availability of Docks Area developer private funding may be limited by the Project's capacity to fund infrastructure and public facilities, as noted in the preceding chapter. The availability of Docks Area developer private funding will be driven by achievable rents and sale prices at the time of Project development and will be determined by more detailed real estate pro forma analysis completed at that time.

### **Docks Park Cash Flow Analysis**

**Table 11** details the estimated timing of the approximately \$5.6 million in Docks Park development costs as it relates to the estimated timing of available revenues. The \$5.6 million park development cost is distributed over the Docks Area development phases according to each phase's proportionate share of Docks Park fee revenue generated. As identified, assuming the availability of the \$2.7 million in park fee revenue from other development in the Central City Planning Area or grant funding, sufficient revenues are available to fund the park development costs for each phase of development. The City will likely program actual park amenities based on associated costs, the availability of funding, and as part of the coordinated park design and structural engineering process discussed above.

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**Table 11**  
**Docks Area Specific Plan Financing Plan**  
**Parks Cash Flow Summary by Phase (Rounded)**

Item	Formula	Phase 1	Phase 2	Phase 3	Phase F	Total (Rounded)
<b>Docks Area Park Improvement Cost [1]</b>	<i>A</i>	<b>\$3,800,000</b>	<b>\$1,000,000</b>	<b>\$700,000</b>	<b>\$100,000</b>	<b>\$5,600,000</b>
<b>Revenues</b>						
Docks Area Park Fee Revenue	<i>B</i>	\$1,100,000	\$1,000,000	\$700,000	\$100,000	\$2,900,000
Central City Planning Area Park Fee Revenue/ Other Funding [2]	<i>C</i>	\$2,700,000	\$0	\$0	\$0	\$2,700,000
<b>Subtotal Revenues</b>	<i>D = B + C</i>	<b>\$3,800,000</b>	<b>\$1,000,000</b>	<b>\$700,000</b>	<b>\$100,000</b>	<b>\$5,600,000</b>
<b>Subtotal Surplus/(Shortfall)</b>	<i>E = A - B</i>	\$0	\$0	\$0	\$0	N/A

*"park\_cf\_summ"*

[1] Preliminary assignment of park cost by phase. The assignment of cost will be determined as revised engineering analysis and park design efforts are reevaluated and redesigned to comport with the phasing of the underlying structural improvements

[2] Timing of this revenue to be determined.

## 6. IMPLEMENTATION AND UPDATES

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Implementation of the financing strategy would require several steps to ensure infrastructure and utilities are constructed as necessary to serve development in the Docks Area. Several actions by various parties need to be taken to implement the strategies outlined in this financing strategy. The implementation measures will occur over a period of time with some measures requiring immediate attention, while others may require action several years from now.

This chapter focuses primarily on implementation actions required for the Docks Area land use option associated with the Pioneer Reservoir alternative approved by the City Council (Option B). The City's options with regard to relocating the reservoir or manner in which the improvements would be phased, however, will remain flexible until actual demolition or construction commences. If additional funds do become available to resolve funding shortfalls for an alternative option, the general elements of this financing strategy and associated implementation approach described below would remain relevant.

### Modifications to the Financing Strategy

This Finance Plan will need to be periodically updated to account for changes in economic conditions, land use, cost information, or funding sources. Because funding sources for Project infrastructure, utilities, and public facilities overlap with those required to fund Pioneer Reservoir improvements, the financing structure for the Pioneer Reservoir improvements will impact the financing strategy for the Docks Area infrastructure, utilities, and improvements.

The financing strategy must be flexible enough to appropriately adjust to such changes. Changes in the Finance Plan should be reevaluated in context of the overall financing strategy for the Finance Plan to ensure that funding is available when needed. Significant changes in land use, infrastructure projects, cost information, or funding sources for either the Pioneer Reservoir or the Docks Area Finance Plans may necessitate the need for a revised financing strategy. Possible changes are as follows:

- New or revised Docks Area land uses.
- New or revised Docks Area infrastructure projects.
- New cost information based on actual construction costs, updated engineering estimates, or changes in the land use plan.
- New funding source data.
- Changes to the park design and associated cost changes.
- Inflation adjustments to cost and funding data.

Changes in the financing strategy could include both higher and lower cost and funding source information than initially assumed. The costs and funding sources will also require annual adjustments to reflect inflation costs because information contained in the financing strategy is shown in 2008 dollars.

## 7. FINANCIAL FEASIBILITY ANALYSIS

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This chapter describes the results of a series of analyses conducted to test the financial feasibility of development in the Docks Area. The financial feasibility of development in the Project Area was assessed based on Option B and using a static pro forma model as described below. The purpose of this analysis is to help the City evaluate the level of public subsidy that may be required to make the Project viable.

### Methodology

Real estate pro formas test the financial feasibility of private-sector development when given certain land uses and development costs and revenues. EPS used a static pro forma modeling methodology to arrive at the residual land value for the Docks Area. The residual land value is the value of the land derived by subtracting the cost of development from the estimated market value of that development. EPS assumes that the Project would not go forward until a recovery in the overall real estate market. Assumed sales prices for Docks Area housing were based on Gregory Group data, Sacramento Housing and Redevelopment Agency (SHRA) data, and EPS assumptions and are intended to represent a stabilized housing market. Negative residual land value is an indication that the Project will require changes in product types to lower costs and increase market value or an infusion of public subsidies. The variables presented in this feasibility analysis, including costs, financing, and income assumptions, are presented in **Appendix E**.

### Parking Scenario Analysis

Initial feasibility analysis indicated that costs associated with structured parking for the office land use result in significant negative residual land values for the office land use and the Project as a whole. EPS therefore analyzed two development cost scenarios to evaluate the impact of reduced structured parking costs for the office land use category:

- **Scenario 1 (Base Case):** This scenario assumes full office structured parking as presented in the Docks Area Specific Plan document. A parking garage is planned to support the office towers in addition to subterranean parking. Office parking is provided at one space per 400 building square feet. The City has indicated that it anticipates each parking space will cost approximately \$35,000.
- **Scenario 2 (Reduced Office Structured Parking):** This scenario assumes the structured parking cost for office development is reduced by 50 percent. A CalPERS parking lot is located immediately adjacent to the office site, which may present an opportunity for the City to negotiate a lease with CalPERS to utilize a portion of these spaces.

### Residual Land Value Analysis Results

**Table 12** presents the results of the residual land value analysis for each land use category and scenario. **Table 13** summarizes the residual land value on a per-unit and per-building-square-

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**Table 12**  
**Docks Area Specific Plan Financing Plan**  
**Summary of Residual Land Value by Land Use Category [1]**

Land Use Type	Scenario 1: Base Case	Scenario 2: Reduced Office Structured Parking
	[2]	[2] [3]
<b>Total Market Value [4]</b>	<b>\$527,190,000</b>	<b>\$527,190,000</b>
<b>Residual Land Value</b>		
<b>Residential [5]</b>		
Townhouse	\$4,049,072	\$4,049,072
Lowrise Flat (incl. 10 Loft Units)	\$7,539,221	\$7,539,221
Highrise Flat	\$11,703,549	\$11,703,549
<b>Subtotal</b>	<b>\$23,291,842</b>	<b>\$23,291,842</b>
<b>Nonresidential</b>		
Office	(\$29,053,196)	(\$15,946,085)
Retail	\$3,975,486	\$3,975,486
<b>Subtotal</b>	<b>(\$25,077,709)</b>	<b>(\$11,970,599)</b>
<b>Total Residual Land Value (Rounded)</b>	<b>(\$1,800,000)</b>	<b>\$11,300,000</b>
<b>Residual Land Value as % of Market Value [6]</b>	<b>-0.34%</b>	<b>2.15%</b>

"summ"

Source: WRT, SHRA, and EPS.

- [1] Assumes \$8,840,000 in tax increment financing available to offset infrastructure costs. Results in reduced infrastructure and financing costs.
- [2] Based on Land Use Option B in the Docks Area Specific Plan.
- [3] Based on Land Use Option B in the Docks Area Specific Plan, assuming a 50% reduction in office structured parking costs per City's indication that surface parking alternatives may be available.
- [4] Scenario 1 and Scenario 2 market values estimated in Table E-2 and Table E-6, respectively.
- [5] Assumes all units are market rate. According to City staff, affordable housing requirements will be fulfilled by setting aside 30% of the property tax increment.
- [6] This analysis assumes that the developer does not incur land acquisition costs.

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**Table 13**  
**Docks Area Specific Plan Financing Plan**  
**Summary of Residual Land Value per Unit/ Sq. Ft. [1]**

Residential Land Use	Residual Land Value	
	Scenario 1: Base Case	Scenario 2: Reduced Office Structured Parking
	[2]	[2] [3]
<b>Residential (Rounded) [4]</b>	<i>per unit</i>	<i>per unit</i>
Townhouse	\$116,000	\$116,000
Lowrise Flat (incl. 10 Loft Units)	\$17,000	\$17,000
Highrise Flat	\$22,000	\$22,000
<b>Nonresidential</b>	<i>per sq. ft.</i>	<i>per sq. ft.</i>
Office	(\$145)	(\$80)
Retail	\$92	\$92
<b>Residual Land Value as % of Market Value</b>	<b>-0.34%</b>	<b>2.15%</b>

"summ\_unit"

- [1] Assumes \$8,840,000 in tax increment financing available to offset infrastructure costs. Results in reduced infrastructure and financing costs.
- [2] Based on Land Use Option B in the Docks Area Specific Plan.
- [3] Based on Land Use Option B in the Docks Area Specific Plan, assuming a 50% reduction in office structured parking costs per City's indication that surface parking alternatives may be available.
- [4] Assumes all units are market rate. According to City staff, affordable housing requirements will be fulfilled by setting aside 30% of the property tax increment.

foot basis. The feasibility analysis examines the residual land value for the two parking scenarios:

- **Scenario 1:** Scenario 1 results in a residual land value of negative \$1.8 million. Based on the assumptions employed in this analysis, Scenario 1 is not viable without adjustments or public subsidies in addition to the public subsidies (tax increment revenue and land write downs) already assumed as part of the residual land value analysis. The residential portion of the Project appears feasible. The office development's negative residual land value drives the overall negative residual land value. The negative residual land value for office land uses largely results from high parking costs—approximately \$88 per building square foot for office development.
- **Scenario 2:** Scenario 2 results in a residual land value of \$11.3 million. While Scenario 2 office development still has a negative residual land value, as shown on **Table 13**, the negative amount per building square foot is less than Scenario 1, thereby generating an overall positive residual land value for the Project, indicating that the Project may be feasible under this development cost scenario.

## Data Assumptions

**Appendix E** presents a comprehensive list of the assumptions used in the feasibility calculation.

### Land Use and Absorption

As stated above, the feasibility analysis is based on Option B. The static pro forma presented is a point-in-time calculation, which assumes 100 percent of product sale. Assumptions are made as to construction periods to account for financing costs, and contingencies are built in to help account for lags in sales or construction glitches. Rate of absorption, however, is not considered in this form of analysis.

### Costs

- **Land:** The residual land value calculation does not include the cost of land or entitlements, assuming that the City transfers the land to the private developer at no cost. The terms of the land transaction between the City and the private developer are not yet determined. Land acquisition costs incurred by the private developer will affect the outcome of this analysis.
- **On-Site Improvements:** On-site improvement costs are based on the costs provided in the Docks Area Specific Plan document for infrastructure and utilities. EPS distributed the total cost across all Project square footage to estimate a per-square-foot cost (see **Table E-7**). No infrastructure costs are assumed to be creditable against City/County fees. This analysis assumes the cost for parks and schools will be covered by development fee revenue.
- **Construction Cost:** EPS estimated vertical construction costs based on other developer pro formas, a review of R.S. Means' estimates, and assumed unit sizes. **Table E-8** provides back-up data for those assumptions.

- **Parking Costs:** The City has indicated that it anticipates that each parking space will cost approximately \$35,000. To distribute this cost, EPS segregated the parking spaces attributed to residential development (Docks Area Specific Plan document, p. 3-15) from the parking attributed to office development. There was no parking assigned to retail land uses. Residential spaces average 1.4 spaces per unit, and office parking is provided at one space per 400 building square feet.
- **Building Fees:** EPS calculated the building fees that would be associated with each land use prototype. The back-up data for those estimates is provided in **Appendix C**.
- **Other Indirect Costs:** Other indirect cost assumptions are derived from EPS's experience with other, similar projects.

### Income

Income for the Project will be generated from the sale of residential and nonresidential land uses:

- **Residential:** **Tables E-9** through **E-11** provide back-up data for EPS's base pricing assumptions. EPS accessed Gregory Group data on new development sales in Downtown Sacramento (see **Table E-9**). In addition, data provided to EPS by SHRA is included. According to SHRA, these figures came from the Project developer. EPS's base residential price assumption is in line with these developer/SHRA estimates for townhomes and lowrise residential. It is important to note that this analysis does not incorporate any price-restricted units.
- **Nonresidential:** **Tables E-10** and **E-11** present resale valuation data for office buildings and retail establishments. Nonresidential property derives its value from the operating revenue paid by tenants. Stable tenants with long-term leases increase a property's value. The actual value of the nonresidential portions of the Project will depend on the dynamics of office and retail markets and the developer's ability to attract stable tenants.

### Public Participation

The Project is a City-led development effort designed to further the City's goals of redeveloping the Sacramento Riverfront. The City has solicited a developer and is in the process of negotiating DDA terms.

Development of the Project will proceed as a public/private partnership. As such, the City intends to make significant investments in the Project in the form of tax-increment financing and potentially other mechanisms as necessary.

This feasibility analysis assumed that tax-increment revenue will offset a significant portion of infrastructure and site improvement costs. Other avenues to improve Project viability are also considered (i.e., reduced structured parking, land write downs). The City and the Project developer will work to define the terms of public participation in the Project as negotiation of the DDA proceeds and further real estate feasibility analysis is completed.

## Mechanisms to Improve Project Feasibility

Below is a summary of mechanisms available for the City to improve the financial feasibility of new development in the Docks Area. As stated previously, the feasibility analysis computed herein assumes several of the mechanisms identified below:

- **General improvements:** Improve the overall image of the Docks Area through streetscape improvements, signage, parking improvements, and an overall marketing strategy. By providing improvements and a marketing strategy, rents for the immediate area may increase, thereby improving Project feasibility.
- **Off-site parking construction or relaxed parking regulations:** The City could provide off-site parking for the Docks Area, such as a central parking facility in the Docks Area or nearby, thus allowing development to dedicate more land to building purposes while reducing costs to provide parking. Alternatively, the City could reduce parking standards for mixed use development to reduce costs and improve Project feasibility. Often, mixed use product reduces vehicle trips, thereby reducing the overall need for parking. The City could also explore surface parking alternatives that might be available. Scenario 2 assumes that surface parking alternatives may be available.
- **Infrastructure fee credits or reductions:** The City could reduce the infrastructure fee burden for development, thus reducing overall development costs.
- **Direct investment in the Project:** The City could invest directly in the Project to improve project feasibility.



**APPENDICES:**

- Appendix A: Tax Increment Financing—  
Detailed Calculations
- Appendix B: Mello-Roos CFD Bonding Capacity—  
Detailed Calculations
- Appendix C: Development Impact Fee Revenues
- Appendix D: Land Use Assumptions
- Appendix E: Residual Land Value Analysis



## APPENDIX A: Tax Increment Financing— Detailed Calculations

Table A-1	Tax Allocation Bond Calculations
Table A-2	Tax Increment Revenue Projections
Table A-3	Assessed Value

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**Table A-1**  
**Docks Area Specific Plan Financing Plan**  
**Tax Allocation Bond Calculations**

Land Use Option B
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Item	Formula	Bond Issue #1	Bond Issue #2	Bond Issue #3	Bond Issue #4	Total
<b>Project Phase</b>		Phase 1	Phase 2	Phase 3	Phase F	
<b>Assumptions</b>						
Term (years)	A	17	15	10	8	
Coverage	B	1.25	1.25	1.25	1.25	
Interest Rate	C	6%	6%	6%	6%	
<b>New Tax Increment Revenue Available [1]</b>	<i>D = Table B-3</i>	<b>\$710,544</b>	<b>\$659,637</b>	<b>\$709,856</b>	<b>\$200,232</b>	
Annual Payment	<i>E</i>	\$568,435	\$527,710	\$567,885	\$160,185	
<b>Bond Size</b>	<i>F = PV(C,A,-E)</i>	<b>\$5,955,639</b>	<b>\$5,125,248</b>	<b>\$4,179,681</b>	<b>\$994,718</b>	
Less: Reserve for Future Delinquencies	<i>G = -E</i>	(\$568,435)	(\$527,710)	(\$567,885)	(\$160,185)	
Less: Issuance Costs (2%)	<i>H = F * 2%</i>	(\$119,113)	(\$102,505)	(\$83,594)	(\$19,894)	
<b>Estimated Tax Allocation Bond Proceeds</b>	<i>I = F + G + H</i>	<b>\$5,268,092</b>	<b>\$4,495,034</b>	<b>\$3,528,203</b>	<b>\$814,638</b>	<b>\$14,105,966</b>
<b>Estimated Tax Allocation Bond Proceeds (Rounded)</b>		<b>\$5,270,000</b>	<b>\$4,500,000</b>	<b>\$3,530,000</b>	<b>\$810,000</b>	<b>\$14,110,000</b>

"bonding"

Source: SHRA and EPS.

[1] Tax increment revenue available in that given year, less the revenue applied to previous bonds issued.

**Table A-2**  
**Docks Area Specific Plan Financing Plan**  
**Tax Increment Revenue Projections**

Land Use Option B
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Fiscal Year [1]	Bond Issue	Assessed Value	Gross Tax Increment [2]	Less: Housing Set Aside [3]	Tax Increment Less Housing Set Aside	Less: Other Agency Pass-Thru Payments [4]			Admin. (2%)	Net Tax Increment	Tax Increment Available For Bond Sale
						Redevelopment Plan Years					
						FY 12/13 to End (14%)	FY 12/13 to End (16.8%)	FY 27/28 to End (11.2%)			
<b>Base Assessed Value</b>		<b>\$0</b>				<b>\$0</b>	<b>\$640,169,032 [5]</b>				
FY 12/13		\$57,690,000	\$576,900	(\$173,070)	\$403,830	(\$80,766)	(\$96,919)		(\$8,077)	\$218,068	
FY 13/14		\$116,533,800	\$1,165,338	(\$349,601)	\$815,737	(\$163,147)	(\$195,777)		(\$16,315)	\$440,498	
<b>FY 14/15</b>	<b>Bond Issue #1</b>	<b>\$187,974,476</b>	<b>\$1,879,745</b>	<b>(\$563,923)</b>	<b>\$1,315,821</b>	<b>(\$263,164)</b>	<b>(\$315,797)</b>		<b>(\$26,316)</b>	<b>\$710,544</b>	<b>\$710,544</b>
FY 15/16		\$274,159,966	\$2,741,600	(\$822,480)	\$1,919,120	(\$383,824)	(\$460,589)		(\$38,382)	\$1,036,325	
<b>FY 16/17</b>	<b>Bond Issue #2</b>	<b>\$362,481,665</b>	<b>\$3,624,817</b>	<b>(\$1,087,445)</b>	<b>\$2,537,372</b>	<b>(\$507,474)</b>	<b>(\$608,969)</b>		<b>(\$50,747)</b>	<b>\$1,370,181</b>	<b>\$659,637</b>
FY 17/18		\$398,497,298	\$3,984,973	(\$1,195,492)	\$2,789,481	(\$557,896)	(\$669,475)		(\$55,790)	\$1,506,320	
FY 18/19		\$435,233,244	\$4,352,332	(\$1,305,700)	\$3,046,633	(\$609,327)	(\$731,192)		(\$60,933)	\$1,645,182	
FY 19/20		\$472,703,909	\$4,727,039	(\$1,418,112)	\$3,308,927	(\$661,785)	(\$794,143)		(\$66,179)	\$1,786,821	
FY 20/21		\$509,937,987	\$5,099,380	(\$1,529,814)	\$3,569,566	(\$713,913)	(\$856,696)		(\$71,391)	\$1,927,566	
<b>FY 21/22</b>	<b>Bond Issue #3</b>	<b>\$550,274,247</b>	<b>\$5,502,742</b>	<b>(\$1,650,823)</b>	<b>\$3,851,920</b>	<b>(\$770,384)</b>	<b>(\$924,461)</b>		<b>(\$77,038)</b>	<b>\$2,080,037</b>	<b>\$709,856</b>
FY 22/23		\$591,417,232	\$5,914,172	(\$1,774,252)	\$4,139,921	(\$827,984)	(\$993,581)		(\$82,798)	\$2,235,557	
<b>FY 23/24</b>	<b>Bond Issue #4</b>	<b>\$603,245,576</b>	<b>\$6,032,456</b>	<b>(\$1,809,737)</b>	<b>\$4,222,719</b>	<b>(\$844,544)</b>	<b>(\$1,013,453)</b>		<b>(\$84,454)</b>	<b>\$2,280,268</b>	<b>\$200,232</b>
FY 24/25		\$615,310,488	\$6,153,105	(\$1,845,931)	\$4,307,173	(\$861,435)	(\$1,033,722)		(\$86,143)	\$2,325,874	
FY 25/26		\$627,616,698	\$6,276,167	(\$1,882,850)	\$4,393,317	(\$878,663)	(\$1,054,396)		(\$87,866)	\$2,372,391	
FY 26/27		\$640,169,032	\$6,401,690	(\$1,920,507)	\$4,481,183	(\$896,237)	(\$1,075,484)		(\$89,624)	\$2,419,839	
FY 27/28		\$652,972,412	\$6,529,724	(\$1,958,917)	\$4,570,807	(\$914,161)	(\$1,096,994)	(\$14,340)	(\$91,416)	\$2,453,896	
FY 28/29		\$666,031,861	\$6,660,319	(\$1,998,096)	\$4,662,223	(\$932,445)	(\$1,118,934)	(\$28,966)	(\$93,244)	\$2,488,634	
FY 29/30		\$679,352,498	\$6,793,525	(\$2,038,057)	\$4,755,467	(\$951,093)	(\$1,141,312)	(\$43,885)	(\$95,109)	\$2,524,067	
FY 30/31		\$692,939,548	\$6,929,395	(\$2,078,819)	\$4,850,577	(\$970,115)	(\$1,164,138)	(\$59,103)	(\$97,012)	\$2,560,209	
<b>Total</b>		<b>n/a</b>	<b>\$91,345,000</b>	<b>(\$27,404,000)</b>	<b>\$63,942,000</b>	<b>(\$12,788,000)</b>	<b>(\$15,346,000)</b>	<b>(\$146,000)</b>	<b>(\$1,279,000)</b>	<b>\$34,382,000</b>	

"li\_2pct"

Source: Draft Docks Area Specific Plan (January 2008) and SHRA.

- [1] Timing of development is assumed for analytical purposes. If the timing of development changes or is delayed, the tax increment revenue generated may vary.
- [2] Gross Tax Increment is 1% of the difference between assessed values in current and base years.
- [3] Housing Set Aside is 30% of the Gross Tax Increment.
- [4] Other Agency Pass-Thru Payments are calculated using Gross Tax Increment and the appropriate Base Assessed Value as determined by SHRA.
- [5] Base assessed value calculated based on prior year assessed value (FY 26/27).

**Table A-3  
Docks Area Specific Plan Financing Plan  
Assessed Value**

**Land Use Option B**

Phase	Fiscal Year [2]	Beginning AV	Annual 2% Growth	New Residential Development [1]			New Commercial Dev. [1]		New Development Subtotal	Total Assessed Value
				Townhouse	Lowrise Flat	Highrise Flat	Retail	Office		
<i>Formula</i>		<i>A</i>	<i>B = A * 2%</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H = C + D + E + F + G</i>	<i>I = A + B + H</i>
	FY 11/12	NA	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase 1</b>	FY 12/13	\$0	\$0	\$2,372,000	\$26,724,000	\$28,594,000	\$0	\$0	\$57,690,000	\$57,690,000
	FY 13/14	\$57,690,000	\$1,153,800	\$2,372,000	\$26,724,000	\$28,594,000	\$0	\$0	\$57,690,000	\$116,533,800
	FY 14/15	\$116,533,800	\$2,330,676	\$2,965,000	\$26,331,000	\$28,594,000	\$11,220,000	\$0	\$69,110,000	\$187,974,476
<b>Phase 2</b>	FY 15/16	\$187,974,476	\$3,759,490	\$6,523,000	\$33,012,000	\$42,891,000	\$0	\$0	\$82,426,000	\$274,159,966
	FY 16/17	\$274,159,966	\$5,483,199	\$6,523,000	\$33,012,000	\$42,891,000	\$412,500	\$0	\$82,838,500	\$362,481,665
<b>Phase 3</b>	FY 17/18	\$362,481,665	\$7,249,633	\$0	\$7,074,000	\$21,692,000	\$0	\$0	\$28,766,000	\$398,497,298
	FY 18/19	\$398,497,298	\$7,969,946	\$0	\$7,074,000	\$21,692,000	\$0	\$0	\$28,766,000	\$435,233,244
	FY 19/20	\$435,233,244	\$8,704,665	\$0	\$7,074,000	\$21,692,000	\$0	\$0	\$28,766,000	\$472,703,909
	FY 20/21	\$472,703,909	\$9,454,078	\$0	\$7,074,000	\$20,706,000	\$0	\$0	\$27,780,000	\$509,937,987
<b>Phase F</b>	FY 21/22	\$509,937,987	\$10,198,760	\$0	\$0	\$0	\$137,500	\$30,000,000	\$30,137,500	\$550,274,247
	FY 22/23	\$550,274,247	\$11,005,485	\$0	\$0	\$0	\$137,500	\$30,000,000	\$30,137,500	\$591,417,232
	FY 23/24	\$591,417,232	\$11,828,345	\$0	\$0	\$0	\$0	\$0	\$0	\$603,245,576
	FY 24/25	\$603,245,576	\$12,064,912	\$0	\$0	\$0	\$0	\$0	\$0	\$615,310,488
	FY 25/26	\$615,310,488	\$12,306,210	\$0	\$0	\$0	\$0	\$0	\$0	\$627,616,698
	FY 26/27	\$627,616,698	\$12,552,334	\$0	\$0	\$0	\$0	\$0	\$0	\$640,169,032
	FY 27/28	\$640,169,032	\$12,803,381	\$0	\$0	\$0	\$0	\$0	\$0	\$652,972,412
	FY 28/29	\$652,972,412	\$13,059,448	\$0	\$0	\$0	\$0	\$0	\$0	\$666,031,861
	FY 29/30	\$666,031,861	\$13,320,637	\$0	\$0	\$0	\$0	\$0	\$0	\$679,352,498
	FY 30/31	\$679,352,498	\$13,587,050	\$0	\$0	\$0	\$0	\$0	\$0	\$692,939,548
	<b>Total</b>		<b>\$168,832,048</b>	<b>\$20,755,000</b>	<b>\$174,099,000</b>	<b>\$257,346,000</b>	<b>\$11,907,500</b>	<b>\$60,000,000</b>	<b>\$524,107,500</b>	

*"av\_2pct"*

Source: Draft Docks Area Specific Plan (January 2008).

[1] Assumes that development will be put on tax roll one year after start of construction. See Table D-4 for absorption assumptions.

[2] Timing of development is assumed for analytical purposes. If the timing of development changes or is delayed, the tax increment revenue generated may vary.



## APPENDIX B:

### Mello-Roos CFD Bonding Capacity— Detailed Calculations

Table B-1	Estimated CFD Bond Sizing at Buildout
Table B-2	Estimated CFD Bond Proceeds by Phase
Table B-3	Estimated Bond Proceeds per Unit and Nonresidential Acre at Buildout

**Table B-1  
Docks Area Specific Plan Financing Plan  
Estimated CFD Bond Sizing at Buildout [1]**

Item	Assumptions/ Reference	Estimated Bond Size
<b>Assumptions [2]</b>		
Interest Rate		6.00%
Term (bonds could be for 25 or 30 years)		30 years
Annual Tax Escalation		2.00%
<b>Maximum Special Taxes Available for Debt Service</b>		
<b>Estimated Annual Maximum Special Taxes</b>	<b>Table B-3</b>	<b>\$1,457,300</b>
<i>Less Estimated Administration Costs</i>	4%	(\$58,000)
<i>Less Delinquency Coverage</i>	10%	(\$146,000)
<i>Adjustment for Rounding</i>		(\$3,300)
<b>Estimated Maximum Special Taxes Available for Debt Service (Rounded)</b>		<b>\$1,250,000</b>
<b>Bond Size</b>		
<b>Total Bond Size</b>		<b>\$17,206,000</b>
<i>Adjustment for Rounding</i>		(\$6,000)
Total Bond Size (Rounded)		\$17,200,000
<i>Increase for Annual Tax Escalation [3]</i>	20%	\$3,440,000
<b>Total Bond Size (Rounded)</b>		<b>\$20,640,000</b>
<b>Estimated Bond Proceeds</b>		
<b>Rounded Bond Size</b>		<b>\$20,640,000</b>
<i>Less Capitalized Interest [4]</i>	18 months	(\$1,858,000)
<i>Less Bond Reserve Fund</i>	1 year debt service	(\$1,250,000)
<i>Less Issuance Cost</i>	5%	(\$1,032,000)
<b>Estimated Bond Proceeds (Rounded)</b>		<b>\$17,000,000</b>

"est\_bond"

Source: EPS

- [1] Assumes Land Use Option B.
- [2] Estimated bond sizing based on conservative assumptions. The interest rate will be determined at the time of bond sale; the bond term could be 25 to 30 years or more. This analysis assumes 30 years.
- [3] Assumes special taxes are escalated 2.0% annually for 30 years, which is assumed to increase total Bond Size by approximately 20%.
- [4] Dependent upon developer and county preference on the length of time for capitalized interest.

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**Table B-2  
Docks Area Specific Plan Financing Plan  
Estimated CFD Bond Proceeds by Phase (Rounded)**

**CFD Bond Proceeds by Phase  
(Land Use Option B)**

Item	Residential Development			Subtotal	Commercial Development			Total
	Townhouse	Lowrise Flat (incl. 10 Lofts)	Highrise Flat		Retail	Office	Subtotal	
<b>Bond Proceeds per Unit/ Sq. Ft.</b>	\$18,700	<i>Per Unit</i> \$14,000	\$14,000		<i>Per Sq. Ft.</i> \$12.00	\$12.00		
<b>Phase 1</b>								
Block 1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Block 2	\$0	\$1,050,000	\$0	\$1,050,000	\$245,000	\$0	\$245,000	\$1,295,000
Block 3	\$243,000	\$1,792,000	\$2,436,000	\$4,471,000	\$231,000	\$0	\$231,000	\$4,702,000
<b>Subtotal Phase 1</b>	<b>\$243,000</b>	<b>\$2,842,000</b>	<b>\$2,436,000</b>	<b>\$5,521,000</b>	<b>\$476,000</b>	<b>\$0</b>	<b>\$476,000</b>	<b>\$5,997,000</b>
<b>Phase 2</b>								
Block 4	\$149,000	\$1,400,000	\$0	\$1,549,000	\$17,000	\$0	\$17,000	\$1,566,000
Block 5	\$261,000	\$952,000	\$2,436,000	\$3,649,000	\$0	\$0	\$0	\$3,649,000
<b>Subtotal Phase 2</b>	<b>\$410,000</b>	<b>\$2,352,000</b>	<b>\$2,436,000</b>	<b>\$5,198,000</b>	<b>\$17,000</b>	<b>\$0</b>	<b>\$17,000</b>	<b>\$5,215,000</b>
<b>Phase 3</b>								
Block 6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Block 7	\$0	\$1,008,000	\$2,436,000	\$3,444,000	\$0	\$0	\$0	\$3,444,000
<b>Subtotal Phase 3</b>	<b>\$0</b>	<b>\$1,008,000</b>	<b>\$2,436,000</b>	<b>\$3,444,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,444,000</b>
<b>Phase F</b>								
Block 8	\$0	\$0	\$0	\$0	\$12,000	\$2,333,000	\$2,345,000	\$2,345,000
Block 9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal Phase F</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>	<b>\$2,333,000</b>	<b>\$2,345,000</b>	<b>\$2,345,000</b>
<b>Total</b>	<b>\$653,000</b>	<b>\$6,202,000</b>	<b>\$7,308,000</b>	<b>\$14,163,000</b>	<b>\$505,000</b>	<b>\$2,333,000</b>	<b>\$2,838,000</b>	<b>\$17,001,000</b>
<b>Total (Rounded)</b>								<b>\$17,000,000</b>

"bond\_phase"

Source: City of Sacramento, Draft Docks Area Specific Plan (January 2008), and EPS.

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**Table B-3**  
**Docks Area Specific Plan Financing Plan**  
**Estimated Bond Proceeds per Unit and Nonresidential Acre at Buildout (2009\$)**

Land Use Option B

Item	Units/ Sq. Ft. [1]	Preliminary Infrastructure Tax Rate [2]	Infrastructure Maximum Special Tax		Total Bonds		Bond Proceeds		
			Total	% of Total	Amount	Per Unit/Acre	Amount	Per Unit/Acre	Per Unit/Acre (Rounded)
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C = A x B</i>	<i>D = C/\$1,457,300</i>	<i>E = D x total bond</i>	<i>F = E/A</i>	<i>G = D x bond proceeds</i>	<i>H = G/A</i>	<i>I = H Rounded</i>
<b>Residential</b>	<u>Units</u>					<u>Per Unit</u>		<u>Per Unit</u>	<u>Per Unit</u>
Townhouse	35	\$1,600	\$56,000	3.8%	\$793,138	\$22,661	\$653,263	\$18,665	\$18,700
Lowrise Flat	443	\$1,200	\$531,600	36.5%	\$7,529,146	\$16,996	\$6,201,331	\$13,998	\$14,000
Highrise Flat	522	\$1,200	\$626,400	43.0%	\$8,871,815	\$16,996	\$7,307,212	\$13,998	\$14,000
<b>Subtotal</b>	<b>1,000</b>		<b>\$1,214,000</b>	<b>83.3%</b>	<b>\$17,194,099</b>		<b>\$14,161,806</b>		
<b>Nonresidential</b>	<u>Sq. Ft.</u>					<u>Per Sq. Ft.</u>		<u>Per Sq. Ft.</u>	<u>Per Sq. Ft.</u>
Commercial	200,000	\$1.00	\$200,000	13.7%	\$2,832,636	\$14.16	\$2,333,082	\$11.67	\$12.00
Office	43,300	\$1.00	\$43,300	3.0%	\$613,266	\$14.16	\$505,112	\$11.67	\$12.00
<b>Subtotal</b>	<b>243,300</b>		<b>\$243,300</b>	<b>16.7%</b>	<b>\$3,445,901</b>		<b>\$2,838,194</b>		
<b>Total</b>			<b>\$1,457,300</b>	<b>100.0%</b>	<b>\$20,640,000</b>		<b>\$17,000,000</b>		
<b>Total (Rounded)</b>			<b>\$1,500,000</b>		<b>\$20,600,000</b>		<b>\$17,000,000</b>		

"bond\_unit"

Source: City of Sacramento and EPS.

[1] Based on Docks Specific Plan Land Use Option B, which assumes the Pioneer Reservoir will be renovated and will remain onsite.

[2] Assumes roughly \$1.00 per sq. ft. maximum special tax rate, consistent with other recent projects in the area.



## APPENDIX C:

### Development Impact Fee Revenues

Table C-1	Projected Major Street Construction Tax Funds Generated by Project
Table C-2	City Water Development Impact Fee Revenue
Table C-3	Estimated City Sewer Fee Revenue
Table C-4	Estimated SRCSD Fee Revenue
Table C-5	School Development Impact Fee Revenues
Table C-6	Central City Planning Area Park Fee Revenue

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**MSCT Funds**

**Table C-1**  
**Docks Area Specific Plan Financing Plan**  
**Projected Major Street Construction Tax (MSCT) Funds Generated by Project (2009\$) [1]**

Item	Estimated Tax Per Unit/Sq. Ft. [2]	Phase 1		Remaining Phases		Buildout	
		Units/ Sq. Ft. [3]	Amount	Units/ Sq. Ft. [3]	Amount	Units/ Sq. Ft. [3]	Amount
<b>Residential</b>	<i>per unit</i>	<i>units</i>		<i>units</i>		<i>units</i>	
Townhouse	\$1,183	13	\$15,375	22	\$26,020	35	\$41,395
Lowrise Flat [4]	\$887	203	\$180,069	240	\$212,890	443	\$392,959
Highrise Flat	\$887	174	\$154,345	348	\$308,690	522	\$463,035
<b>Subtotal Residential</b>		<b>390</b>	<b>\$349,789</b>	<b>610</b>	<b>\$547,599</b>	<b>1,000</b>	<b>\$897,389</b>
<b>Commercial</b>	<i>per bldg. sq. ft.</i>	<i>bldg. sq. ft.</i>		<i>bldg. sq. ft.</i>		<i>bldg. sq. ft.</i>	
Office	\$0.85	0	\$0	200,000	\$170,880	200,000	\$170,880
Retail	\$0.62	40,800	\$25,361	2,500	\$1,554	43,300	\$26,915
<b>Subtotal Commercial</b>		<b>40,800</b>	<b>\$25,361</b>	<b>202,500</b>	<b>\$172,434</b>	<b>243,300</b>	<b>\$197,795</b>
Total MSCT Revenue			\$375,151		\$720,033		\$1,095,184
<b>Total MSCT Revenue (Rounded)</b>			<b>\$380,000</b>		<b>\$720,000</b>		<b>\$1,100,000</b>

"street\_rev"

Source: City of Sacramento and EPS.

[1] The Major Street Construction Tax funds reconstruction, replacement, modification and alteration of existing and proposed streets/roads in the City.

It cannot be used for maintenance and repair.

[2] The major street construction tax is 8% of the building valuation.

[3] Land Use Option B.

[4] Includes 10 loft units.

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**Table C-2  
Docks Area Specific Plan Financing Plan  
City Water Development Impact Fee Revenues (2009\$)**

<b>City Water Fee Revenue</b>
-----------------------------------

Item	Fee Per Unit/Sq. Ft. [1]	Phase 1		Remaining Phases		Buildout	
		Units/ Sq. Ft. [2]	Amount	Units/ Sq. Ft. [2]	Amount	Units/ Sq. Ft. [2]	Amount
<b>Residential</b>	<i>per unit</i>	<i>units</i>		<i>units</i>		<i>units</i>	
Townhouse	\$500	13	\$6,506	22	\$11,011	35	\$17,517
Lowrise Flat [3]	\$375	203	\$76,201	240	\$90,090	443	\$166,291
Highrise Flat	\$375	174	\$65,315	348	\$130,630	522	\$195,946
<b>Subtotal Residential</b>		<b>390</b>	<b>\$148,023</b>	<b>610</b>	<b>\$231,731</b>	<b>1,000</b>	<b>\$379,754</b>
<b>Commercial</b>	<i>per bldg. sq. ft.</i>	<i>bldg. sq. ft.</i>		<i>bldg. sq. ft.</i>		<i>bldg. sq. ft.</i>	
Office	\$0.60	0	\$0	200,000	\$120,565	200,000	\$120,565
Retail	\$0.45	40,800	\$18,203	2,500	\$1,115	43,300	\$19,319
<b>Subtotal Commercial</b>		<b>40,800</b>	<b>\$18,203</b>	<b>202,500</b>	<b>\$121,681</b>	<b>243,300</b>	<b>\$139,884</b>
<b>Total Water Fee Revenue</b>			<b>\$166,226</b>		<b>\$353,412</b>		<b>\$519,638</b>

"water\_rev"

Source: City of Sacramento and EPS.

[1] The City of Sacramento assumes a 6-inch water meter for block 9 for residential and a 4-inch water meter for block 2 and a 6-inch water meter for block 9 for nonresidential. This analysis does not include a fire tap charge. The City's building and fire departments will determine the fire service protection requirements when on-site building plans are submitted for review and approval.

[2] Land Use Option B.

[3] Includes 10 loft units.

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**Table C-3**  
**Docks Area Specific Plan Financing Plan**  
**Estimated City Sewer Fee Revenue (2009\$)**

<b>City Sewer Fee Revenue</b>
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Item	Fee Per Unit/Sq. Ft. [1]	Phase 1		Remaining Phases		Buildout	
		Units/ Sq. Ft. [2]	Amount	Units/ Sq. Ft. [2]	Amount	Units/ Sq. Ft. [2]	Amount
<b>Residential</b>	<i>per unit</i>	<i>units</i>		<i>units</i>		<i>units</i>	
Townhouse	\$627	13	\$8,145	22	\$13,784	35	\$21,928
Lowrise Flat [3]	\$1,758	203	\$356,778	240	\$421,807	443	\$778,586
Highrise Flat	\$1,718	174	\$298,977	348	\$597,954	522	\$896,931
<b>Subtotal Residential</b>		<b>390</b>	<b>\$663,900</b>	<b>610</b>	<b>\$1,033,545</b>	<b>1,000</b>	<b>\$1,697,445</b>
<b>Commercial</b>	<i>per sq. ft.</i>	<i>bldg. sq. ft.</i>		<i>bldg. sq. ft.</i>		<i>bldg. sq. ft.</i>	
Office	\$0.53	0	\$0	200,000	\$106,302	200,000	\$106,302
Retail	\$0.53	40,800	\$21,686	2,500	\$1,329	43,300	\$23,014
<b>Subtotal Commercial</b>		<b>40,800</b>	<b>\$21,686</b>	<b>202,500</b>	<b>\$107,630</b>	<b>243,300</b>	<b>\$129,316</b>
<b>Total Sewer Fee Revenue</b>			<b>\$685,586</b>		<b>\$1,141,175</b>		<b>\$1,826,761</b>

"sewer\_rev2"

Source: City of Sacramento and EPS.

[1] City of Sacramento Combined Sewer fee is 75% of 106.50 for the first 25 ESD, plus 75% of \$2,657.54 per ESD in excess of 25 for residential.

Retail stores equivalent ESD is 0.2 per sq. ft. of gross floor area. Office buildings (including eating facilities) equivalent ESD is 0.2 per sq. ft. of gross floor area.

[2] Land Use Option B.

[3] Includes 10 loft units.

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**SRCS D Revenue**

**Table C-4  
Docks Area Specific Plan Financing Plan  
Estimated SRCS D Fee Revenue (2009\$)**

Item	Fee Per Unit/Sq. Ft. [1]	Phase 1		Remaining Phases		Buildout	
		Units/ Sq. Ft. [2]	Amount	Units/ Sq. Ft. [2]	Amount	Units/ Sq. Ft. [2]	Amount
<b>Residential</b>	<i>per unit</i>	<i>units</i>		<i>units</i>		<i>units</i>	
Townhouse	\$2,100	13	\$27,300	22	\$46,200	35	\$73,500
Lowrise Flat [3]	\$2,100	203	\$426,300	240	\$504,000	443	\$930,300
Highrise Flat	\$2,100	174	\$365,400	348	\$730,800	522	\$1,096,200
<b>Subtotal Residential</b>		<b>390</b>	<b>\$819,000</b>	<b>610</b>	<b>\$1,281,000</b>	<b>1,000</b>	<b>\$2,100,000</b>
<b>Commercial</b>	<i>per sq. ft.</i>	<i>bldg. sq. ft.</i>		<i>bldg. sq. ft.</i>		<i>bldg. sq. ft.</i>	
Office	\$0.12	0	\$0	200,000	\$23,226	200,000	\$23,226
Retail	\$0.05	40,800	\$2,224	2,500	\$136	43,300	\$2,360
<b>Subtotal Commercial</b>		<b>40,800</b>	<b>\$2,224</b>	<b>202,500</b>	<b>\$23,362</b>	<b>243,300</b>	<b>\$25,586</b>
<b>Total SRCS D Fee Revenue</b>			<b>\$821,224</b>		<b>\$1,304,362</b>		<b>\$2,125,586</b>
<b>Total SRCS D Fee Revenue (Rounded)</b>			<b>\$820,000</b>		<b>\$1,300,000</b>		<b>\$2,130,000</b>

"sewer\_rev"

Source: City of Sacramento and EPS.

[1] The residential fee is 75% of \$2,800 per ESD. The nonresidential fee is \$12,000 per net acre in relief area.

[2] Land use option B.

[3] Includes 10 loft units.

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**Table C-5**  
**Docks Area Specific Plan Financing Plan**  
**School Development Impact Fee Revenues**

<b>School Fee Revenue</b>
---------------------------

Item	Estimated Fee Per Unit/Sq. Ft. [1]	Phase 1		Remaining Phases		Buildout	
		Units/ Sq. Ft. [2]	Amount	Units/ Sq. Ft. [2]	Amount	Units/ Sq. Ft. [2]	Amount
<b>Residential</b>	<i>per unit</i>					<i>units</i>	
Townhouse	\$4,208	13	\$54,704	22	\$92,576	35	\$147,280
Lowrise Flat [3]	\$3,156	203	\$640,668	240	\$757,440	443	\$1,398,108
Highrise Flat	\$3,156	174	\$549,144	348	\$1,098,288	522	\$1,647,432
<b>Subtotal</b>		<b>390</b>	<b>\$1,244,516</b>	<b>610</b>	<b>\$1,948,304</b>	<b>1,000</b>	<b>\$3,192,820</b>
<b>Nonresidential</b>	<i>per sq. ft.</i>					<i>sq. ft.</i>	
Office	\$0.42	0	\$0	200,000	\$84,000	200,000	\$84,000
Retail	\$0.42	40,800	\$17,136	2,500	\$1,050	43,300	\$18,186
<b>Subtotal</b>		<b>40,800</b>	<b>\$17,136</b>	<b>202,500</b>	<b>\$85,050</b>	<b>243,300</b>	<b>\$102,186</b>
<b>Total</b>			<b>\$1,261,652</b>		<b>\$2,033,354</b>		<b>\$3,295,006</b>

"school\_rev"

Source: EPS.

[1] School mitigation for residential development is \$2.63 per sq. ft. of living area. The fee for nonresidential development is \$0.42 per sq. ft.

[2] Land Use Option B.

[3] Includes 10 loft units.

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**Table C-6  
Docks Area Specific Plan Financing Plan  
Central City Planning Area Park Fee Revenue (2009\$)**

**Park Fee Revenue**

Item	Fee Per Unit/Sq. Ft. [1]	Phase 1		Remaining Phases		Buildout	
		Units/ Sq. Ft. [2]	Amount	Units/ Sq. Ft. [2]	Amount	Units/ Sq. Ft. [2]	Amount
<b>Residential</b>	<i>per unit</i>	<i>units</i>		<i>units</i>		<i>units</i>	
Townhouse	\$1,336	13	\$17,368	22	\$29,392	35	\$46,760
Lowrise Flat [3]	\$2,868	203	\$582,204	240	\$688,320	443	\$1,270,524
Highrise Flat	\$2,868	174	\$499,032	348	\$998,064	522	\$1,497,096
<b>Subtotal Residential</b>		<b>390</b>	<b>\$1,098,604</b>	<b>610</b>	<b>\$1,715,776</b>	<b>1,000</b>	<b>\$2,814,380</b>
<b>Commercial</b>	<i>per bldg. sq. ft.</i>	<i>bldg. sq. ft.</i>		<i>bldg. sq. ft.</i>		<i>bldg. sq. ft.</i>	
Office	\$0.34	0	\$0	200,000	\$68,000	200,000	\$68,000
Retail	\$0.34	40,800	\$13,872	2,500	\$850	43,300	\$14,722
<b>Subtotal Commercial</b>		<b>40,800</b>	<b>\$13,872</b>	<b>202,500</b>	<b>\$68,850</b>	<b>243,300</b>	<b>\$82,722</b>
<b>Total Park Fee Revenue (Rounded)</b>			<b>\$1,100,000</b>		<b>\$1,800,000</b>		<b>\$2,900,000</b>

"park\_rev"

Source: City of Sacramento and EPS.

[1] City of Sacramento park infill rate is \$1,336 per unit for ≤ 20 units and \$2,868 per unit for ≥ 21 units for residential development. The nonresidential fee is \$0.34 per sq. ft.

[2] Land Use Option B.

[3] Includes 10 loft units.



## APPENDIX D: Land Use Assumptions

Table D-1	Land Uses—Land Use Option B
Table D-2	Residential Units and Commercial Square Footage Available by Phase
Table D-3	Construction Schedule by Phase

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**Table D-1**  
**Docks Area Specific Plan Financing Plan**  
**Land Uses - Land Use Option B**

<b>Land Use Option B</b>
--------------------------

Land Use Categories	Phase 1	Phase 2	Phase 3	Phase F	Buildout
<b>Residential</b>			<i>Units</i>		
Townhouse	13	22	0	0	35
Lowrise Flat (incl. 10 Loft Units)	203	168	72	0	443
Highrise Flat	174	174	174	0	522
<b>Subtotal Residential</b>	<b>390</b>	<b>364</b>	<b>246</b>	<b>0</b>	<b>1,000</b>
<b>Nonresidential</b>			<i>Bldg. Sq. Ft.</i>		
Office	0	0	0	200,000	200,000
Retail	40,800	1,500	0	1,000	43,300
<b>Subtotal Nonresidential</b>	<b>40,800</b>	<b>1,500</b>	<b>0</b>	<b>201,000</b>	<b>243,300</b>

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Source: Sacramento Docks Area Draft Specific Plan (January 2008).

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**Table D-2**  
**Docks Area Specific Plan Financing Plan**  
**Residential Units and Commercial Square Footage Available by Phase**

Land Use Option B
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Item	Residential Development				Commercial Development		
	Townhouse	Lowrise Flat (incl. 10 Lofts)	Highrise Flat	Total	Retail Sq. Ft.	Office Sq. Ft.	Total Sq. Ft.
Phase 1	13	203	174	<b>390</b>	40,800	0	<b>40,800</b>
Phase 2	22	168	174	<b>364</b>	1,500	0	<b>1,500</b>
Phase 3	0	72	174	<b>246</b>	0	0	<b>0</b>
Phase F	0	0	0	<b>0</b>	1,000	200,000	<b>201,000</b>
<b>Total</b>	<b>35</b>	<b>443</b>	<b>522</b>	<b>1,000</b>	<b>43,300</b>	<b>200,000</b>	<b>243,300</b>

*"phasing"*

Source: Draft Docks Area Specific Plan (January 2008).

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**Table D-3**  
**Docks Area Specific Plan Financing Plan**  
**Construction Schedule by Phase**

<b>Land Use Option B</b>
--------------------------

Fiscal Year	Residential Development				Nonresidential Development		
	Townhouse	Lowrise Flat	Highrise Flat	Total	Retail Sq. Ft.	Office Sq. Ft.	Total Sq. Ft.
<b>Phase 1; Blocks 1-3</b>							
FY 11/12	4	68	58	<b>130</b>	0	0	<b>0</b>
FY 12/13	4	68	58	<b>130</b>	0	0	<b>0</b>
FY 13/14	5	67	58	<b>130</b>	40,800	0	<b>40,800</b>
<b>Subtotal Phase 1</b>	<b>13</b>	<b>203</b>	<b>174</b>	<b>390</b>	<b>40,800</b>	<b>0</b>	<b>40,800</b>
<b>Phase 2; Blocks 4-5</b>							
FY 14/15	11	84	87	<b>182</b>	0	0	<b>0</b>
FY 15/16	11	84	87	<b>182</b>	1,500	0	<b>1,500</b>
<b>Subtotal Phase 2</b>	<b>22</b>	<b>168</b>	<b>174</b>	<b>364</b>	<b>1,500</b>	<b>0</b>	<b>1,500</b>
<b>Phase 3; Blocks 6-7</b>							
FY 16/17	0	18	44	<b>62</b>	0	0	<b>0</b>
FY 17/18	0	18	44	<b>62</b>	0	0	<b>0</b>
FY 18/19	0	18	44	<b>62</b>	0	0	<b>0</b>
FY 19/20	0	18	42	<b>60</b>	0	0	<b>0</b>
<b>Subtotal Phase 3</b>	<b>0</b>	<b>72</b>	<b>174</b>	<b>246</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Phase F; Blocks 8-9</b>							
FY 20/21	0	0	0	<b>0</b>	500	100,000	<b>100,500</b>
FY 21/22	0	0	0	<b>0</b>	500	100,000	<b>100,500</b>
<b>Subtotal Phase F</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>200,000</b>	<b>201,000</b>
<b>Total All Phases</b>	<b>35</b>	<b>443</b>	<b>522</b>	<b>1,000</b>	<b>43,300</b>	<b>200,000</b>	<b>243,300</b>

"absorb\_b"

Source: Docks Area Specific Plan (January 2008) and EPS.



## APPENDIX E: Residual Land Value Analysis

Table E-1	Residual Land Value at Buildout—Scenario 1
Table E-2	Prototype Residual Land Value Calculations—Scenario 1
Table E-3	Base Assumptions—Scenario 1
Table E-4	Residual Land Value at Buildout—Scenario 2
Table E-5	Residual Land Value at Buildout—Scenario 2
Table E-6	Base Assumptions—Scenario 2
Table E-7	Infrastructure Allocation
Table E-8	Construction Cost Assumption Back Up
Table E-9	Residential Price Estimates
Table E-10	Office Price Estimate
Table E-11	Retail Price Estimate
Table E-12	Valuation Assumptions

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**Table E-1  
Docks Area Specific Plan Financing Plan  
Residual Land Value at Buildout**

**Scenario 1:  
Full Structured Parking**

Land Use Type	Units/ Sq. Ft.	Land Use Option B		
		Sales Price	Residual Land Value	Total Residual Land Value
<b>Residential [2]</b>			<i>per unit</i>	
Townhouse	35	\$600,000	\$115,688	\$4,049,072
Lowrise Flat (incl. 10 Loft Units)	443	\$400,000	\$17,019	\$7,539,221
Highrise Flat	522	\$500,000	\$22,421	\$11,703,549
<b>Subtotal</b>	<b>1,000</b>			<b>\$23,291,842</b>
<b>Nonresidential</b>			<i>per bldg. sq. ft.</i>	
Office	200,000	\$275	(\$145)	(\$29,053,196)
Retail	43,300	\$300	\$92	\$3,975,486
<b>Subtotal</b>	<b>243,300</b>			<b>(\$25,077,709)</b>
<b>Total Market Value</b>		<b>\$527,190,000</b>		
<b>Total Residual Land Value</b>				<b>(\$1,785,868)</b>
<b>Residual Land Value as % of Market Value</b>				<b>-0.34%</b>

"rlv\_b"

Source: WRT, SHRA, and EPS.

[1] Assumes all units are market rate.

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**Table E-2**  
**Docks Area Specific Plan Financing Plan**  
**Prototype Residual Land Value Calculations**

<b>Scenario 1: Full Structured Parking</b>
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Item	Residential			Nonresidential	
	Townhouse	Lowrise Flat (incl. 10 Loft Units)	Highrise Flat	Office	Retail
	<i>per unit</i>			<i>per building sq. ft.</i>	
<b>Development Program Assumptions</b>					
Average Net Unit Size (Sq. Ft.) [1]	1,600	1,200	1,200	n/a	n/a
<b>Assumed Sales Price (Market Value)</b>	<b>\$600,000</b>	<b>\$400,000</b>	<b>\$500,000</b>	<b>\$275</b>	<b>\$300</b>
<b>Cost Assumptions [2]</b>					
Construction Costs per Unit/per Sq. Ft.	\$240,000	\$180,000	\$240,000	\$190	\$130
Parking Cost per Unit/per Sq. Ft.	\$47,950	\$47,950	\$47,950	\$88	\$0
Site Improvements per Unit/Sq. Ft.	\$5,249	\$3,937	\$3,937	\$3	\$3
Indirect Costs per Unit/Sq. Ft.	\$90,729	\$68,929	\$86,729	\$70	\$37
Building Fees per Unit/Sq. Ft.	\$14,562	\$14,464	\$14,333	\$5	\$9
Financing Costs per Unit/Sq. Ft.	\$22,652	\$17,748	\$22,338	\$9	\$2
<b>Subtotal Cost per Unit/Sq. Ft. (excl. profit)</b>	<b>\$421,141</b>	<b>\$333,027</b>	<b>\$415,286</b>	<b>\$365</b>	<b>\$181</b>
Builder Profit per Unit/Sq. Ft.	\$63,171	\$49,954	\$62,293	\$55	\$27
<b>Total Cost per Unit/Sq. Ft.</b>	<b>\$484,312</b>	<b>\$382,981</b>	<b>\$477,579</b>	<b>\$420</b>	<b>\$208</b>
<b>Residual Land Value</b>	<b>\$115,688</b>	<b>\$17,019</b>	<b>\$22,421</b>	<b>(\$145)</b>	<b>\$92</b>
<b>Residual Land Value as % of Market Value</b>	<b>19.3%</b>	<b>4.3%</b>	<b>4.5%</b>	<b>-52.8%</b>	<b>30.6%</b>

"prototype\_b"

Source: Gregory Group, Loopnet, EPS.

[1] EPS assumption.

[2] Detailed cost estimate explanations are provided in Table E-3.

**Table E-3  
Docks Area Specific Plan Financing Plan  
Base Assumptions**

**Scenario 1: Full Structured Parking**

Item	Residential				Nonresidential			Notes
	Townhome	Low Rise Flat	High Rise Flat	Unit	Office	Retail	Unit	
<b>Cost Assumptions</b>								
<b>Direct Costs</b>								
Site Preparation								
Demolition	\$0	\$0	\$0	per unit	\$0	\$0	per sq. ft.	Placeholder
On-Site Improvements	\$3	\$3	\$3	per sq. ft.	\$3	\$3	per sq. ft.	Includes utilities, infrastructure, and parks. See Table E-7.
Off-Site Improvements	\$0	\$0	\$0	per unit	\$0	\$0	per sq. ft.	Placeholder
<b>Subtotal Site Improvements</b>					<b>\$3</b>	<b>\$3</b>	<b>per sq. ft.</b>	
Vertical (Shell and Core) Construction	\$150	\$150	\$200	per sq. ft.	\$165	\$100	per sq. ft.	EPS Assumption. See Table E-8.
Tenant Improvements	\$0	\$0	\$0	per sq. ft.	\$25	\$30	per sq. ft.	EPS Assumption. See Table E-8.
Structured Parking Construction	\$47,950	\$47,950	\$47,950	per unit	\$88	\$0	per sq. ft. (office only)	City of Sacramento
<b>Indirect Costs</b>								
Construction Defect Lit. Insurance	4.0%	4.0%	4.0%	of gross revenues		n/a		EPS Estimate
Architecture and Engineering	6.0%	6.0%	6.0%	of direct costs	6.0%	6.0%	of direct costs	EPS Estimate
Developer Project Management and Overhead	4.0%	4.0%	4.0%	of direct costs	4.0%	4.0%	of direct costs	EPS Estimate
Taxes, Insurance, Legal, and Accounting	3.0%	3.0%	3.0%	of direct costs	3.0%	3.0%	of direct costs	EPS Estimate
Marketing	\$500	\$500	\$500	allowance per unit	2.0%	2.0%	of gross revenues	EPS Estimate
Cost Contingency	10.0%	10.0%	10.0%	of direct costs	10.0%	10.0%	of direct costs	EPS Estimate
<b>Building Fees (Permits, Impact Fees)</b>	<b>\$14,562</b>	<b>\$14,464</b>	<b>\$14,333</b>	<b>per unit</b>	<b>\$5</b>	<b>\$9</b>	<b>per building sq. ft.</b>	<b>EPS Estimate</b>
<b>Financing</b>								
Construction Loan Amount	80.0%	80.0%	80.0%	of Hard & Soft Costs	80.0%	80.0%	of Hard & Soft Costs	EPS Estimate
Interest Rate	6.5%	6.5%	6.5%	annually	6.5%	6.5%	annually	EPS Estimate
Construction Period Interest (on 50% take-down)	18	18	18	months	18	18	months	EPS Estimate
Points and Fees - Construction	1.0%	1.0%	1.0%	of loan	1.0%	1.0%	of loan	EPS Estimate
Points, Fees, & Closing Costs - Permanent	1.5%	1.5%	1.5%	of loan	1.5%	1.5%	of loan	EPS Estimate
<b>Builder Profit</b>	<b>15.0%</b>	<b>15.0%</b>	<b>15.0%</b>	<b>of total costs</b>	<b>15.0%</b>	<b>15.0%</b>	<b>of total costs</b>	<b>EPS Estimate</b>
<b>Income Assumptions</b>								
<b>Residential Pricing (Market)</b>	<b>\$600,000</b>	<b>\$400,000</b>	<b>\$500,000</b>	<b>per unit</b>				<b>EPS Assumption. See Table E-9.</b>
<b>Nonresidential Pricing</b>					<b>\$275</b>	<b>\$300</b>	<b>per sq. ft.</b>	<b>Sales data. See Table E-10 and Table E-11.</b>

Source: SHRA, EPS

"assum\_b"

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**Table E-4  
Docks Area Specific Plan Financing Plan  
Residual Land Value at Buildout**

<b>Scenario 2: Reduced Office Structured Parking</b>
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Land Use Type	Units/ Sq. Ft.	Land Use Option B		
		Sales Price	Residual Land Value	Total Residual Land Value
<b>Residential [1]</b>			<i>per unit</i>	
Townhouse	35	\$600,000	\$115,688	\$4,049,072
Lowrise Flat (incl. 10 Loft Units)	443	\$400,000	\$17,019	\$7,539,221
Highrise Flat	522	\$500,000	\$22,421	\$11,703,549
<b>Subtotal</b>	<b>1,000</b>			<b>\$23,291,842</b>
<b>Nonresidential</b>			<i>per bldg. sq. ft.</i>	
Office	200,000	\$275	(\$80)	(\$15,946,085)
Retail	43,300	\$300	\$92	\$3,975,486
<b>Subtotal</b>	<b>243,300</b>			<b>(\$11,970,599)</b>
<b>Total Market Value</b>		<b>\$527,190,000</b>		
<b>Total Residual Land Value</b>				<b>\$11,321,243</b>
<b>Residual Land Value as % of Market Value</b>				<b>2.15%</b>

"rlv\_bprkg"

Source: WRT, SHRA, and EPS.

[1] Assumes all units are market rate.

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**Table E-5  
Docks Area Specific Plan Financing Plan  
Prototype Residual Land Value Calculations**

<b>Scenario 2: Reduced Office Structured Parking</b>
--

Item	Residential			Nonresidential	
	Townhouse	Lowrise Flat (incl. 10 Loft Units)	Highrise Flat	Office	Retail
	<i>per unit</i>			<i>per building sq. ft.</i>	
<b>Development Program Assumptions</b>					
Average Net Unit Size (Sq. Ft.) [1]	1,600	1,200	1,200	n/a	n/a
<b>Assumed Sales Price (Market Value)</b>	<b>\$600,000</b>	<b>\$400,000</b>	<b>\$500,000</b>	<b>\$275</b>	<b>\$300</b>
<b>Cost Assumptions [2]</b>					
Construction Costs per Unit/per Sq. Ft.	\$240,000	\$180,000	\$240,000	\$190	\$130
Parking Cost per Unit/per Sq. Ft.	\$47,950	\$47,950	\$47,950	\$44	\$0
Site Improvements per Unit/Sq. Ft.	\$5,249	\$3,937	\$3,937	\$3	\$3
Indirect Costs per Unit/Sq. Ft.	\$90,729	\$68,929	\$86,729	\$60	\$37
Building Fees per Unit/Sq. Ft.	\$14,562	\$14,464	\$14,333	\$5	\$9
Financing Costs per Unit/Sq. Ft.	\$22,652	\$17,748	\$22,338	\$6	\$2
<b>Subtotal Cost per Unit/Sq. Ft. (excl. profit)</b>	<b>\$421,141</b>	<b>\$333,027</b>	<b>\$415,286</b>	<b>\$308</b>	<b>\$181</b>
Builder Profit per Unit/Sq. Ft.	\$63,171	\$49,954	\$62,293	\$46	\$27
<b>Total Cost per Unit/Sq. Ft.</b>	<b>\$484,312</b>	<b>\$382,981</b>	<b>\$477,579</b>	<b>\$355</b>	<b>\$208</b>
<b>Residual Land Value</b>	<b>\$115,688</b>	<b>\$17,019</b>	<b>\$22,421</b>	<b>(\$80)</b>	<b>\$92</b>
<b>Residual Land Value as % of Market Value</b>	<b>19.3%</b>	<b>4.3%</b>	<b>4.5%</b>	<b>-29.0%</b>	<b>30.6%</b>

"prototype\_bprkg"

Source: Gregory Group, Loopnet, EPS.

[1] EPS assumption.

[2] Detailed cost estimate explanations are provided in Table E-6.

**Table E-6  
Docks Area Specific Plan Financing Plan  
Base Assumptions**

**Scenario 2:  
Reduced Office Structured Parking**

Item	Residential				Nonresidential			Notes
	Townhome	Low Rise Flat	High Rise Flat	Unit	Office	Retail	Unit	
<b>Cost Assumptions</b>								
<b>Direct Costs</b>								
Site Preparation								
Demolition	\$0	\$0	\$0	per unit	\$0	\$0	per sq. ft.	Placeholder
On-Site Improvements	\$3	\$3	\$3	per sq. ft.	\$3	\$3	per sq. ft.	Includes utilities, infrastructure, and parks. See Table E-7.
Off-Site Improvements	\$0	\$0	\$0	per unit	\$0	\$0	per sq. ft.	Placeholder
Subtotal Site Improvements					\$3	\$3	per sq. ft.	
Vertical (Shell and Core) Construction	\$150	\$150	\$200	per sq. ft.	\$165	\$100	per sq. ft.	EPS Assumption. See Table E-8.
Tenant Improvements	\$0	\$0	\$0	per sq. ft.	\$25	\$30	per sq. ft.	EPS Assumption. See Table E-8.
Structured Parking Construction	\$47,950	\$47,950	\$47,950	per unit	\$44	\$0	per sq. ft. (office only)	City of Sacramento
<b>Indirect Costs</b>								
Construction Defect Lit. Insurance	4.0%	4.0%	4.0%	of gross revenues		n/a		EPS Estimate
Architecture and Engineering	6.0%	6.0%	6.0%	of direct costs	6.0%	6.0%	of direct costs	EPS Estimate
Developer Project Management and Overhead	4.0%	4.0%	4.0%	of direct costs	4.0%	4.0%	of direct costs	EPS Estimate
Taxes, Insurance, Legal, and Accounting	3.0%	3.0%	3.0%	of direct costs	3.0%	3.0%	of direct costs	EPS Estimate
Marketing	\$500	\$500	\$500	allowance per unit	2.0%	2.0%	of gross revenues	EPS Estimate
Cost Contingency	10.0%	10.0%	10.0%	of direct costs	10.0%	10.0%	of direct costs	EPS Estimate
<b>Building Fees (Permits, Impact Fees)</b>	\$14,562	\$14,464	\$14,333	per unit	\$5	\$9	per building sq. ft.	EPS Estimate
<b>Financing</b>								
Construction Loan Amount	80.0%	80.0%	80.0%	of Hard & Soft Costs	80.0%	80.0%	of Hard & Soft Costs	EPS Estimate
Interest Rate	6.5%	6.5%	6.5%	annually	6.5%	6.5%	annually	EPS Estimate
Construction Period Interest (on 50% take-down)	18	18	18	months	18	18	months	EPS Estimate
Points and Fees - Construction	1.0%	1.0%	1.0%	of loan	1.0%	1.0%	of loan	EPS Estimate
Points, Fees, & Closing Costs - Permanent	1.5%	1.5%	1.5%	of loan	1.5%	1.5%	of loan	EPS Estimate
<b>Builder Profit</b>	15.0%	15.0%	15.0%	of total costs	15.0%	15.0%	of total costs	EPS Estimate
<b>Income Assumptions</b>								
<b>Residential Pricing (Market)</b>	\$600,000	\$400,000	\$500,000	per unit				EPS Assumption. See Table E-9.
<b>Nonresidential Pricing</b>					\$275	\$300	per sq. ft.	Sales data. See Table E-10 and Table E-11.

Source: SHRA, EPS

"assum\_bprkg"

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**Table E-7**  
**Docks Area Specific Plan Financing Plan**  
**Infrastructure Allocation**

Item		Utility and Infrastructure Costs	Total
	<i>formula</i>		
Total Infrastructure Costs	<i>a</i>	\$13,620,967	\$13,620,967
Tax Increment Financing [1]	<i>b</i>	\$8,840,000	\$8,840,000
<b>Cost Net of Tax Increment</b>	<b><i>c = a - b</i></b>	<b>\$4,780,967</b>	<b>\$4,780,967</b>
Total Sq. Ft. at Buildout	<i>d</i>	1,457,300	1,457,300
<b>Cost per Building Sq. Ft.</b>	<b><i>e = c / d</i></b>	<b>\$3.28</b>	<b>\$3.28</b>

*"infrast\_cost\_b"*

Source: Docks Area Draft Specific Plan (Jan. 08), EPS.

[1] Tax increment financing assumed to offset a portion of the utility and infrastructure costs. Mello Roos CFD funding is also assumed to fund a portion of infrastructure costs, but is not assumed to offset the infrastructure burden as the special tax levy may result in lower achievable sale prices.

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**Table E-8  
Docks Area Specific Plan Financing Plan  
Construction Cost Assumption Back Up**

<b>Item</b>	<b>Cost per Sq. Ft.</b>	<b>Notes</b>
<b>Townhome Shell and Core</b>		
Case Study #1	\$110	Developer Pro Forma
Case Study #2	\$135	Developer Pro Forma
Case Study #3	\$220	Developer Pro Forma
R.S. Means	\$100	Luxury, 3 Story, 1800 sq. ft., Brick Veneer/Wood Frame, p. 54 of 2008 Guide.
<b>EPS Assumption</b>	<b>\$150</b>	Docks townhomes are 3-story not attached to condos.
<b>Low Rise Shell and Core</b>		
Case Study #1	\$128	Developer Pro Forma - Low rise.
Case Study #2	\$225	Developer Pro Forma - 10-story building with ground floor retail
R.S. Means	\$121	4-7 Story Apartment Building, p. 80 of 2008 Guide
<b>EPS Assumption</b>	<b>\$150</b>	Docks low rise buildings are 5 stories.
<b>High Rise Shell and Core</b>		
Case Study #1	\$270	Developer Pro Forma - 15-Story
Case Study #2	\$290	Developer Pro Forma
R.S. Means	\$153	8-24 Story Apartment Building, p. 82 of 2008 Guide.
<b>EPS Assumption</b>	<b>\$200</b>	Docks high rise buildings are 28 stories.
<b>Office Shell and Core</b>		
Case Study #1	\$95	Developer Pro Forma - \$30 tenant improvement not included. Low rise building.
Case Study #2	\$130	Developer Pro Forma - \$25 tenant improvement not included.
Case Study #3	\$162	Natomas 12 Story Office Building, Bid 2007.
R.S. Means	\$109	
<b>EPS Assumption</b>	<b>\$165</b>	Additional \$25 tenant improvements, Docks offices are 14 stories.
<b>Retail Shell and Core</b>		
Developer Pro Forma Estimate	\$130	\$25 tenant improvement not included. Ground floor/mixed use.
Developer Pro Forma Estimate	\$200	Stand alone retail, no. tenant improvement assumption.
Developer Pro Forma Estimate	\$85	Stand alone, no tenant improvement estimate
Developer Pro Forma Estimate	\$75	\$30 tenant improvement not included.
R.S. Means	\$82	Retail store, p. 212 of 2008 Guide.
<b>EPS Assumption</b>	<b>\$100</b>	Additional \$30 tenant improvement.

"cost\_backup"

Source: EPS.

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**Table E-9**  
**Docks Area Specific Plan Financing Plan**  
**Residential Price Estimates**

Gregory Group Data				EPS Assumptions				
Development	Sq. Ft. Range	Avg. Sales Price	SHRA Estimate [1]	Base Value	Unit Sq. Ft.	Price per Sq. Ft.	10% Increase	20% Reduction
<b>Townhouse</b>								
9 on F	1,300 - 1,550	\$485,000						
SoCap Lofts	1,185 - 1,224	\$429,995						
Pavilions	2,006 - 2,537	\$584,725						
Tapestri Square	1,320 - 2,600	\$631,000						
<b>Average Townhouse</b>		<b>\$532,680</b>	\$612,500	<b>\$600,000</b>	1,600	\$375	<b>\$660,000</b>	<b>\$480,000</b>
<b>Low Rise Flat</b>								
L Street Lofts	676 - 1,264	\$518,657						
<b>Average Low Rise Flat</b>		<b>\$518,657</b>	\$308,700 - \$443,940	<b>\$400,000</b>	1,200	\$333	<b>\$440,000</b>	<b>\$320,000</b>
<b>High Rise Flat</b>								
500 N Street	832 - 2,499	\$721,360						
<b>Average High Rise Flat</b>		<b>\$721,360</b>	\$295,960 - \$431,200	<b>\$500,000</b>	1,200	\$417	<b>\$550,000</b>	<b>\$400,000</b>

"res\_price"

Source: Gregory Group, SHRA, EPS.

[1] Figures provided to SHRA by developer.

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**Table E-10**  
**Docks Area Specific Plan Financing Plan**  
**Office Price Estimate**

<b>Building Address</b>	<b>Building Name</b>	<b>Total Sq. Ft.</b>	<b>Price</b>	<b>Price per Sq. Ft.</b>
<b>Sacramento</b>				
<b>2003</b>				
980 9th Street	US Bank Plaza	453,901	\$112,500,000	\$248
915 L Street	Capitol Place	151,440	\$39,000,000	\$258
<b>2004</b>				
1415 L Street	Meridian Plaza	230,000	\$75,000,000	\$326
801 K Street	Renaissance Tower	301,000	\$65,500,000	\$218
906 G Street		126,000	\$13,700,000	\$109
<b>2005</b>				
980 9th Street	US Bank Plaza	453,901	\$159,000,000	\$350
1515 S Street	Benvenuti Plaza	350,000	\$69,000,000	\$197
1325 J Street		326,306	\$66,000,000	\$202
801 K Street	Renaissance Tower	336,104	\$79,350,000	\$236
400 R Street		215,000	\$44,000,000	\$205
<b>2007</b>				
Bulk Portfolio Sale	n/a	2,432,356	\$760,000,000	\$312
300 Capitol Mall	Emerald Tower	383,238	\$130,000,000	\$339
801 K Street	Renaissance Tower	336,104	\$87,500,000	\$260
<b>Average Price per Sq. Ft.</b>				<b>\$251</b>
<b>SHRA Assumption [1]</b>				<b>\$190</b>
<b>EPS Assumption</b>				<b>\$275</b>

"office\_sales"

Source: Colliers International: 4th Quarter 2003, 2004, and 3rd Quarter 2007 Office Market Reports.  
 NAIBT Commercial: 4th Quarter 2005, 2006; 1st, 2nd, and 3rd Quarters 2007; and 1st  
 Quarter 2008 Office Market Reports.

[1] Figures provided to SHRA by developer.

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**Table E-11**  
**Docks Area Specific Plan Financing Plan**  
**Retail Price Estimate**

<b>Building Address</b>	<b>Year Built [1]</b>	<b>Square Footage</b>	<b>Sales Price</b>	<b>Price per Sq. Ft.</b>	<b>Description</b>
<b>Sacramento</b>					
<b>2006</b>					
4110 Norwood Ave.	2005	5,400	\$2,932,276	\$543	4-tenant, strip mall
5020 Madison Ave.	2003	14,490	\$7,622,500	\$526	Free standing, Walgreens
<b>2005</b>					
1401-1429 Broadway	2001	17,390	\$8,200,000	\$472	Free standing, Jamba Juice/Walgreens
4495 Mack Road	2004	14,490	\$5,147,500	\$355	Free standing, Walgreens
7385 Greenhaven Dr.	2005	12,002	\$5,317,500	\$443	New construction at time of sale.
<b>2007</b>					
2115 J St.	1986	17,503	\$4,250,000	\$243	Tapa the World bldg. w/2nd floor office
4830 J St.	2007	16,863	\$10,575,000	\$627	Free standing, Rite Aid
<b>2008</b>					
3800 Northgate Blvd.	2001	4,075	\$3,025,000	\$742	Free standing, IHOP
8230 Calvine Rd.	2002	2,300	\$2,038,000	\$886	Free standing, Del Taco
<b>Average Price per Sq. Ft.</b>				<b>\$537</b>	
<b>SHRA Assumption [1]</b>				<b>\$210</b>	
<b>EPS Assumption</b>				<b>\$300</b>	Retail part of mixed use, not stand alone.

"retail"

Source: Loopnet and EPS.

[1] Figures provided to SHRA by developer.

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**Table E-12**  
**Docks Area Specific Plan Financing Plan**  
**Valuation Assumptions [1]**

<b>Valuation</b>	<b>Value</b>	<b>Source/Notes</b>
<b>Residential Market Value</b>		
Townhouse	\$600,000 per unit	EPS Assumption.
Lowrise Flat	\$400,000 per unit	EPS Assumption.
Highrise Flat	\$500,000 per unit	EPS Assumption.
<b>Residential Assessed Value (AV) [2]</b>		
Townhouse	\$593,000 per unit	
Lowrise Flat	\$393,000 per unit	
Highrise Flat	\$493,000 per unit	
<b>Commercial Market Value/AV</b>		
Retail	\$275 per sq. ft.	EPS Assumption.
Office	\$300 per sq. ft.	EPS Assumption.
<b>Base Valuation</b>	\$0	Current use is public.

*"assum"*

[1] Valuation assumptions based on projected values in a stabilized housing market.

[2] Per unit AV accounts for homeowner's exemption (\$7,000).

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Site Section B-B'

