4

# REPORT TO LAW & LEGISLATION COMMITTEE
# City of Sacramento

**915 I Street, Sacramento, CA 95814-2671**

**PUBLIC HEARING**
**February 1, 2011**

Honorable Members of the
Law and Legislation Committee

**Title: River District Specific Plan Update (M09-003 and M10-012)**

**Location/Council District:** The River District Specific Plan area is bounded by Downtown and the Railyards on the south, the Sacramento River on the west, the American River on the north, and 16th and 18th Streets on the east.

Council District 1 and 3

**Recommendation:** Review 1) an **Ordinance** to establish the River District Design Review District; 2) an **Ordinance** to adopt the River District Special Planning District; 3) an **Ordinance** to nominate properties in the River District as Landmarks and nomination of the North 16th Street Historic District and its' Contributing Resources for listing in the Sacramento Register of Historic and Cultural Resources; and 4) an **Ordinance** rezoning various parcels in the River District, and forward a recommendation of approval of the ordinances to City Council.

**Contact:** Evan Compton, Associate Planner, 808-5260; Greg Taylor, Senior Architect, 808-5268

**Presenters:** Evan Compton and Greg Taylor

**Department:** Community Development

**Division:** Planning

**Organization No:** 21001221

## Description/Analysis

**Issue:** The River District Specific Plan is a plan which addresses zoning, infrastructure, circulation, parks and open spaces, urban design, and the treatment of cultural resources. The Specific Plan also includes an updated financing plan for public infrastructure to set development impact fees, an updated nexus study which examined the costs of public infrastructure and fairly distributed those costs between Downtown, the River District, and the Railyards.

The 773-acre River District Area (see boundary map attached on page 160) proposes adopting policy documents to support a transit-oriented mixed use urban environment that would include 8,144 dwelling units, 3.956 million square feet of office, 854,000 square feet of retail/wholesale, 1.463 million square feet light industrial, and 3,044 hotel units. The District is currently home to 386 residential units, approximately 5.07 million square feet of industrial uses, 384,000 square feet of retail/wholesalers and 1.312 million square feet of office.

**Policy Considerations:** The Specific Plan will contain a comprehensive set of goals and policies to achieve the vision and guiding principles of the Plan. The policies will be consistent with the 2030 General Plan as well as with other guiding policy documents.

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):**

In accordance with CEQA Guidelines Section 15081, the City as Lead Agency, determined that an EIR should be prepared for the proposed project. The EIR analyzed, at a programmatic level, the potential impacts due to the planning, construction, and implementation of the River District Specific Plan. The following were analyzed for potential impacts: air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, noise and vibration, parks and open space, public services, public utilities, and transportation and circulation. Land use issues were discussed. The Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and implementing actions was prepared and is attached (See Exhibit B).

**Sustainability Considerations:** The changes recommended in this report are designed to eventually transform the River District area from an auto-oriented, industrial area into a multi-modal, mixed use corridor that provides opportunities for people to live and work in the district, thereby reducing vehicle miles traveled and related greenhouse gases.

**Commission/Committee Action:** Staff presented these actions to the Preservation Commission on December 1, 2010, to the Design Commission on January 12, 2011, and to the Planning Commission on January 13, 2011. The Preservation Commission forwarded a recommendation of approval for the plan to the City Council. The outcome of the Design and Planning Commissions were not available at the time of writing this report and will be reported verbally at the hearing.

**Rationale for Recommendation:** These actions are designed to support reinvestment and revitalization of the River District area and to transform a primarily light-industrial, low-intensity commercial district, to that of a series of distinctive walkable neighborhoods within a district that is contiguous to the American River and serves as the northern gateway into the Central City.

**Financial Considerations:** Not applicable.

**Emerging Small Business Development (ESBD):** Not applicable.

Respectfully Submitted by: _____
David Kwong
Planning Director

Approved by: _____
Max Fernandez
Director of Community Development Department

Recommendation Approved:

_____
Gus Vina
Interim City Manager

Attachments:


| | | |
|---|---|---|
| Attachment 1 | Background | Page 5 |
| Attachment 2 | Environmental Impact Report | Page 31 |
| Exhibit A | Findings of Fact and Statement of Overriding Considerations | Page 33 |
| Exhibit B | Mitigation Monitoring Plan | Page 72 |
| Attachment 3 | General Plan Land Use Diagram Amendments | Page 104 |
| Attachment 4 | Rescinding the RBAP and Facility Element | Page 112 |
| Attachment 5 | Amending the General Plan Circulation Element | Page 113 |
| Attachment 6 | Specific Plan, Design Guidelines, and Finance Plan | Page 115 |
| Attachment 7 | Amendment to Operation of 5th and 7th Streets | Page 120 |
| Attachment 8 | Bikeway Master Plan Amendments | Page 127 |
| Attachment 9 | Water Supply Assessment | Page 130 |
| Attachment 10 | Revocation of Discovery Centre PUD | Page 135 |
| Attachment 11 | Establishing the River District Design Review District | Page 137 |
| Attachment 12 | River District Special Planning District | Page 139 |
| Attachment 13 | Landmarks and 16th Street Historic District | Page 167 |
| Attachment 14 | River District Rezones | Page 175 |

**Attachment 1: Background**

On December 13, 1994, the City adopted the Richards Boulevard Area Plan (M93-119), commonly referred to as the "RBAP." The RBAP is a community plan establishing land uses and development standards to guide decisions on development and growth in the River District. On December 11, 2007, the City Council adopted Resolution 2007-915 directing staff to proceed with an update to the RBAP; the River District Specific Plan (M09-003) is that update.

The River District Specific Plan is a plan which addresses zoning, infrastructure, circulation, parks and open spaces, urban design, and the treatment of cultural resources. The Specific Plan also includes an updated financing plan for public infrastructure to set development impact fees, an updated nexus study which examined the costs of public infrastructure and fairly distributed those costs between Downtown, the River District, and the Railyards.

Few warehouse districts have the luxury of two light rail lines (LRT) connecting through their district to aid in the development of a diverse mixed-use area. The examples that exist, such as Portland's Pearl District which was a former railyard, have capitalized on transit to create a very walkable area, which is one of the goals of the River District Specific Plan. The River District will soon have two LRT stations that will link it to critical hubs in the region including the Sacramento International Airport and the regional Sacramento Intermodal Transit Station.

<u>Previous File Numbers:</u>

Richards Boulevard Area Plan (M93-119)

Facility Element (M93-123)

Richards Boulevard Special Planning District Ordinance (M93-121)

Richards Boulevard SPD Text Amendment (M07-051): Modification for Township 9 to exempt development in a PUD from Design Review. Projects are handled at the Planning Director level consistent with other areas outside of the SPD per Zoning Code Section 17.132 for design review.

**Existing Conditions in the River District:** The River District is home to a large number of government entities. The State of California's Printing Plant, Telecommunications Division, Lottery and California Highway Patrol are located in the District. The County's Comprehensive Alcoholism Treatment Center and Sheriff Department's Work Release Facility as well as the City of Sacramento's Police and Community Development Departments (CDD) and Sacramento City and County Archives are also located in the River District.

The businesses in the River District range from retail to warehousing. Downtown Ford is located North 16th Street and is among the larger sales tax revenue generators in the city. General Produce celebrated its 75th anniversary and Schetter Electric its 50th anniversary. Sacramento Theatrical Lighting is on Richards Boulevard and is

celebrating 60 years in business. Development activity is currently focused at 7th Street and Richards Boulevard. In August 2008, the Township 9 project was approved for approximately 2,300 housing units, 150,000 square feet of retail and 800,000 square feet of office. The 65 acre project, located on the west side of North 7th Street north of Richards Boulevard, was awarded $17 million in State 1-C funds in 2008. Also approved is the headquarters consolidation of the California Highway Patrol which brought 900 new employees to the District. The CHP Headquarters is located at Continental Plaza, which is on the east side of North 7th Street north of Richards Boulevard. Both of these projects will benefit from the Regional Transit Light Rail Station to be located on the northwest corner of Richards Blvd. and North 7th Street, adjacent to Township 9. This first segment of the DNA (Downtown/Natomas/Airport) line, called MOS-1, is under construction.

A number of social services providers also have operations in the District. They include Loaves & Fishes, Salvation Army, Volunteers of America, Quinn Cottages, and Union Gospel Mission. Additionally, Sacramento Housing and Redevelopment Agency owns the Two Rivers Housing Project with 218 units of affordable housing.

**River District Update:** The 773-acre River District Area (see boundary map attached) proposes adopting policy documents to support a transit-oriented mixed use urban environment that would include 8,144 dwelling units, 3.956 million square feet of office, 854,000 square feet of retail/wholesale, 1.463 million square feet light industrial, and 3,044 hotel units. The vision for the River District is that of an eclectic mix of uses that will evolve from a primarily light-industrial, low-intensity commercial district, to that of a series of distinctive walkable neighborhoods within a district that is contiguous to the American River and serves as the northern gateway into the Central City. The land is divided into approximately 422 separate parcels held by over 200 property owners. The District is currently home to 386 residential units, approximately 5.07 million square feet of industrial uses, 384,000 square feet of retail/wholesalers and 1.312 million square feet of office.

The overall average density of the project is 14 dwelling units per net acre however, the most intense zoning in the River District allows up to 174 dwelling units per acre. Floor area ratios (FARs) range up to 4.0.

**Land Use:** The following assumptions pertaining to the distribution of land uses and proposed intensities have been made about the future development of the River District Specific Plan. For more information, see Chapter 3 of the River District Specific Plan.

**Table 1: River District Specific Plan Land Use Program**

| Land Use | Existing (2010) | 25 Year Plan Projections | Net Change |
|---|---|---|---|
| Residential Units | 386 units | 8,144 units | +7,758 units |

| | | | |
|---|---|---|---|
| Civic/Institutional | 103,029 sqft | 103,029 sqft | No change |
| Retail/Wholesale | 384,000 sqft | 854,000 sqft | +470,000 sqft |
| Office | 1,312,000 sqft | 3,956,000 sqft | +2,644,000 sqft |
| Light Industrial | 5,070,000 sqft | 1,463,000 sqft | -3,607,000 sqft |
| Hotel (rooms) | 1,006 rooms | 3,044 rooms | +2,038 rooms |
| Parks and Open Space (acres) | 16 acres | 55.5 acres | +39.5 acres |

**River District Specific Plan Area Boundary Modifications:** The 773 gross acre River District Specific Plan area (550 net developable acres) was once part of a larger 1,600 acre planning effort in 1994, which established the Richards Boulevard Area and Railyards Specific Plan (also known as the Roma Plan). A separate document known as the Facility Element for the Railyards Specific Plan and Richards Boulevard Area Plan was adopted to provide infrastructure planning policies. With the approval of the Railyards project, the Facility Element was modified however, the Richards Boulevard portion of the document requires updating to be consistent with the new street layouts, Specific Plan boundary, and the relocation of the proposed intermodal facility to the Railyards.

Amendments to the Richards Boulevard Area Plan and the Railyards/Richards Boulevard Facility Element, and the Richards Boulevard Special Planning District are necessary to incorporate the new Specific Plan. The current boundaries of the River District Specific Plan focuses on the Richards Boulevard Area only but the boundaries differ slightly from the previous Richards Boulevard Specific Plan by deleting many parcels on the east side of 18$^{th}$ Street.

The deleted parcels formally under the Richards Boulevard SPD, but outside of the proposed River District SPD, are zoned Industrial (M-2) and are also located in the East Overlay area of the Richards Boulevard SPD. The parcels will be located in the new River District Design Review District and will be subject to the new River District Design Review Guidelines. No land use or zoning changes are proposed for the areas outside of the current River District Specific Plan Area. The current Richards Boulevard SPD East overlay zone prohibits offices with greater than 25% gross floor area of the building. The overlay zone also requires a different calculation for bicycle parking standards. With the revocation of the Richards Boulevard area, the development standards applied to these parcels will change however, the citywide zoning code will apply and the net effect would be minimal. The zoning code already limits the amount of office in the M-2 zone to a maximum of 10,000 square feet per parcel or up to 25% of the gross floor area per parcel, whichever is greater, without further entitlements. Bicycle parking is required for projects and the citywide standards are very similar to the previous Richards Boulevard SPD East Overlay standards. Furthermore, the parcels will

also retain the Parkway Corridor Overlay zone and will be required to meet the standards of this code to ensure development is compatible with the American River by dictating items such as height, setback, building color and materials. Staff believes that removing these parcels from the proposed River District Specific Plan will not have any significant effect on the implementation of the new Specific Plan. The parcels were removed from the new SPD because staff anticipates the current industrial uses such as Blue Diamond would be unlikely to change in the near future and there was no reason to rezone this industrial area.

**Environmental Considerations:** In accordance with CEQA Guidelines Section 15081, the City as Lead Agency, determined that an EIR should be prepared for the proposed project. The EIR analyzed, at a programmatic level, the potential impacts due to the planning, construction, and implementation of the River District Specific Plan. The following were analyzed for potential impacts: air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, noise and vibration, parks and open space, public services, public utilities, and transportation and circulation. Land use issues were discussed. The Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and implementing actions was prepared and is attached (See Exhibit B).

With mitigation, the development and operation of the River District Specific Plan project would result in less-than-significant impacts in all issue areas, with the exception of the following project-level Significant and Unavoidable impacts:

- Change in the significance of a historical resource with the demolition of the State Printing Plant
- Change in the significance of an archaeological resource through potential disturbance of the resource during development of the project
- Exterior and interior noise levels that are above the upper value of the normally acceptable category for various land uses due to increased traffic noise
- Construction vibration levels at residential and commercial areas that exceed the threshold
- Impacts to intersections and roadway segments within the RDSP area due to increases in traffic in Year 2015
- Impacts to freeway mainline segments, off ramps, and interchanges in Year 2035

The following impacts associated with the cumulative impacts of the River District Specific Plan project were determined to be Significant and Unavoidable:

- Cumulative contribution to regional air quality conditions due to construction-generated NOx and particulate matter

- Cumulative contribution to substantial changes to historic or archeological resources

- Cumulative contribution to impacts to intersections and roadway segments within the RDSP area due to increases in traffic in Year 2035

The City received comments on the Draft EIR. The predominant issues raised by agencies and the public were:

- Impacts to freeway facilities
- Impacts to the site of the State Printing Plant and future use of the site by the State due to proposed road extensions
- Greenhouse gas emissions
- Potential impacts to the levees within the Specific Plan area
- Potential impacts to school facilities
- Adequate provision of bicycle facilities
- Continued viability and existence of industrial uses, specifically Sims Metal, due to adoption of the Specific Plan

The responses to these comments are found in the Final EIR on the City's website at: http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/

A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on July 27, 2010 (SCH 2009062023). The 45-day public comment period began on July 27, 2010 and ended on September 9, 2010.

A public notice was placed in the Sacramento Bulletin on July 27, 2010 which stated that the Draft EIR was available for public review and comment.

A public notice was posted in the office of the Sacramento County Clerk on July 23, 2010.

Following closure of the public comment period, all comments received on the Draft EIR, 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.

The Planning Commission must review and consider the information contained in the EIR in making a recommendation on the Project to the City Council.

**Public/Neighborhood Outreach and Comments:** Public outreach has been ongoing since this project was initiated in December of 2007. Staff regularly met with the River District Stakeholder Group, a working group of River District property owners. In February and March of 2008 staff conducted three community "visioning workshops" to identify issues requiring focused study and to formulate the vision and guiding principles for the future of the district.

In February of 2009, staff conducted targeted "Property Owner Meetings" to introduce the draft land use and circulation elements of the Specific Plan, explain the potential impacts to individual property owners, and to capture their feedback. Those in attendance were largely supportive of the proposed land use and circulation elements.

Public outreach is a very important component of this planning project and every effort is being made to engage with area residents, property owners, public agencies, not-for-profits, and other stakeholders. The following is a compilation of those efforts to date:

| | |
|---|---|
| Stakeholder Group Meeting | January 17, 2008 |
| Stakeholder Group Meeting | January 29, 2008 |
| Stakeholder Group Meeting | February 12, 2008 |
| Community Visioning Workshop | February 20, 2008 |
| Community Visioning Workshop | February 21, 2008 |
| Dan Burden Workshops | March 4 and 5, 2008 |
| Lower American River Task Force | March 11, 2008 |
| Stakeholder Group Meeting | March 14, 2008 |
| Presentation of Preferred Alternatives | March 19, 2008 |
| American River Parkway Advisory Committee | April 16, 2008 |
| Stakeholder Group Meeting | May 2, 2008 |
| Lower American River Task Force | June 10, 2008 |
| Lunch & Learn (Community Dev. Dept.) | June 18, 2008 |
| Stakeholder Group Meeting | September 30, 2008 |
| Stakeholder Group Meeting | December 17, 2008 |
| Stakeholder Group Meeting | January 23, 2009 |
| Property Owner Workshops | February 11, 2009 |
| Property Owner Workshop | February 12, 2009 |
| Historic Resources Survey Workshop | March 23, 2009 |
| Stakeholder Group Meeting | March 26, 2009 |
| Regional Parks Advisory Group | April 17, 2009 |
| Stakeholder Group Meeting | April 23, 2009 |
| External Stakeholder Workshop | May 28, 2009 |
| Real Estate Brokers Presentation | June 2, 2009 |
| Stakeholder Group Meeting | June 25, 2009 |
| Stakeholder Group Meeting | September 24, 2009 |
| Historic Survey Workshop | September 24, 2009 |
| Stakeholder Group Meeting | October 22, 2009 |
| SAFCA and ARFCD | October 30, 2009 |
| Stakeholder Group Meeting | November 19, 2009 |
| Stakeholder Group Meeting | December 3, 2009 |
| SAFCA and ARFCD | March 19, 2010 |
| Zoning Changes Public Workshop | April 27, 2010 |
| Zoning Changes Public Workshop | April 29, 2010 |
| Stakeholder Group Meeting | June 23, 2010 |
| River District PBID | August 25, 2010 |
| Twin Rivers Housing | October 12, 2010 |

Individual meetings with key area stakeholders, including Regional Transit, SMUD, PG&E, SAFCA, ARFCD, SHRA, Sacramento County, SMAQMD, Twin Rivers Unified School District, and the State of California. Furthermore, staff maintains and regularly updates a page on the City's website dedicated to this project.

**Summary of Public Hearings Conducted:** Table 2 below lists the public hearings conducted on the River District Specific Plan project.

**Table 2: List of Public Hearings**

| Hearing Body | Date | Purpose |
|---|---|---|
| City Council | July 15, 2008 | Review and Comment |
| Planning Commission | April 9, 2009 | Review and Comment |
| Preservation Commission | August 4, 2010 | Review and Comment |
| Parks Commission | August 5, 2010 | Review and Comment |
| Planning Commission | August 12, 2010 | Review and Comment |
| Design Commission | August 18, 2010 | Review and Comment |
| Preservation Director | October 13, 2010 | Final Recommendation |
| City Council | October 19, 2010 | Review and Comment |
| Preservation Director | October 20, 2010 | Final Recommendation |
| Preservation Commission | November 3, 2010 | Public Hearing Continued |
| Preservation Commission | December 1, 2010 | Final Recommendation |
| Design Commission | January 12, 2011 | Final Recommendation |
| Planning Commission | January 13, 2011 | Final Recommendation |
| Law and Legislation | January 18, 2011* | Final Recommendation |
| City Council PFP | January 25, 2011* | Pass for Publication |
| City Council | February 1, 2011* | Final Adoption |

*Anticipated Hearing Dates Subject to Change

**Historic Resources:** The River District Specific Plan recognizes the economic and cultural value of the historic resources in the area. The plan's goal is to preserve and incorporate these assets into future developments in a manner that will enhance the urban fabric and neighborhood viability of the River District. The plan proposes to create a historic district for the North 16th Street area and also to designate eleven properties for individual landmark status. For more information, see Chapter 4 of the River District Specific Plan.

**Circulation:** The River District Specific Plan seeks to maximize vehicle and pedestrian/bicycle connections within and between the River District and surrounding neighborhoods. The area has historically been disconnected because of the rivers, railroad tracks, and the secondary levee and therefore connectivity is a major component of urban renewal for the area. North 12th Street, North 16th Street, Interstate 5, and most recently North 7th Street have been the major connections for entering and exiting the area. The Specific Plan also has policies for the construction of streets through the secondary levee including North 5th Street, North 6th Street, Judah Street,

North 10th Street, and North 14th Street. For more information, see Chapter 5 of the River District Specific Plan.

**Parks and Open Space:** The River District Specific Plan seeks to provide a community park of ten acres or larger which is consistent with the City's Parks and Recreation Master Plan 2005-2010. The plan encourages neighborhood parks and open space within one-half mile of all residences and easily accessible by employees working in the district. The goal is to encourage the connection between development and the rivers while at the same time respecting the riparian habitat and critical environmental areas. For more information, see Chapter 6 of the River District Specific Plan.

**Public Services and Community Facilities:** As more intensive uses are developed in the River District, there will be increased demand for expanded school, police, and fire services. Beyond the community facilities that will be developed to meet the specific demands of planned development in the area, the Specific Plan also provides for new facilities which will be of benefit to the larger region. Chapter 7 in the River District Specific Plan describes the community facilities and public services that will be provided in the District as new development occurs.

**Utility Infrastructure:** The redevelopment of the River District and its transformation from predominantly light industrial uses to mixed use development with higher residential densities will require significant improvements to the existing utility systems. These improvements will require a coordinated approach between private and public development to ensure that adequate capacity is provided and to allow for financing of the public infrastructure facilities. The Specific Plan Finance Plan provides costs estimates and identifies funding sources for these public capital improvements. The Specific Plan also addresses key environmental considerations related to water conservation, water quality and energy conservation. For more information, see Chapter 8 in the River District Specific Plan.

**Implementation:**

The implementation of the Specific Plan has several components which include the Special Planning District, Design Guidelines, Historic District and Individual Landmarks, and the Finance Plan. Each component is discussed below. For more information about the implementation of the River District Specific Plan, see Chapter 9 in the River District Specific Plan.

**Special Planning District:** The River District area was designated as a Special Planning District (SPD) when Richards Boulevard Area Plan was adopted in 1994. The implementation of the 2010 River District Specific Plan will include enacting the River District Special Planning District, amending the General Plan for specific properties, and completing rezones.

The River District Special Planning District, currently Chapter 17.120 of Title 17 of the City Code, will be completely revised to reflect the new Specific Plan zoning designations, development standards, and land uses. The enactment of the proposed

River District SPD will ensure the implementation of the goals and policies of the Specific Plan and Design Guidelines.

The Draft Ordinance and Special Planning District is attached as Attachment 12.

***General Criteria for Special Planning Districts***

*In justifying the use of a SPD, the planning commission and city council need to determine that routinely used zoning and other standard regulatory ordinance provisions, as well as general and community plan policies, should be replaced by or supplemented with specifically tailored provisions intended to positively benefit the district and its immediate surrounding area such as: a) The SPD provisions will offer a greater mix of land uses and/or intensities, thereby increasing the likelihood of attracting new private investment.* Staff finds the SPD along with the proposed rezones will encourage the transformation of a primarily industrial area into a transit-supportive mixed use area; *b) The SPD provisions will promote retention of unique geographic or historic features consistent with quality land use design practices.* Staff finds the SPD along with the creation of the North 16th Street Historic District and Individuals Landmarks will retain unique features of the area and allow for an eclectic district; and *c) The SPD provisions will promote a significant reversal in a long term trend of area economic stagnation or physical blight.* Staff finds the River District has been isolated from the downtown with few street connections which has contributed to economic stagnation and blight. The new circulation network and extension of the grid will connect the area to the Railyards and downtown to encourage new development.

***Mandatory Contents for Special Planning Districts***

*A SPD shall be established by ordinance, and shall include provisions that address the following:*

*A. Reasons for establishing the SPD;*

*B. Legal description of properties included within the SPD;*

*C. A list of general or specific uses permitted in the district;*

*D. Performance and development standards including, but not limited to setbacks, landscaping, building height, building intensity, security, parking, and pedestrian and auto traffic flow;*

*E. Design standards including, but not limited to, an overall design theme, façade treatments, lighting, and signing requirements;*

*F. Project review procedures including, but not limited to, types of projects that require review and levels of review; noticing requirements; and documents required from developers.*

Staff finds that all the mandatory contents for the Special Planning District have been provided in the River District Special Planning District as discussed below.

The River District Special Planning District will implement the River District Specific Plan. The Zoning Ordinance is the planning tool for implementing these objectives through regulations and incentives. In developing the Special Planning District for the River District, two main issues arose: 1) the timing of the zoning changes, and 2) the treatment of nonconforming uses.

1) *Timing of Zoning Changes*: Staff considered three options in regards to implementing zoning changes in the River District area:

    a) Market Driven: No rezones would be proposed. The property owner based on the market would apply for a rezone when the owner wishes to redevelop the property.

    b) Phased Rezoning: Rezone properties which are consistent with designated land use districts and delay rezones of properties for land use districts in which infrastructure and amenities are needed to support proposed development; and

    c) Regulatory Approach: Rezone all properties consistent with adopted land use designations.

Given the approvals of Township 9, Continental Plaza, the California Highway Patrol Campus, the current extension of the light rail to Richards Boulevard, and approval of the adjacent Railyards project, staff feels it is an appropriate time to seek option C.

2) *Treatment of Nonconforming Uses:* A nonconforming use means any land use which does not conform to the zoning regulations for the area the use is located. As an example, a warehouse may be constructed on an industrial zoned property however, the parcel may be subsequently rezoned to a less intensive zone and the warehouse use would be considered nonconforming. Any requests to expand the use would trigger planning entitlements and if the building becomes vacant for a specified period of time, the nonconforming use would be discontinued and any further use of the building would have to conform to the requirements of the zone.

The River District SPD treatment of nonconforming uses proposes to be less restrictive than the citywide code so the impact of the implementation of the Specific Plan will not force viable industrial uses out of business. At the same time, it is more restrictive than the existing Richards Boulevard SPD requirements so the desired changes to the district will be more likely to take effect over the life of the plan.

*General City Code Requirements for Nonconforming Uses*

The City Code generally allows only 1 year before a vacated nonconforming use is considered discontinued. For nonconforming uses that are destroyed more than 50%, they cannot be rebuilt.

*Existing Richards Boulevard Requirements for Nonconforming Uses*

The Richards Boulevard SPD allows restoring nonconforming uses as long as the use has not been discontinued for more than 4 years. The Planning Commission may extend it for 3 years twice, for a total of 10 years. For nonconforming uses that are destroyed by fire, flood, or other calamity, the use may be restored as long as it is commenced within 3 years. The Planning Commission may extend it for 2 years for a total of 5 years.

*Proposed River District Requirements for Nonconforming Uses*

The River District SPD would allow operating nonconforming uses to continue. For vacated nonconforming uses, the use would be discontinued after 4 years and the Zoning Administrator may approve a 2 year extension for a total of 6 years. For nonconforming uses that are destroyed by fire, flood, or other calamity, the use may be restored as long as it is commenced within 2 years. The Zoning Administrator may extend it for 2 years for a total of 4 years. After the nonconforming use has been discontinued, any new proposed use would have to conform to the current zoning regulations.

Expansions to existing nonconforming uses would require a Zoning Administrator Special Permit. Changes from one nonconforming use to another nonconforming use may be allowed by right for industrial uses located on Table 1 in the Special Planning District and with a Zoning Administrator Special Permit for land uses on Table 2 in the SPD.

***Summary of Subareas and Rezones within the River District Specific Plan Area:*** The rezone request applies to properties only within the River District Special Planning District. A list of parcel numbers and the current and proposed zoning is outlined in the draft Ordinance as Attachment 11. The following summary explains the vision for each area and reasoning for the proposed rezones.

*Jibboom Street Area*- The Jibbom Street area is located west of Interstate-5, between Jiboom Street and the Sacramento River. The area is currently developed with a number of hotels, highway oriented commercial, and the historic PG&E powerplant (unoccupied at this time). Robert T. Matsui park is located at the southern edge of the district. The area has a direct connection to Old Sacramento via an off-street bike trail along the river.

The Specific Plan vision for this area is as a destination for tourists, with a concentration of hotels, restaurants, and entertainment venues. The area is expected to retain its service commercial uses, catering to the traveling public. Buildings along the

Sacramento riverfront are expected to take advantage of the view of the river through increased height and convenient riverfront access.

Staff is proposing to eliminate all the Highway Commercial (HC) zoning and replace it with General Commercial (C-2). The HC zone is primarily for uses to serve motorists and provide accommodations. Staff feels that the parcels in the River District that front the Sacramento Riverfront should be zoned with a C-2 zone which is a flexible commercial zone allowing hotels, residential, retail, and office to activate the area.

*Sequoia Street Area*- The Sequoia transit area is located east of Interstate 5, north of Richards Boulevard to the American River, and east to North 5th Street. The area is currently characterized by the development of single-story, small tenant offices. There is a mix of local serving and highway serving commercial uses, including restaurants and a service station.

The Specific Plan vision for the area is one that takes advantage of the District's proximity to the future light rail transit station, to be located on Sequoia Street. The station is expected to be a gateway into the River District and Central City from the Sacramento International Airport. The station area will be the defining feature of the District, including a pedestrian plaza, and surrounded by a transit supportive mix of office and residential uses. The area is also expected to include local and visitor serving retail and commercial uses.

Staff is proposing to eliminate all Heavy Industrial (M-2) zoning and replace it with Residential Mixed Use (RMX), Office (OB), and Limited Commercial (C-1). This area will have a future light rail station and these zones will provide land uses to encourage public transit use.

*Bannon Street Area*- The Bannon Street Area is generally bounded by Richards Boulevard to the north, Interstate 5 to the west, North 10th Street to the east, and the Railyards to the south. The vision includes predominantly office uses fronting Richards Boulevard. The interim Greyhound Terminal is under construction on Richards Boulevard. Moving in a southerly direction, the uses would transition to a lesser intensity with office mixed use and residential mixed uses. Along the southern border of this area is the Railyards development which plans for a primarily residential East End District.

In the Bannon Street Area, the Specific Plan envisions a 10 acre park wrapping the northern and eastern edge of the City Water Filtration facility. This open space would provide an excellent connection to the Vista Park planned in the Railyards Development.

Staff is eliminating all of the heavy industrial zoning with the exception of the Water Treatment Plant. Under the previous Richards Boulevard Special Planning District, the M-2 zoning was restricted by placing many industrial uses on the prohibited list. In effect, the industrial zoning only allowed less intense commercial and some heavy commercial uses.

*North 7th Street Area*- The North 7th Street area includes the 65-acre Township 9 Planned Unit Development (PUD) project site and the Continental Plaza PUD, located between North 5th Street and North 10th Street, north of Richards Boulevard and to the American River Parkway. The Township 9 PUD was adopted by City Council on August 28, 2007. It includes an intense mix of 2,350 residential units, 840,000 square feet of office, and 146,000 square feet of retail uses. At the southern end of the Township 9 development along Richards Boulevard is a proposed light rail transit station, currently in the development phase as part of Regional Transit's "MOS-1" project. This is the first phase of the extension of light rail transit from Downtown Sacramento, through Natomas, to the Sacramento International Airport. The Continental Plaza PUD was established in 1996 and is currently entitled for approximately 1.1 million square feet of office uses, including the headquarters of the California Highway Patrol. The California State Lottery also has its headquarters located in this area and is constructing a phased expansion for two office buildings totaling 480,000 square feet, an 8,400 square foot retail component, and a 1,189 space parking garage.

At buildout, the North 7th Street area is expected to be employment intensive, with a mix of supportive commercial and high-density residential uses. The Specific Plan supports better connections between the area and the American River Parkway, taking advantage of natural views and recreational opportunities.

Staff is not rezoning any parcels associated with the approved T9 project. However, the portions of the area zoned Heavy Industrial (M-2), would be rezoned to both Office Building (OB) for the CHP Campus and Lottery Campus, and also RMX by the frontage along the American River. The Club Fantasy (adult use) will be rezoned to General Commercial (C-2).

*Dos Rios Area*- The Dos Rios Area is generally bounded by North 10th Street on the west, the American River on the north, and North 12th Street on the east. It has an eclectic mix of uses and building types. The area is envisioned to transition from light industrial uses to infill a mix of residential and retail commercial. The area provides excellent opportunities for adaptive reuse and start-up businesses. There are abandoned railroad spurs in the area which could allow the development of a bikeway connection along the rails. The Twin Rivers School District has a facility located in this area off of Richards Boulevard.

Staff is proposing to rezone Heavy Industrial (M-2) to General Commercial (C-2) and Heavy Commercial (C-4); Residential Mixed Use (RMX) to Multifamily (R-5); Heavy Commercial (C-4) to General Commercial (C-2) and Multifamily (R-3A). The rezones will encourage mixed use development around the future light rail station and rezones industrial land along the American River consistent with the 2030 General Plan policies.

*16th Street Area*- The 16th Street Area is generally bounded by North 12th Street on the west, the American River on the north, and the Union Pacific Railroad Right-of-way to the east. The 16th Street Area is characterized by primarily large warehouse and commercial services uses. The area also includes a mini-storage and Downtown Ford, east of North 16th Street near the Highway 160 bridge over the American River. The

area is anticipated to be an eclectic area that will retain its light industrial uses for some time, while incorporating an additional mix of residential uses through infill projects and industrial conversions.

The 16th Street Area also contains the proposed historic district. It is characterized by many buildings of brick masonry construction. The area is occupied by a mix of businesses and social services. The area is adjacent to Blue Diamond and the Globe Mills project at 12th & C Streets. The historic district is expected to retain its light industrial nature.

Staff is also recommending to maintain much of the current C-4 zoning in the 16th Street area. The C-4 zoning allows many of the heavy commercial users to remain but will also allow office, retail, and residential uses over time to create an eclectic area.

***Parking Requirements***

The Richards Boulevard SPD envisioned the intermodal site at 7th Street with limited parking on the surrounding transit-oriented office uses. In the OB and RMX zones, the amount of parking required in the Richards Boulevard SPD provides both minimum and maximums depending on the size of the buildings. As an example, office requires between 1/500 to 1/600. With the approval of the Railyards project, the location of the intermodal station has changed. Furthermore, by restricting the amount of maximum parking allowed for office development in the Richards Boulevard SPD below citywide standards, some property owners have argued that it has limited potential users who request more onsite parking.

In the proposed River District SPD, existing buildings would not trigger additional parking with a change of use and instead the amount of parking existing onsite would satisfy the minimum requirements. If not specifically stated in the River District Special Planning District, the other parking requirements would be the same as the Central City parking requirements in the Zoning Code. For example, in the previously mentioned case of the construction of new office, the minimum parking standards will be 1/400.

***Height, Yard, and Stepback Requirements***

With the River District SPD, any deviation from the required height, yard, and stepback standards would be reviewed and approved by the Design or Preservation hearing bodies. The Design or Preservation hearing bodies would evaluate the intent and purpose of the River District Design Guidelines, to ensure that an adequate and appropriate street tree canopy is created and maintained, and to mitigate visual impacts on listed historic resources.

***Ground Floor Retail Accommodation Requirements***

Currently the Richards Boulevard SPD requires 25% ground floor retail along Richards Boulevard and North 7th Street in the Office Building (OB) zone. Ground floor retail and service uses provide activity for a pedestrian friendly environment. With ground floor

retail activity there is less likelihood for dead zones with office building development closed after work hours and on weekends.

With the new River District SPD, staff is proposing ground floor retail requirements in only the most potentially heavy pedestrian traffic areas such as the future transit station in the Sequoia area, Bannon Street between North 5th and North 10th Streets, and in the North 16th Street area. For a detailed map, see the Special Planning District (Attachment 10). To avoid rendering a project infeasible by requiring too much retail in the district, the number of blocks subject to the ground floor retail or service requirement has been limited with the new plan and the Zoning Code only requires the ground floor be constructed to "accommodate" the retail use (storefront windows, entrancing facing the street, etc). The Zoning Code does not require retail uses be located on the ground floor in these areas since the market will determine when this will be economically feasible.

***Parkway Corridor Overlay Zone***

With the rezoning of properties along the American River, the Parkway Corridor (PC) Overlay requirements will be removed for those properties within the River District Specific Plan boundary. This does not include the areas to the east of 18th Street that are outside of the River District Specific Plan area but within the River District Design Guidelines area. These industrial zoned properties, with their PC overlay, will remain unchanged.

The Parkway Corridor Overlay zone is no longer necessary since staff has drafted a height exhibit and design guidelines that provide appropriate standards for development. Furthermore, the American River Parkway document has already recognized that this stretch of river will be more urban with the ability to see buildings from the river.

**Design Guidelines and Design Review District:** Along with the River District Specific Plan, the River District Design Review District is being established, which will encompass the Specific Plan area and will adopt the River District Design Guidelines to address building placement, design, setbacks, heights, massing and overhangs, as well as landscape treatments, streetscapes, lighting, signage and the design of public and civic open spaces. Please note that the boundaries of the River District Design Review District boundaries do not correspond precisely with the Specific Plan boundaries; rather the Design Review District also covers the area east of the Specific Plan area, north of the railroad levee, adjacent to Sutter's Landing Regional Park.
The Design Guidelines for the River District 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 based on guiding principles developed from the property owners and stakeholders with a series of workshops, will ensure a quality of design that is consistent with the River District Specific Plan and the larger Central City area.

Guiding Principles for the Design Guidelines included engaging the rivers, encouraging a walkable district, and providing an opportunity to develop mixed use development.

The Design Commission is scheduled to make a final recommendation to the City Council to establish the River District Design Review District and adopt the River District Design Guidelines on January 12, 2011. The outcome of the hearing was not available at the time of writing this report. The Law and Legislation Committee will review the ordinance on January 18, 2011 before the final Council date on February 1, 2011.

**Historic Landmarks and N.16th Street Historic District (M10-012):** Two historic resources surveys, one in 1999/2000 and an update in 2009, have been conducted in the River District, and recommendations as to individual historic Landmarks and a Historic District – the North 16th Street Historic District – were made through those surveys. Note that the boundaries of the North 16th Street Historic District extend beyond the River District Specific Plan area.

On September 24, 2009, staff conducted a workshop to discuss the properties identified in the survey as potentially historic and the proposed nominations of the Historic District and the individual Landmarks in the River District area. The nominations process to list properties in the Sacramento Register is proceeding concurrently with the adoption of the River District Specific plan. That process involved the October 13 and 20, 2010, Preservation Director Hearings to consider the nominations of the properties as Landmarks and the North 16th Street Historic District/Contributing Resources. The Preservation Commission Hearing on November 3 and December 1, 2010 considered the nominations and forwarded a recommendation of approval on the nominations to the City Council for adopting the ordinance listing the properties in the Sacramento Register as Landmarks and Historic District/Contributing Resources. The Law and Legislation Committee will review the ordinance on January 18, 2011 before the final Council date on February 1, 2011.

**Infrastructure Financing Plan:** The Finance Plan, which accompanies the Specific Plan, estimates costs and identifies anticipated sources of revenue for the development of the infrastructure and public facilities required for development in the River District Specific Plan area. This includes: the street network; local cost share for the freeway interchange improvements; water, sewer and storm water systems; community centers, parks, trails and open spaces; and other public facilities. The Finance Plan will be adopted along with the Specific Plan and will be implemented as development occurs.

The Financing Plan for the public facilities and infrastructure required to implement the River District Specific Plan identifies a total of approximately $323,160,000 dollars in backbone infrastructure costs for the improvements such as storm drainage, sanitary sewer, water, streets, and parks. The goal of the Financing Plan is to prioritize public infrastructure investment to stimulate further economic investment by implementing the following policies: a) Acquire land to implement construction of priority streets and infrastructure improvements for the Specific Plan circulation network; b) Develop detention basins for storm water quality treatment and detention on a shared cost basis

to benefit new development; c) Finance the construction and maintenance of infrastructure through state, federal and local sources to include development impact fees, land-secured infrastructure districts and maintenance assessments or taxes; and d) Incentivize development when appropriate through reduced development impact fees, tax increment financing, reimbursement and credit agreements and other sources.

A draft resolution approving the Financing Plan is attached as Attachment 6.

**Rescinding the Discovery Centre PUD:** The Discovery Centre PUD (P97-037) was adopted by City Council on November 5, 1998 (Resolution 98-544) for a four phase project with 990,000 square feet of office and hotel uses. Currently existing in the PUD is a three story office building with the Community Development Department and Police Department. The Greyhound Bus Terminal is currently under construction. The remainder of the PUD area is developed with surface parking lots.

There were two subsequent amendments to the PUD including P01-059 which approved a variance to allow the height of the light poles to increase from 18 to 25 feet; P01-066 was approved to allow a PUD Guidelines Amendment to exceed the maximum parking ratio of 1:500 to 1:277 for Phase I and II of the PUD Schematic Plan and a PUD Schematic Plan Amendment to lower the intensity of a proposed hotel from 224 to 100 rooms.

Staff is recommending to rescind the Discovery Centre PUD because 1) all the parcels in the PUD are currently owned by the City of Sacramento; 2) the development standards in the new Special Planning District would allow greater heights, no ground floor retail requirement (instead concentrating it around light rail stations where it would be more economically feasible), and rezones the land from Office Building (OB) to a combination of Office Building (OB) and General Commercial (C-2) to provide flexibility for future proposed uses if sold and developed by a nonpublic agency user; and 3) the PUD guidelines allow for large floor plate designs which are discouraged in the River District Specific Plan.

**Bikeway Master Plan Amendment:** The 2010 City/County Bikeway Master Plan was developed to serve the recreational and transportation needs of the public. This document was adopted by the City of Sacramento on April 11, 1995. The current Bikeway Master Plan is based on the 1994 Richards Boulevard Area Plan bicycle network. Modifications to the bikeway map are necessary to incorporate changes in the street network and circulation for the River District Specific Plan. The main changes the plan include the following modifications: a) to align with the new street network; b) to use railroad right of ways for bike boulevards; c) to connect to the river trails; d) to anticipate new bridge connections; and e) to incorporate new east-west connections on the north side of the railroad bridge to the eastern portion of the district. A draft resolution approving the Bicycle Master Plan Amendment is attached as Attachment 8.

**Water Assessment Report:** According to Senate Bill 610, a water supply assessment is required for proposed residential developments with more than 500 units and office developments of more than 250,000 square feet. In addition, SB 221 requires written verification of sufficient water supply before a project is approved. This assessment and

written verification is included in the Draft EIR, which concluded the City of Sacramento has sufficient water allocations available to serve the proposed Project, as well as the projected future growth. A draft resolution approving the Water Supply Assessment is attached as Attachment 9.

**Policy Considerations:** The Specific Plan will contain a comprehensive set of goals and policies to achieve the vision and guiding principles of the Plan. The policies will be consistent with the 2030 General Plan as well as with other guiding policy documents.

**General Plan Amendments**

There are five specific areas where staff proposes to change the General Plan designation for consistency purposes. See Attachment 3 for additional information.

1) The area on the north of Richards Boulevard between North 5th and North 7th and to the south of Signature Street. The current General Plan designation is Urban Center Low. The new General Plan designation is proposed to be Urban Center High. The current zone is OB-PUD SPD and there is no change to the zoning. However, the PUD allows for heights up to 15 stories which is more consistent with the Urban Center High designation which allows up to 24 stories whereas the Urban Center Low designation generally allows only up to 7 stories.

2) The area south of Vine Street between North 10th Street and Dos Rios Street and to the north of D Street. The current General Plan is Urban Center Low. The new General Plan designation is proposed to be Employment Center Low Rise. The current zoning is Heavy Industrial (M-2 N SPD) and the proposed zoning is C-4 SPD which are both not consistent with the current designation however, the amendments will provide consistency.

3) The area generally to the east of North 12th Street, north of B Street, west of 18th Street, and south of Sproule Avenue. The current General Plan is Traditional Center and Traditional Medium Density Residential. The new General Plan designation is proposed to be Employment Center Low Rise. The current zoning in the area is Heavy Commercial (C-4) and no rezones are planned. The current General Plan designation is not consistent with the zoning so the amendments will provide consistency.

4) The area east of the Sacramento River, south of the American River, to the west of Bercut, and north of the PG&E building. The current General Plan is Urban Center Low. The new General Plan designation is proposed to be Urban Center High. The current zoning in the area is Highway Commercial (HC-SPD) and the proposed zoning is General Commercial (C-2 SPD). With the proposed heights planned along the Sacramento River, the Urban Center High designation is more appropriate which generally allows up to 24 stories whereas the Urban Center Low generally allows up to 7 stories. The River

District Specific Plan and Design Guidelines would generally allow up to 200-300 feet.

5) The area to the south of the American River, west of 18th Street, east of Louise Street, and north of Sproule Avenue which makes up the remainder of the Traditional Center designation in the River District. The new General Plan designation is proposed to be Urban Center Low to be consistent with the surrounding parcels in the northern part of the River District which abuts the American River. The current zoning is Heavy Commercial (C-4) and the proposed zoning is a mixture of General Commercial (C-2) and Multifamily (R-3A). Due to the proximity of the future light rail station, the Special Planning District allows up to 100 residential units per acre with the option to apply for a Planning Commission Special Permit to exceed this standard. The Traditional Center designation generally allows up to 36 dwelling units per net acre and the proposed amendment to Urban Center Low would allow up to 110 dwelling units per net acre which is more consistent with the vision of the area.

**2030 General Plan Policies**

***LU 1.1.5 Infill Development.*** *The City shall 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.*

Staff finds that the city is promoting infill development by completing General Plan amendments, rezones, revising regulations, and planning needed infrastructure for the growth in an existing, underutilized industrial area. The new plan increases the opportunity for new housing and creates a walkable neighborhood to encourage the use of the planned RT green line. Parking along Richards Blvd and 16th Street will increase retail viability and the plan also designates a historic district and individual landmarks to protect cultural resources in the area.

***LU 2.1.2 Protect Established Neighborhoods.*** *The City shall preserve, protect, and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and requiring new development, both private and public, to respect and respond to those existing physical characteristics, buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of the neighborhood.*

Staff finds that the plan will preserve and enhance the existing Dreher-Basler neighborhood by rezoning adjacent areas to a multifamily residential zone and planning parks within walking distance of existing residential uses. The plan also provides a prominent river walk road in the area of the Dos Rios housing to enhance this community as it is redeveloped by SHRA in the future.

***LU 2.2.1 World-Class Rivers.*** *The City shall encourage development throughout the city to feature (e.g., access, building orientation, design) the Sacramento and American Rivers and shall 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.*

Staff finds the River District Specific Plan will increase public access to the American and Sacramento rivers and will guide future development in a manner that makes these exceptional resources available for the enjoyment of Sacramento's residents and visitors alike.

***LU 2.3.1 Multi-functional Green Infrastructure.*** *The City shall strive to create a comprehensive and integrated system of parks, open space, and urban forests that frames and complements the city's urbanized areas.*

Staff finds the River District Plan provides a vision of specific parcels that could be used as open space in the future which would link the River District open space to Vista Park in the Railyards and Sutter's Landing. The proposed open space parcels also capitalize on existing resources in the River District such as Tiscornia Park and the Two Rivers Trail.

***LU 2.4.1 Unique Sense of Place.*** *The City shall 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.*

Staff finds the Design Guidelines encourage an eclectic character for the area, highlight the importance of celebrating connections to the river, and promote the adaptive reuse of existing buildings when possible which will foster a unique sense of place for the River District.

***LU 2.6.1 Sustainable Development Patterns.*** *The City shall promote 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.*

Staff finds the River District Specific Plan encourages compact development patterns by allowing for additional building height, higher density projects, a greater mix of land uses, and infrastructure to support all modes of travel.

***LU 2.7.1 Development Regulations.*** *The City shall promote design excellence by ensuring city development regulations clearly express intended rather than prohibited outcomes and reinforce rather than inhibit quality design.*

Staff finds that the River District Specific Plan and Design Review Guidelines provide a balanced regulatory framework because the documents share a vision for the future possibilities of the district while providing overall guiding principles and the rationale behind the minimum development standards.

***LU 2.7.6 Walkable Blocks.*** *The City shall require new development and redevelopment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks scaled for the anticipated pedestrian use.*

Staff finds that the Design Guidelines provide detailed street sections to ensure circulation that is friendly for pedestrians, bicyclists, and the motoring public. Possible alley locations have also been incorporated into the plan where it was deemed to be the most feasible and desirable.

***LU 2.7.8 Screening of Off-street Parking.*** *The City shall reduce the visual prominence of parking within the public realm by requiring most off-street parking to be located behind or within structures or otherwise fully or partially screened from public view.*

Staff finds the Design Guidelines encourage parking to be screened and the Special Planning District provides parking allowances for changes of use to existing buildings to minimize the amount of new parking developed onsite.

***LU 4.1.4 Alley Access.*** *The City shall encourage the use of well-designed and safe alleys to access individual parcels in neighborhoods in order to reduce the number of curb cuts, driveways, garage doors, and associated pedestrian/automobile conflicts along street frontages.*

Staff finds the Specific Plan and Design Guidelines incorporate alley locations into the circulation network to reduce curb cuts and enhance the pedestrian experience along the street frontages.

***LU 5.5.2 Transit-Oriented Development.*** *The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations.*

Staff finds the plan is transit-oriented because the Special Planning District prohibits self-service Laundromats, hardware stores, and appliance repair stores in the C-1 zone which is directly next to the transit stations. The updated plan encourages retail, office, and residential to provide active, transit supportive uses at light rail stations.

***LU 7.2.3 Industrial Uses along Rivers.*** *The City shall prohibit new heavy industrial uses along the American River Parkway and prevent incompatible industrial development adjacent to the American and Sacramento Rivers.*

Staff finds that the zoning of the land along the rivers is proposed to change from Highway Commercial (HC), Heavy Commercial (C-4), and Heavy Industrial (M-2) to Residential Mixed Use (RMX) and General Commercial (C-2). This zoning change will encourage existing industrial uses to transition and new development to construct compatible uses.

***LU 7.2.5 Industrial Development Design.*** *The City shall require that new and renovated industrial properties and structures incorporate high-quality design and*

*maintenance including . . . control of on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other factors that may impact adjoining nonindustrial land uses.*

Staff finds that the establishment of the River District Design Review District will allow for the review of all exterior work that requires a building permit and new construction to ensure minimum design standards are enforced.

***LU 9.1.3 Connected Open Space System.*** *The City shall ensure that new development does not create barriers to the connections among the various parts of the city's parks and open space systems.*

Staff finds the Design Guidelines require a public connection from the street to the river for properties that abut the Sacramento or American Rivers. This will ensure that development does not create a barrier for the public to gain access to the rivers.

***HCR 2.1.5 National, California, and Sacramento Registers.*** *The City shall pursue eligibility and listing for qualified resources including historic districts and individual resources under the appropriate register(s).*

Staff finds the River District Update includes the creation of the North 16th Street Historic District and the listing of individual landmarks.

***HCR 2.1.13 Adaptive Reuse.*** *The City shall encourage the adaptive reuse of historic resources when the original use of the resource is no longer feasible.*

Staff finds the Special Planning District allows a wide range of uses in the North 16th Street Historic District which is zoned Heavy Commercial (C-4). The zoning allows uses including residential, office, retail, and warehouse.

***M 2.1.3 Streetscape Design.*** *The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.*

Staff finds that the Design Guidelines provide specific details on the streetscape design to provide a pedestrian friendly environment and encourage pedestrian activity.

***M 4.1.1 Emergency Access.*** *The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies.*

Staff finds that the proposed circulation network connects the area to downtown and the Railyards by extending the grid. These additional connections provide better access in and out of the district.

***M 4.2.1 Adequate Rights-of-Way.*** *The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all*

*users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.*

Staff finds that the right of way needed has been incorporated into the proposed circulation network. As an example, right of way for a future connection of the two light rail lines has been reserved in the Special Planning District along the North side of Richards between North 7th and North 16th Streets.

***M 5.1.2 Appropriate Bikeway Facilities.*** *The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways.*

Staff finds the Bikeway Master Plan is being updated as part of the River District Specific Plan to provide appropriate bikeway facilities.

***M 6.1.4 Reduction of Parking Areas.*** *The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, the application of shared parking for mixed use developments, and the implementation of Transportation Demand Management plans to reduce parking needs.*

Staff finds the Special Planning District allows no additional parking when a change of use occurs to an existing building. This will help to minimize the amount of new parking to be developed within the district and will encourage alternative modes of travel.

***U 1.1.7 Infrastructure Finance.*** *The City shall develop and implement a financing strategy and assess fees to construct needed water, wastewater, stormwater drainage, and solid waste facilities to maintain established service levels and to mitigate development impacts to these systems (e.g., pay capital costs associated with existing infrastructure that has inadequate capacity to serve new development). The City shall also assist developers in identifying funding mechanisms to cover the cost of providing utility services in infill areas.*

Staff finds the River District Update includes a new Finance Plan to ensure adequate funds are available for infrastructure improvements in the district.

***U 2.1.5 Comprehensive Water Supply Plans.*** *The City shall prepare, implement, and maintain long-term, comprehensive water supply plans.*

Staff finds a Water Supply Assessment has been completed as a part of this planning effort to evaluate projected water supplies.

***ER 7.1.1 Protect Scenic Views.*** *The City shall seek to protect views from public places to the Sacramento and American rivers and adjacent greenways, landmarks, and urban views of the downtown skyline and the State Capitol along Capitol Mall.*

Staff finds the Design Guidelines provide minimum standards for the distance between towers to protect views to the Sacramento and American Rivers.

***EC 2.1.7 Levee Setbacks for New Development.*** *The City shall prohibit new development within a minimum distance of 50 feet of the landside toe of levees. Development may encroach within the 50-foot area provided that "oversized" levee improvements are made to the standard levee section consistent with local, regional, State, and Federal standards.*

Staff finds that the development standards and policies of the River District Specific Plan, Design Review Guidelines, and Special Planning District do not conflict with this minimum setback requirement.

**Central City Community Plan Policies**

***CC.LU 1.1 Industrial Areas.*** *The City shall upgrade the industrial-designated areas of the Central City and minimize incompatibilities with adjacent land uses.*

Staff finds the Design Guidelines work with the Specific Plan, Special Planning District, Finance Plan, and Historic District to advance the River District transformation from an existing industrial area into a transit-supportive mixed use urban environment.

***CC.LU 1.6 Office Development.*** *The City shall encourage public and private office development, where compatible with the adjacent land uses and circulation system, in the Central Business District, Southern Pacific Railyards, and Richards Boulevard area.*

Staff finds that parcels along Richards Boulevard and North 7th Street are proposed to be rezoned to Office Building (OB) to encourage the development of more office in the district.

***CC.H 1.1 Mixed-Use Buildings.*** The City shall provide the opportunity for mixture of housing with other uses in the same building or on the same site at selected locations to capitalize on the advantages of close-in living.

Staff finds the proposed zoning designations and Special Planning District allow and encourage mixed use development.

**2008-2013 Housing Element:**

***H-1.2.4*** *The City shall actively support and encourage mixed-use retail, employment and residential development around existing and future transit stations, centers and corridors.*

Staff finds the rezones from industrial to residential and commercial in the River District around the transit stations will promote higher density and mixed use development.

**Sacramento Riverfront Master Plan:**

The Sacramento Riverfront Master Plan is a study plan, not a regulatory plan that was completed in July 2003. It provides an overall vision for the riverfront and is intended as a blueprint for future actions. Proposed policies include:

- Site housing and other adjacent mixed uses to capture maximum orientation to the river and to the riverfront open space, as well as to parkways and streets.

- Provide continuous, uninterrupted pedestrian and bicycle circulation along the riverfront, connecting to regional networks including the American River Parkway and into Southport.

- Provide new non-vehicular bridge crossings designed with public safety considerations. The proposed pedestrian and bicycle bridge would connect the Jibboom Area of the River District to the proposed marina and state park on the West Sacramento side.

- Provide people-oriented land uses, public space, and amenities that attract people and activity.

- Provide for land uses that are flexible and can respond to market conditions and/or public/private financing opportunities (avoid single-use "dead-zones").

- Vary development densities, intensities, and mix of uses along the riverfront edge.

Staff finds the River District Specific Plan is consistent with the policies in the Sacramento Riverfront Master Plan.

**American River Parkway Plan:**

The *2008 American River Parkway Plan* is the local guiding policy document for activities along this portion of the river. The American River is classified as both a State and Federal Wild and Scenic River, a river classification system that was created in 1968 to preserve certain rivers with outstanding natural, cultural and recreational values in a free-flowing condition for the enjoyment of present and future generations. The section of the American River that borders the River District is classified as a Recreational River within the classification and recognizes its urban edge.

*10.4.1: Construct the Two Rivers Trail to a Class 1 construction standard bike/pedestrian trail along the left bank (south levee) of the American River from Tiscornia Park to Sutter's Landing Park.*

*10.4.3: Support construction of a trail from Tiscornia Park to West Sacramento including a bike/pedestrian bridge across the Sacramento River.*

*10.4.4: Bike/pedestrian access shall be incorporated into future bridge construction or renovation projects affecting Interstate 5, Highway 160, and Regional Transit's Downtown-Natomas Airport (DNA-RT) line.*

Staff finds the River District Specific Plan project does not conflict with any of the above stated goals.

**Alkali Flat/Mansion Flats Strategic Neighborhood Action Plan (SNAP):**

This document was accepted by City Council on August 23, 2005. Although this area is outside of the River District Specific Plan Area, staff included the goals of the SNAP into our analysis to ensure consistency with the goals of the River District implementation. Goal 3.3 in the SNAP was to improve parking on 12th Street. Other issues included preservation of older buildings and need for more retail in the area. Staff has addressed these issues in the River District area by creating the North 16th Street Historic District to promote the retention and rehabilitation of older buildings and incorporating street parking into street sections where feasible to increase the amount of parking for the neighborhood while also increasing the viability of retail in the area. Staff believes these efforts will have an overall positive effect on the Alkali Flat/Mansion Flats area.

**16th Street Design Study:**

This document was completed in 1997 however, the area north of B Street was outside of the study area. The plan included concepts and strategies to enhance the overall image of 16th Street between W and B Streets and balance efforts to accommodate future traffic volumes and enhance pedestrian safety and comfort. The report recommended screening of parking, consolidating curb cuts, and infill of canopy trees. Staff has reviewed this document in our preparation of the River District Specific Plan to complement the treatment of 16th Street to the north of B Street.

**Central City Parking Master Plan:** The Central City Parking Master Plan was adopted by the City Council on August 2, 2005 (Resolution 2005-587). The River District area is located inside of the Central City and the policies of the Specific Plan and Special Planning District are consistent with the goals and objectives of the Parking Master Plan which includes managing parking supply efficiently and minimizing the negative impacts of parking.

Attachment 2

**[EIR – Certification Findings - City Council Resolution]**

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE RIVER DISTRICT SPECIFIC PLAN PROJECT (M09-003 and M10-012)**

**BACKGROUND**

**A.** On January 13, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions, the River District Specific Plan Project.

**B.** On February 1, 2011, the City Council conducted a public hearing , for which notice w2as given pursuant to Sacramento City Code Section 17.200.010 (C)(2)(a, b, and c)(publication, posting, and mailing (500 feet) and received and considered evidence concerning the River District Specific Plan Project.

**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 River District Specific Plan (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 Planning Commission 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 Planning Commission'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 Community Development Department 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 CEQA 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 A – CEQA Findings of Fact and Statement of Overriding Considerations
Exhibit B – Mitigation Monitoring Program

## Exhibit A: CEQA Findings of Fact and Statement of Overriding Considerations

### Description of the Project

Currently, the River District area is a mix of underutilized and underdeveloped parcels, large parcels, and parcels with incompatible adjacent land uses, encompassing approximately 748 acres of land. The proposed River District Specific Plan project (RDSP) (Specific Plan) would establish planning and development standards for the redevelopment of the area. The goal of the proposed project is to master plan the district as a transit-oriented, urban neighborhood that supports a mix of uses with parcels ready for development. To meet this goal, the RDSP would lay the policy and implementation framework for the evolution of the Plan area from a primarily light-industrial, low-intensity district, to a cohesive district with a mix of residential, commercial, industrial, public, and open space uses. The Specific Plan would provide the general vision and broad policy concepts to guide development of a new neighborhood.

The RDSP is consistent with the City's 2030 General Plan and provides area-specific development policies that address the unique aspects of the River District. The proposed RDSP is a long range policy and planning document that is intended to guide development in the Specific Plan area over the next 25 years. The Specific Plan would serve to guide future decisions regarding land use, intensity of development, circulation, public spaces, urban design, and the necessary infrastructure improvements to support future development. Finally, the Plan would identify the resources necessary to finance and implement the public improvements and infrastructure needed to support the vision for the new Specific Plan area.

This project would also provide the backbone infrastructure necessary for development of individual parcels in accordance with the Specific Plan. No parcels would be developed as part of this Proposed Project. Instead the individual parcel owners would develop their parcels in accordance with the Specific Plan.

### Findings Required Under CEQA

#### 1. Procedural Findings

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

The City of Sacramento's Environmental Planning Services determined that the River District Specific Plan Project (hereinafter called "Project") may have a significant effect on the environment and prepared an environmental impact report ("EIR") on the Project, River District Specific Plan EIR (SCH 2009062023). 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 and was circulated for public comments from June 2, 2009 through July 2, 2009.

b. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on July 27, 2010 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 July 27, 2010 and ended on September 9, 2010.

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 July 23, 2010. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, 300 Richards Boulevard, Third Floor, Sacramento, CA. The letter also indicated that the official 45-day public review period for the Draft EIR would end on September 9, 2010.

e. A public notice was placed in the Sacramento Bulletin on July 27, 2010 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 July 23, 2010.

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. Richards Boulevard Area Plan;

h. River District Specific Plan and Design Guidelines;

i. Application materials, including application information;

j. The Mitigation Monitoring Program for the Project; and

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.

**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 Planning Commission 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 Planning Commission, 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.

Air Quality

**Impact 5.1-1**: Construction activities within the RDSP area could result in NOx levels above 85 pounds per day. Without mitigation, this is a *potentially significant* impact.

Many different types of construction equipment would be used in various combinations for the many individual development projects that are expected to occur in the RDSP area. Much of this equipment likely would be diesel-fueled and would emit $NO_x$ as part of the fuel-combustion process. The amount of $NO_x$ emitted per day at any individual development project site would depend on the number and type of equipment used; specifically the total daily average construction $NO_x$ for the entire RDSP area would depend on the number and intensity of concurrent individual development projects. Specific information on the construction schedules and equipment use by every development project that would be built in the RDSP area is currently not available. For this reason the impact is considered ***potentially significant***.

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

> *MM 5.1-1(a) The following shall be incorporated into all City construction contracts and included on all construction plans.*
>
> - *Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.*
> - *Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.*
> - *Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.*
> - *Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).*
> - *All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.*
> - *Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.*

- *Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.*

*5.1-1(b) The following shall be incorporated into all construction plans for projects that estimated construction related $NO_x$ emissions exceed 85 lbs/day.*

*Category 1: Reducing $NO_x$ emissions from off-road diesel powered equipment*

*The project shall provide a plan, for approval by the lead agency and SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) self-propelled off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent $NO_x$ reduction and 45 percent particulate reduction[1] compared to the most recent CARB fleet average at time of construction.*

*and*

*The project representative shall submit to the lead agency and 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 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.*

*5.1-1(c) The following shall be incorporated into all construction plans for projects that estimated construction related $NO_x$ emissions exceed 85 lbs/day.*

*Category 2: Controlling visible emissions from off-road diesel powered equipment.*

*The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment*

*found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency 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 supercede other SMAQMD or state rules or regulations.*

*and/or:*

*If at the time of construction, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with SMAQMD prior to construction will be necessary to make this determination.*

*5.1-1(d) The following shall be incorporated into all construction plans for projects that estimated construction related $NO_x$ emissions exceed 85 lbs/day.*

*If projected construction related emissions for a project are not reduced below the 85 lbs/day by application of MM 5.1-1(b&c), then an off-site construction mitigation fee shall be applied. The construction mitigation fee shall be calculated based upon the SMAQMD's current construction mitigation fee at the time of project specific evaluation. Verification of payment of the mitigation fee shall be provided to the City prior to issuance of any grading permits*

Finding: Each project applicant within the RDSP area is required to submit a plan and inventory which demonstrates that the heavy duty off-road vehicles used during construction would achieve project-wide emission reductions, based on the most recent CARB fleet average. In addition, the applicants are required to pay a construction mitigation fee to the SMAQMD sufficient to offset project emissions of $NO_X$ above 85 pounds per day. A reduction of construction vehicle emissions and payment of mitigation fees would reduce the impact related to a temporary increase in $NO_X$ emissions to a less than significant level. With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

**Impact 5.1-2**: Construction within the RDSP could result in $PM_{10}$ concentrations that exceed acceptable thresholds. Without mitigation, this is a *potentially significant* impact.

Most construction sites in the RDSP area would have to be graded and prepared for development. Additionally, many of the areas would require demolition of existing structures. Grading activities involve clearing and leveling the land using heavy equipment such as scrapers, bulldozers, and backhoes. As the ground is disturbed, fugitive dust or $PM_{10}$ is generated. The total amount of $PM_{10}$ generated is normally determined by the size of the graded area and the length of time of grading activities. The larger the area and the longer the grading operation, the more $PM_{10}$ is created. Particulate emissions also occur to a lesser extent during other construction phases. For these reasons, the impact is considered ***potentially significant***.

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

*MM 5.1-2(a) Comply with MM 5.1-1(a).*

*MM 5.1-2(b) Grading and ground disturbance activities shall not exceed 15 acres per day for any individual development project.*

Finding: The SMAQMD's Guide to Air Quality Assessment recommends measures to reduce the amount of particulate matter generated during grading. Each project applicant is required to ensure that all off-road diesel powered equipment does not exceed 40 percent opacity for more than three minutes. In addition each applicant shall submit a dust-control plan to the City of Sacramento Community Development Department. Measures within the dust-control plan would reduce fugitive particulate matter emissions to a less than significant level. With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

<u>Biological Resources</u>

**Impact 5.2-2**: Implementation of the RDSP could adversely affect special-status birds due to the substantial degradation of the quality of the environment or reduction of the population or habitat below self-sustaining levels due to loss or disturbance of nesting and/or foraging habitat. Without mitigation, this is a *potentially significant* impact.

Implementation of the proposed RDSP would allow for infill development within the project boundary and could result in the demolition of existing structures to redevelop parcels in accordance with the SP. There is a potential for special-status birds (burrowing owl, Swainson's hawk, and purple martins) within the RDSP area that could be adversely impacted by construction within the RDSP area. This is considered a ***potentially significant*** impact.

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

*MM 5.2-2(a) Preconstruction surveys for burrowing owls shall be conducted in accordance with the Burrowing Owl Survey Protocol and Mitigation Guidelines (The California Burrowing Owl Consortium 1993), which calls for surveying out to 500 feet from project limits where suitable habitat is present. If owls are identified in the biological study area, mitigation measures will be implemented as outlined in the CDFG's 1995 Staff Report on Burrowing Owl Mitigation (California Department of Fish and Game 1995). These measures will include those listed here.*

*If occupied owl burrows are found within the biological study area, a determination will be made by a qualified biologist in consultation with the CDFG regarding whether work will affect the occupied burrows or disrupt reproductive behavior.*

*If it is determined that construction will affect occupied burrows during August through February, the subject owls will be passively relocated from the occupied burrow(s) using one-way doors. One-way doors will be in place for a minimum of 48 hours before burrows are excavated.*

*If it is determined that construction will physically affect occupied burrows or disrupt reproductive behavior during the nesting season (March through July), avoidance is the only mitigation available. Construction will be delayed within 300 feet of occupied burrows until it is determined that the subject owls are not nesting or until a qualified biologist determines that juvenile owls are self sufficient or are no longer using the natal burrow as their primary source of shelter.*

*MM 5.2-2(b) Construction and demolition activities shall be conducted during the non-nesting season (August 1 through March 19) whenever feasible.*

*If construction or demolition activities occur during the nesting season (between March 20 and July 30), a qualified biologist shall conduct a survey for nesting Swainson's hawk within a 0.5 mile of the demolition/construction activities using the California Department of Fish and Game's (CDFG) Recommended Timing and Methodology for Swainson's hawk Nesting Surveys in California's Central Valley or as required by CDFG.*

*Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities, and shall be conducted in accordance with the California Department of Fish and Game (CDFG) protocol as applicable.*

*If no active Swainson's hawks nests are identified a copy of the preconstruction survey and letter report stating the survey results shall be sent to the City of Sacramento and no further mitigation is required.*

*If active nests are found, measures consistent with the CDFG Staff Report Regarding Mitigation for Impacts to Swainson's hawks in the Central Valley of California shall be implemented. These measures include, but shall not be limited to:*

*No intensive disturbances (such as heavy equipment operation associated with construction, use of cranes, or rock-crushing) or other project-related activities that may cause nest abandonment or forced fledging, can be initiated with 200 yards (buffer zone) of an active nest between March 20 and July 30. The size of the buffer area may be adjusted by a qualified biologist*

*If demolition/construction activities are unavoidable within the buffer zone, the project applicant shall retain a qualified biologist to monitor the nest to determine if abandonment occurs. If the nest is abandoned and the nestlings are still alive, the project applicant shall retain the services of a qualified biologist to reintroduce the nesting(s) (recovery and hacking). Prior to implementation, any hacking plan shall be reviewed and approved by the Environmental Services Division and Wildlife Management Division of the CDFG.*

*Completion of the nesting cycle will be determined by a qualified biologist.*

*MM 5.2-2(c) Prior to any grading, demolition, or construction activities from March 15 to May 15 within 100 feet of the bridges over the American River adjacent to the project site, a preconstruction survey shall be conducted by a qualified biologist within 15 days of the start of project-related activities. If active nests are present, no construction shall be conducted within 100 feet of the edge of purple martin colony (as demarcated by the active nest hole closest to the construction activity) at the beginning of the purple martin breeding season from March 15 to May 15. The buffer areas shall be avoided to prevent disturbance to the nest(s) until it is no longer active. The size of the buffer areas may be adjusted in a qualified biologist and CDFG determine is would not be likely to have adverse effects on the purple martins. No project activity shall commence within the buffer areas until a qualified biologist confirms that the nest(s) is no longer active.*

Finding: Prior to any ground disturbance for the River District Specific Plan project, the applicants shall initiate a burrowing owl consultation with the CDFG. With Implementation of burrowing owl surveys and appropriate mitigation as recommended in consultation with CDFG, the impact to burrowing owls would be less than significant.

Prior to site disturbance, during the Swainson's hawk breeding season, a pre-construction survey shall be conducted within 30 days prior to site

disturbance/construction activities. With implementation of appropriate mitigation as recommend by CDFG, the impact to Swainson's hawk would be less than significant.

Prior to and grading or construction activities during the nesting season, a pre-construction survey would be conducted within 15 days prior to site disturbance/construction activities. With implementation of appropriate mitigation as recommend by CDFG, the impact to purple martins would be less than significant.

With implementation of the mitigation measure, these impacts are reduced to a *less than significant* level.

**Impact 5.2-3**: Implementation of the RDSP could adversely affect special-status mammals due to the substantial degradation of the quality of the environment or reduction of population or habitat below self-sustaining levels. Without mitigation, this is a *potentially significant* impact.

Although no special-status bat species were observed during the biological reconnaissance survey, their potential presence is assumed in this DEIR. There are bridges over the American River adjacent to the RDSP area. Crevices in the bridges could provide marginal roosting habitat for bats. Other structures within the RDSP could also be used by bats as maternity roosts, as evidenced by the findings in the Township 9 project area.

The project does not propose any work on either the bridge structures or within the rights of way for the bridges. However, implementation of the proposed RDSP would involve the removal of existing structures, both for roadway extensions and new roads and to redevelop parcels in accordance with the RDSP vision. For this reason, proposed project would result in ***potentially significant*** impacts to special-status mammals (bats).

Mitigation Measure (From MMP): The following mitigation measures have been adopted to address this impact:

> ***MM 5.2-3*** *Prior to demolition activities, the project applicant shall retain a qualified biologist to conduct a focused survey for bats and potential rooting sites within the area of disturbance. If no roosting sites or bats are found, a letter report confirming absence shall be sent to the City of Sacramento and no further mitigation is required.*
>
> *If bats are found roosting outside of the nursery season (May 1 through October 1), then they shall be evicted as described under (c) below. If bats are found roosting during the nursery season, then they shall be monitored to determine if the roost site is a maternal roost. This can occur either by visual inspection of the bat pups, if possible, or monitoring the roost for sounds of bat pups after the adults leave for the night. If the*

*roost is determined to not be a maternal roost, then the bats shall be evicted as described under (c). Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. A 250-foot (or as determined in consultation with CDFG) buffer zone shall be established around the roosting site within which no construction shall occur.*

*Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International (BCI) and in consultation with CDFG, that allow the bats to exist the roosting site but prevent re-entry to the site. This would include, but not be limited to, the installation of one-way exclusion devices. The devices would remain in place for seven days and then the exclusion points and any other potential entrances shall be sealed. This work shall be completed by a BCI-recommended exclusion professional.*

Finding: Implementation of Mitigation Measure 5.2-3 would reduce the potential impacts to a ***less-***than-significant level by identifying potential bat roosting sites within the areas of construction disturbance, and either protecting maternal roosts or providing bat exclusion techniques that would allow for the bats to relocate before construction begins. With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

**Impact 5.2-4**: Implementation of the RDSP could result in the loss of CDFG-defined sensitive natural communities, such as an elderberry savanna, resulting in a substantial adverse effect. Without mitigation, this is a *potentially significant* impact.

The valley elderberry longhorn beetle (VELB) species is almost always found on, or close to, its host plant, the elderberry. Several elderberry shrubs are present within the RDSP study area, in the elderberry savannah in the eastern portion of the plan area, and in scattered disturbed lots and ruderal fields. The VELB is federally listed as threatened; and therefore, the take of the beetle and/or the disturbance of its habitat are prohibited by law. Implementation of the RDSP could result in the loss of habitat for a federally-protected species, the VELB, which is considered a ***potentially significant*** impact.

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

*MM 5.2-4*

(a) *Prior to any ground-disturbing, demolition, or construction activities, the project applicant shall retain a qualified biologist to conduct a survey to identify and document all potential valley elderberry longhorn beetle habitat (VELB). The survey and evaluation methods shall be performed consistent with the US Fish and Wildlife Service's (USFWS) VELB survey methods. The survey shall include a stem count of stems greater than, or*

*equal to, one-inch in diameter and an assessment of historic or current VELB use. If no such habitat is found, mitigation is not necessary.*

*(b) Avoidance*

*(1) The proposed project shall be designed to avoid ground disturbance within 100 feet of the dripline of elderberry shrubs identified in the survey, as noted in (a) above, as having stems greater than or equal to one inch in diameter. The 100-foot buffer could be adjusted in consultation with the USFWS. If avoidance is achieved, a letter report confirming avoidance shall be sent to the City of Sacramento and no further mitigation is required.*

*(2) Before any ground-disturbing activity, a qualified biologist shall flag the elderberry shrubs that will be retained adjacent to the biological study area. Thereafter, the City shall ensure that a minimum 4-foot-tall temporary, plastic mesh–type construction fence (Tensor Polygrid or equivalent) is installed at least 100-feet from the driplines of the flagged elderberry shrubs. This fencing is intended to prevent encroachment by construction vehicles and personnel. The fencing shall be strung tightly on posts set at a maximum interval of 10 feet. The fencing shall be installed in a way that prevents equipment from enlarging the work area beyond the delineated work area. The fencing shall be checked and maintained weekly until all construction is completed. Signs shall be placed at intervals of 50 feet and must be readable at a distance of 20 feet. This buffer zone will be marked by signs stating:*

*"This is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment."*

*(3) No construction activity, including grading, clearing, storage of equipment or machinery shall be allowed until this condition is satisfied. The fencing and a note reflecting this condition will be shown on the construction plans.*

*In addition to (b)(1-3) above, the following shall also be implemented:*

*The City will ensure that dust control measures are implemented for all ground-disturbing activities in the project area. These measures may include application of water to graded and disturbed areas that are unvegetated; however the City or its contractor may use other measures more appropriate for site-specific conditions, as long as dust is minimized to the maximum extent practicable. To avoid attracting Argentine ants, at no time will water be sprayed within the driplines of elderberry shrubs.*

*Pursuant to the USFWS VELB Guidelines, the City will implement the following measures to mitigate for the direct and indirect impacts on VELB before groundbreaking occurs for the proposed project.*

*If disturbance within 100-feet of the dripline, or approved equal by the USFWS, of the elderberry shrub with stems greater than or equal to one-inch in diameter is unavoidable, then the project applicant shall retain the services of a qualified biologist to develop VELB mitigation plan in accordance with the current USFWS mitigation guidelines for unavoidable take of VELB habitat pursuant to either Section 7 or Section 10(a) of the Federal Endangered Species Act. The mitigation plans shall be reviewed and approved by the USFWS prior to any disturbance within the 100-foot dripline.*

*(c) Compensatory Mitigation*

*(1) Transplant Directly Affected Elderberry Shrubs*

*Elderberry shrubs will be transplanted when the plants are dormant, approximately November through the first two weeks in February, after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the plant and increase transplantation success. The project applicant shall follow the specific transplanting guidance provided in the USFWS VELB Guidelines.*

*Shrubs shall be transplanted to the French Camp Conservation Bank, or another UFWS-approved site. Elderberry seedlings and associated native plants will also be established at the site according to the ratios outlined in the Guidelines. See USFWS Biological Opinion, page 6, Table 1 issued on October 8, 2009 for the ratios.*

*(2) Compensate for Direct Impacts on Elderberry Shrubs*

*According to the USFWS VELB Guidelines, adversely affected shrubs that are "transplanted or destroyed" should be mitigated for according to the measures outlined in Table 1 of the USFWS VELB Guidelines. The City will mitigate for impacts on the shrubs by purchasing mitigation credits at a*

*USFWS-approved mitigation bank. A summary of the required mitigation is provided in Table 3.7-2. As shown in the table, the proposed project would require 22 elderberry seedlings and 28 associated native plants (six VELB credits) to be planted at a USFWS-approved mitigation bank. Currently, VELB mitigation credits are available at French Camp Conservation Bank. The shrubs identified for transplantation will be transplanted to this mitigation bank.*

| **Compensation for Impacts on VELB Habitat** | | | | | |
|---|---|---|---|---|---|
| **Location** | **Stem Diameter Class at Ground Level in Centimeters (inches)** | **Exit Holes?** | **Stem Count** | **Elderberry Seedling Ratio** | **Associated Native Plant Ratio** |
| Non-riparian | 2.5–7.6 (1–3) | No<br>Yes | 5<br>0 | 1:1<br>2:1 | 1:1<br>2:1 |
| Non-riparian | 7.6–12.7 (3–5) | No<br>Yes | 1<br>0 | 2:1<br>4:1 | 1:1<br>2:1 |
| Non-riparian | >12.7 (>5) | No<br>Yes | 3<br>1 | 3:1<br>6:1 | 1:1<br>2:1 |

*If the VELB is delisted by the USFWS prior to the initiation of any ground disturbing, demolition, or construction activities, the project applicant shall comply with any requirements that accompany the VELB delisting notice.*

Finding: Implementation of the mitigation measure would require a site-specific protocol survey be conducted to determine the presence of VELB in any elderberry bushes in the area of disturbance. If habitat is identified, then implementation of the mitigation measure would ensure that the project is designed to avoid disturbance. If disturbance within the buffer is unavoidable, the transplantation and replacement of VELB habitat as specified by the USFWS's VELB mitigation guidelines would ensure that the habitat is protected from loss. For these reasons, potential impacts to the VELB habitat would be less than significant. With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

**Impact 5.2-5**: Implementation of the RDSP could result in a violation of City Code Section 12.64.040 (related to Heritage trees). Without mitigation, this is a *potentially significant* impact.

Mitigation Measure (From MMP): The following mitigation measures have been adopted to address this impact:

*MM 5.2-5 Prior to the removal of any Heritage tree, the project applicant shall contact the City's Arborist and develop and enact a tree mitigation plan in compliance with the City's requirements.*

Finding: There could be Heritage trees on parcels that would be developed or redeveloped as part of the RDSP. Implementation of Mitigation Measure 5.2-5 would ensure that development within the RDSP would mitigate for the loss of Heritage trees, as required by the City. For this reason, the impact would be less than significant. With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

Hazards and Hazardous Materials

**Impact 5.4-1**: Construction associated with development in accordance with the RDSP could result in the exposure of people to hazards and hazardous materials during construction activities. Without mitigation, this is a *potentially significant* impact.

Construction activities due to development in the RDSP area could expose people to existing contamination. There are areas of known soil and groundwater contamination in the Specific Plan area due to historic uses, both within, and adjacent to, the Project area. In addition, development of some parcels in accordance with the RDSP may result in demolition of existing structures. Due to the age of some existing structures it is likely that asbestos containing materials (ACM) and lead-based paint are present. In addition to demolition, the grading, excavation, and dewatering of parcels for new or re-development within the RDSP area could also expose construction workers and the public to known, or previously unknown, hazards and/or hazardous materials present in the soil or groundwater. This impact is considered ***potentially significant***.

Mitigation Measure (From MMP): The following mitigation measures have been adopted to address this impact:

> *MM 5.4-1(a) Prior to any ground-disturbing or site construction activities associated with development of a parcel east of 12th Street, a determination shall be made by the County's Environmental Management Department (EMD) as to whether the parcel is within 1,000 feet of the following County Assessor's Parcels. If so, the applicant shall contact the County of Sacramento's Local Enforcement Agency, per Title 27, California Code of Regulations, Section 21190. The applicant shall comply with all requirements of the EMD regarding development and use of the parcel and provide written confirmation of such to the City of Sacramento.*
>
> - *003-0032-008*
> - *003-0032-009*
> - *001-0160-010*
> - *001-0160-011*
> - *003-0032-012*
> - *003-0041-006*
> - *001-0170-022*
> - *003-0410-003*

*5.4-1(b) Prior to demolition or renovation of structures, the project applicant shall provide written documentation to the City that either there is no asbestos-containing materials and/or lead-based paint in the structure or that such materials have been abated and that any remaining hazardous substances and/or waste have been removed in compliance with application State and local laws.*

Finding: Compliance with the federal, State, and local regulatory framework (including General Plan policies) would ensure that workers and the public are protected from hazards and hazardous materials during ground disturbing, demolition and/or construction activities within the RDSP boundary. Mitigation Measure 5.4-1(a)(b) enhances this framework by ensuring that project applicants provide written documentation to the City that development in the RDSP area does not expose people to potential hazards due to asbestos, lead-based paint, and the closed landfill. For these reasons, the potential impacts resulting from construction associated with development in accordance with the RDSP resulting in the exposure of people to hazards and hazardous materials during construction activities are less than significant. With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

Noise and Vibration

**Impact 5.6-2**: Implementation of the RDSP could result in residential interior noise levels of Ldn 45 or greater caused by an increase in noise levels. Without mitigation, this is a *potentially significant* impact.

Proposed residentially zoned areas in the RDSP that are subject to traffic noise and exterior noise sources that exceed the normally acceptable levels, may also result in residential interior noise levels of 45 dBA $L_{dn}$ or greater caused by noise level increases due to the project. As a result, areas of the RDSP proposed for residential zoning could result in future uses being subject to interior noise levels that exceed the City's standards.

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

*MM 5.6-2 Implement Mitigation Measure 5.6-1*

Finding: Because no development is currently proposed it is not possible provide adequate specific mitigation measures related to the design features of future buildings. In order to achieve the reduction of interior noise levels of future residential uses, future projects involving sensitive receptors that could be exposed to noise levels exceeding the City's noise standards will be required to prepare a project specific acoustical analysis that identifies potential impacts and noise attenuation methods, such as higher sound transmission rated windows, site design, and other mechanisms to reduce interior noise levels resulting in a

less than significant impact. With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

**Impact 5.6-3**: Construction of the development in accordance with the RDSP could result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance. Without mitigation, this is a *potentially significant* impact.

The primary source of temporary or periodic noise within the Plan area would be construction activity. This involves both construction-site activity and the transport of workers and equipment to and from the construction sites. While specific construction activities and schedules are not presently known for the RDSP, future noise from construction activities will occur and will be subject to General Plan Policy EC 3.1.10. This policy requires that development projects subject to discretionary approval assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses to the extent feasible. Since this policy would require mitigation of construction noise from future development, mitigation measures are provided for the Project.

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

*MM 5.6-3 The contractor shall ensure that the following measures are implemented during all phases of construction.*

- *Whenever construction occurs adjacent to occupied residences (on or offsite), temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90 or as approved by the City of Sacramento Building Official.*
- *Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.*
- *Quieter "sonic" pile-drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible and cost-effective, based on geotechnical considerations.*

Finding: The mitigation would require construction methods to reduce construction noise from future development. Compliance with the mitigation measure would reduce the severity of construction noise from development in the RDSP area, resulting in a less-than-significant impact. With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

**Impact 5.6-5**: Implementation of the RDSP could result in adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations. Without mitigation, this is a *potentially significant* impact.

Development proposed for sites alongside major heavy and light rail lines or adjacent to major freeways in the RDSP area would have the potential for exposure to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations. In general, the potential for vibration-induced structural damage from such sources would be very rare under any circumstances, but vibration-induced disruption could occur if the uses were close enough to rail lines or major freeways, resulting in a ***potentially significant*** impact.

Mitigation Measure (From MMP): The following mitigation measure was adopted to address this impact:

*MM 5.6-5 Implement Mitigation Measure 5.6-4(b).*

Finding: Compliance with General Plan Policy EC 3.1.6, which requires new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to follow the FTA screening distance criteria, would limit vibration impacts along with Mitigation Measure 5.6-4(b) and would ensure that vibration guidelines are adhered to. As a result, vibration impacts on residential and commercial areas would be less than significant. With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

**Impact 5.6-6**: Implementation of the RDSP could result in exposure of historic buildings and archaeological sites to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations. Without mitigation, this is a *potentially significant* impact.

Construction activities or highway traffic in close proximity to historic buildings and archeological sites may cause structural damage under certain circumstances, for example, when blasting, pile driving, heavy earth-moving, etc. take place very close to sensitive buildings or sites. Within the RDSP area there are existing listed historic structures and structures potentially eligible for listing along with a potential historic district and contributing resources. Construction activities could occur adjacent to each of these areas; thereby resulting in a potentially significant impact.

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

*MM 5.6-6 Implement Mitigation Measures 5.6-4 and 5.6-5.*

Finding: General Plan Policy EC 3.1.7 would ensure that the City require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to historic buildings and archeological sites and

require all feasible mitigation measures be implemented to ensure no damage would occur. In addition to, and compatible with, Policy EC 3.1.7, prior to development activities, project proponents would be required to comply with Mitigation Measures 5.6-4 and 5.6-5. Because historic buildings and archeological sites would be assessed for damage potential prior to construction activities and mitigation implemented to prevent damage, the impact to these resources would be less than significant. With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

**Impact 5.6-8**: Implementation of the RDSP could result in cumulative construction noise and vibration levels that exceed the standards in the City of Sacramento Noise Ordinance as well as vibration-peak-particle velocities greater than 0.5 inches per second. Without mitigation, this is a ***potentially significant*** impact.

For a cumulative impact due to vibration to occur, project-related construction would have to occur within 50 feet of a receptor simultaneously with construction of some other development in the area. It is not anticipated that this would occur in residential areas where many sensitive receptors are located. Construction at distances greater than 50 feet from a receptor would not have the capacity to add to any cumulative vibration effect. However, numerous pieces of equipment operating within 50 feet of a receptor would have a combined effect that could result in substantial VdB levels resulting in a significant cumulative impact due to vibration levels.

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

*MM* 5.6-8 *Implement Mitigation Measures 5.6-3 and 5.6-4.*

Finding: Because City policy would require mitigation of construction noise and vibration from individual future development projects and because construction noise and vibration from each project would be restricted in intensity and hours of occurrence by the City Code, construction noise and vibration from each project would be mitigated and the project's contribution would not be considerable. With implementation of the mitigation measure, this cumulative impact is reduced to a *less than significant* level.

**Impact 5.6-9**: Implementation of the RDSP could result in cumulative impacts on adjacent residential and commercial areas exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations. Without mitigation, this is a *potentially significant* impact.

Development proposed for sites alongside major heavy and light rail lines or adjacent to major freeways in the RDSP area would have the potential for exposure to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations. In general, the potential for vibration-induced structural damage from such sources would be very rare under any circumstances, but vibration impacts could occur if the uses were close enough to rail lines or major freeways. Since it is anticipated that traffic volumes would increase along the I-5 Freeway and that in the

future is it anticipated that more freight trains may access the city along with an increase in light rail trains resulting in exposing more sensitive areas to vibration-borne effects. Compliance with General Plan policies would limit vibration impacts. Implementation of these policies along with the Mitigation Measure 5.6-4(b) would ensure that vibration guidelines are adhered to. With implementation of the mitigation measure, this cumulative impact is reduced to a *less than significant* level.

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

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the Project have been identified. However, pursuant to section 21081(a)(3) of the Public Resources Code and section 15091(a)(3) of the CEQA Guidelines, as to each such impact and mitigation measure, the Planning Commission, based on the evidence in the record before it, specifically finds that the mitigation measures are infeasible. The impact and mitigation measures and the facts supporting the finding of infeasibility of each mitigation measure are set forth below. Notwithstanding the disclosure of these impacts and the finding of infeasibility, the Planning Commission elects to approve the Project due to the overriding considerations set forth below in Section (G), the statement of overriding considerations.

<u>Noise and Vibration</u>

**Impact 5.6-1**: Implementation of the RDSP could result in exterior noise levels that are above the upper value of the normally acceptable category for various land uses due to an increase in noise levels. Without mitigation this is a *potentially significant* impact.

Residential development in the RDSP area could experience traffic related exterior noise greater than the “Normally Acceptable” levels. The installation of sound walls could reduce the exterior noise levels to levels below the normally acceptable level; however, this is not considered a feasible mitigation measure because this would require new access points so that continuous soundwalls could be constructed along the street frontages. In addition the installation of sound walls would also be in conflict with the City’s General Plan Policy EC 3.1-11, which encourages the use of design strategies and other methods along transportation corridors to attenuate noise in lieu of sound walls. As a result, sensitive receptors to noise could be subject to exterior noise levels above the upper value of the normally acceptable level category for the residential land use. This would be a ***significant impact***.

Mitigation Measure (From MMP): The following mitigation measure has been identified to reduce this impact to a less than significant level. However, for the reasons set forth below, the mitigation measure is rejected as infeasible:

> *MM 5.6-1 Future development projects in the RDSP area consisting of noise sensitive receptors shall have an acoustical analysis prepared to measure any potential project noise impacts and identify specific noise attenuation features to*

*reduce impacts associated with exterior noise, to the extent feasible, to a less than significant level consistent with the policies of the General Plan.*

Finding: While mitigation measures could be implemented to reduce exterior noise impacts there are no feasible mitigation measures to reduce noise generated by traffic adjacent to several residentially-zoned areas below the upper value of the normally acceptable noise category. The installation of sound walls could reduce the noise levels to acceptable levels; however, this is not considered feasible mitigation because this would require new access points so that continuous sound walls could be constructed along the street frontages. In addition, the installation of sound walls would be in conflict the City's General Plan policy encouraging the use of design strategies along transportation corridors to attenuate noise in lieu of sound walls. For these reasons, the impact remains *significant and unavoidable*.

**Impact 5.6-4**: Implementation of the RDSP could result in existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction. Without mitigation, this is a *potentially significant* impact.

Existing and proposed residential and commercial uses could be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to construction activities within the RDSP. Future construction activities that could occur under the River District Specific Plan could have the potential to generate ground-borne vibration. Construction activities would occur at discrete locations throughout the RDSP area and vibration from such activities may impact existing buildings (i.e., through structural damage) and their occupants (i.e., through activity disruption, annoyance, etc.) if they are located close enough to the construction sites. In general, vibration-induced structural damage could only occur when certain types of construction activity (e.g., blasting, pile driving, heavy earth-moving) take place very close to existing structures, while vibration-induced disruption/annoyance could occur during more common types of construction activity (e.g., truck movements) at greater distance from the activity area.

Impacts related to construction vibration are event- and location-specific; these impacts would not occur at great distances. However, when construction vibration occurs at sensitive land uses close to construction sites, the impacts would be considered ***significant***.

Mitigation Measure (From MMP): The following mitigation measure has been identified to reduce this impact to a less than significant level. However, for the reasons set forth below, the mitigation measure is rejected as infeasible:

MM 5.6-4: *Implement Mitigation Measure 5.6-3 and;*

***a)*** *During construction, should damage occur despite the above mitigation measures, construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil conditions and the*

*types of buildings in the immediate area. The contractor shall monitor the buildings throughout the remaining construction period and follow all recommendations of the qualified engineer to repair any damage that has occurred to the pre-existing state, and to avoid further structural damage.*

***b)*** *Prior to individual development projects, the applicant shall have a certified vibration consultant prepare a site-specific vibration analysis for residential uses and historic structures that are within the screening distance (shown in Table 5.6-7) for freight and passenger trains or light rail trains. The analysis shall detail how the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and annoyance. The results of the analysis shall be incorporated into project design.*

Vibration-induced structural damage could be avoided in all cases by prohibiting any construction projects that have any potential for causing structural damage to nearby structures. Since it is not feasible to prohibit all construction close to existing structures (i.e., within 150 feet), the residual potential for vibration impacts at certain receptors could be *significant and unavoidabl*e.

**Impact 5.6-7**: Implementation of the RDSP along with other development in the region could result in an increase in interior and exterior noise levels in the Policy Areas that are above acceptable levels. Without mitigation, this is a *potentially significant* impact

Due to anticipated increases in traffic on most local roadways due to increases in development within and outside of the Project area, noise levels in excess of City standards attributed to growth per the General Plan and the Project would represent a considerable contribution. This is considered a *significant cumulative impact*.

Mitigation Measure (From MMP): The following mitigation measure has been identified to reduce this impact to a less than significant level; however, for the reasons set forth below, the mitigation is rejected as infeasible:

> *MM 5.6-1 Future development projects in the RDSP area consisting of noise sensitive receptors shall have an acoustical analysis prepared to measure any potential project noise impacts and identify specific noise attenuation features to reduce impacts associated with exterior noise to a less than significant level, to the extent feasible, consistent with the policies of the General Plan, to the extent feasible.*

Finding: While mitigation measures could be implemented to reduce exterior noise impacts there are no feasible mitigation measures to reduce noise generated by cumulative traffic conditions adjacent to several residentially-zoned areas below the upper value of the normally acceptable noise category. The installation of sound walls could reduce the noise levels to acceptable levels; however, this is not considered feasible mitigation because this would require new access points so that continuous sound walls could be constructed along the street frontages. In addition, the installation of sound walls would be in conflict the City's General

Plan policy encouraging the use of design strategies along transportation corridors to attenuate noise in lieu of sound walls. For this reason, the impact remains *significant and unavoidable*.

**Traffic and Circulation**

**Impact 5.10-2:** Implementation of the RDSP could result in potentially significant impact on study roadway segments in 2015. Without mitigation this is ***a potentially significant*** impact.

The traffic generated by development within the RDSP area in year 2015 would result in significant traffic impacts for the following roadway segments:

- Richards Boulevard just east of Bercut Drive
- 16th Street south of Richards Boulevard

Finding: No feasible mitigation measure was found to lessen the impact to a less than significant level. Mitigation would require widening of Richards Boulevard wider than planned in the RDSP to add vehicle lanes for additional vehicle capacity. This is inconsistent with the City's goals to create pedestrian-friendly streets and the City's Smart Growth policies. For this reason, the impact remains *significant and unavoidable.*

**Impact 5.10-3**: Implementation of the RDSP could result in potentially significant impacts on study freeway mainline segments in 2015.

The traffic generated by RDSP would result in significant traffic impacts in 2015 for one freeway mainline segment in the study area:

- State Route 160 northbound at the American River bridge during P.M. peak hour

Finding:No feasible mitigation measure was found to lessen the impact on SR 160 northbound at the bridge. To fully mitigate this impact, it would be necessary to reduce the RDSP traffic such that no additional traffic is added to the freeway segment, or to improve the operation of the freeway segment from LOS F to LOS E. Widening the freeway would reduce the impact, but is not considered feasible because of the numerous transportation structures that would need to be modified or replaced. For this reason, the impact remains *significant and unavoidable*.

**Impact 5.10-11**: Implementation of the RDSP could result in potentially significant impacts on study roadway segments in 2035. Without mitigation, this is a *potentially significant* impact.

The traffic generated by RDSP would result in significant traffic impact under cumulative conditions for the following roadway segments in the study area:

- Richards Boulevard east of Bercut Drive
- Richards Boulevard east of Dos Rios Street
- 16th Street south of Richards Boulevard
- 12th Street north of Richards Boulevard
- 16th Street north of Richards Boulevard
- North 4th Street north of Richards Boulevard
- North 4th Street south of Richards Boulevard
- North 4th Street south of Bannon Street
- 10th Street south of Railyards Boulevard
- 12th Street south of North B Street

Finding:No feasible mitigation measures were identified that would reduce the impacts on the roadway segments. Mitigation would require additional widening of the roadways within the RDSP area, to add more vehicle lanes to increase vehicle capacity, which is inconsistent with City goals to create pedestrian-friendly streets and the City's Smart Growth policies. For these reasons, the impact remains *significant and unavoidable*.

**Impact 5.10-12**: Implementation of the RDSP could result in potentially significant impacts on study freeway mainline segments in 2035. Without mitigation, this is a *potentially significant* impact.

The traffic generated by RDSP would result in significant traffic impact in 2035 for the following freeway mainline segments in the study area:

- Northbound I-5 south of I Street on-ramp – AM and PM peak hours
- Northbound I-5 south of Richards Boulevard off-ramp – PM peak hour
- Northbound I-5 north of Richards Boulevard off-ramp – PM peak hour
- Northbound I-5 north of Richards Boulevard on-ramp – PM peak hour
- Southbound I-5 north of Richards Boulevard off-ramp – AM and PM peak hours
- Southbound I-5 north of Richards Boulevard on-ramp – AM and PM peak hours
- Southbound I-5 north of J Street off-ramp – AM and PM peak hours
- Southbound I-5 north of I Street on-ramp –PM peak hour
- Northbound SR 160 at the American River – PM peak hour

Finding:No feasible mitigation measures were found to lessen the impact on these freeway segments. It would be necessary to reduce the traffic generated in the RDSP area such that no additional traffic were added to the freeway segment or to improve the operations of the freeway segments from Level of Service F to Level of Service E. Widening the freeway would reduce the impact, but was not considered feasible because of the numerous transportation structures that would need to be modified/ replaced.

For these reasons, the impact remains *significant and unavoidable*.

**Impact 5.10-13**: Implementation of the RDSP could result in potentially significant impacts on study freeway interchanges in 2035. Without mitigation, this is a *potentially significant* impact.

The traffic generated by RDSP would result in significant traffic impact the following freeway interchange locations within the study area:

- Northbound I-5 off-ramp to Richards Boulevard – PM peak hour
- Northbound I-5 off-ramp to Garden Highway – PM peak hour
- Southbound I-5 off-ramp to Richards Boulevard – AM peak hour
- Southbound I-5 on-ramp from Richards Boulevard – PM peak hour
- Southbound I-5 off-ramp to J Street – PM peak hour

Finding: No feasible mitigation measures were identified that would reduce the impact of the project on I-5 off-ramps. It would be necessary to reduce the traffic generated in the RDSP area such that no additional traffic were added to the freeway ramps or to improve the operations of the freeway ramps. Widening the ramps would reduce the impact, but was not considered feasible because of the numerous transportation structures that would need to be modified/ replaced.

Therefore the impact of the project remains **significant and unavoidable.**

**Impact 5.10-14**: Implementation of the RDSP could result in potentially significant impacts on study freeway off-ramp queues in 2035. Without mitigation, this is a *potentially significant* impact.

The traffic generated by RDSP would result in significant traffic impact for one freeway off-ramp queue in the study area:

- I-5 northbound off-ramp to J Street – AM peak hour.

Finding: With implementation of MM 5.10-10(gg), freeway off-ramp queues at the I-5 northbound off-ramp at J Street would be 1,028 feet in the A.M. peak hour, and would exceed the available storage. No feasible mitigation measures were identified at this location**. I**t would be necessary to reduce the traffic generated in the RDSP area such that no additional traffic were added to the freeway ramp or to improve the operations of the freeway ramp. Widening the ramp would reduce the impact, but was not considered feasible because of the numerous transportation structures that would need to be modified/ replaced.

Therefore the impact of the project remains **significant and unavoidable.**

### C. 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 Planning Commission elects to approve the Project due to overriding considerations as set forth below in Section G, the statement of overriding considerations.

Air Quality

**Impact 5.1-6**: Implementation of the RDSP, in conjunction with other construction activities in the SVAB, would increase cumulative construction-generated $NO_x$ levels above 85 pounds per day. Without mitigation this is a *potentially significant* impact.

Construction activities for other projects outside of the RDSP Area that occur simultaneously with project construction within the RDSP Area would contribute emissions of $NO_x$. While those emissions would be temporary, combined they could exceed the SMAQMD thresholds. However, the SMAQMD oversees a large area outside of the RDSP Area boundaries that would require projects comply with SMAQMD mitigation requirements. It is anticipated that individual projects within the RDSP Area would comply with policies requiring implementation of feasible mitigation. Nonetheless, concurrent projects both within the RDSP Area as well as within the SVAB would likely exceed the SMAQMD significance threshold, resulting in a ***significant cumulative*** impact.

Mitigation Measure (From MMP): The following mitigation measure has been identified to reduce this impact to a less than significant level. However, for the reasons set forth below, the mitigation measure is rejected as infeasible:

*MM 5.1-6 Comply with MM 5.1-1 (a - d)*

Finding: Compliance with General Plan policies requiring implementation of SMAQMD standard mitigation measures (MM 5.1-1(a – d)) would result in reductions in construction emissions from individual projects in the RDSP Area including compliance with SMAQMD standard construction measures; payment into SMAQMD's construction mitigation fund would reduce off-site sources to ensure that construction emissions would not result in substantial increases in ozone precursors in the air basin. However, there are no other feasible mitigation measures to ensure that construction emissions for multiple concurrent projects, including projects outside of the Policy Area, can be reduced below the 85 pounds per day threshold.

Therefore, the project's contribution to this impact would remain considerable and the impact would be *significant and unavoidable.*

**Impact 5.1-8**: Implementation of the RDSP, in conjunction with other development in the SVAB, would emit particulate pollutants associated with construction activities at a

cumulative level equal to, or greater than, five percent of the CAAQS (50 micrograms/cubic meter for 24 hours). Without mitigation, this is a *potentially significant* impact.

Significant levels of particulate matter could be generated during project grading and other construction activities taking place within the RDSP Area. Those impacts could be reduced below the significance threshold for individual projects through the implementation of the identified mitigation measures. However, $PM_{10}$ emissions from construction projects that occur simultaneously in the vicinity of one another and within the RDSP Area combined with development in the larger SVAB could have significant cumulative effects. Because the particulate matter emissions due to implementation of the RDSP and other development in the region could exceed established thresholds, its contribution would be considerable resulting in a ***significant cumulative impact.***

*MM 5.1-8 Comply with MM 5.1-2(a & b)*

Finding: Compliance with General Plan policies, which requires implementation of feasible mitigation measures, including MM 5.1-2(a & b) to reduce $PM_{10}$ emissions, would result in reductions in construction $PM_{10}$ emissions from individual projects within the RDSP Area. However, there are no other feasible mitigation measures to ensure that construction emissions for multiple concurrent projects, including those outside of the RDSP Area boundaries, can be reduced to ensure that $PM_{10}$ emissions would not exceed thresholds.

Therefore, emissions of $PM_{10}$ in the Policy Area would remain cumulatively considerable and the impact would be *significant and unavoidable*.

**<u>Cultural and Historic Resources</u>**

**Impact 5.3-1**: Implementation of the RDSP could cause a substantial change in the significance of historical resources (State Printing Plant) as defined in the CEQA Guidelines Section 15064.5. Without mitigation, this is a *potentially significant* impact.

*Mitigation Measure 5.3-1: None available (for State Printing Plant only).*

Finding: Full implementation of the RDSP requires the construction of several streets within the Specific Plan area. North 6th Street would be extended from North B Street to Richards Boulevard, in order to extend the Central City street grid pattern. Bannon Street would be extended eastward to 7th Street. Portions of the extended North 6th Street and Bannon Streets would traverse the site of the State of California Printing Plant. This facility is eligible as a historic resource in the Sacramento Register. However, the extension of the street grid to the RDSP area is one of the primary objectives of the project. The traffic circulation within the District is dependent upon traffic accessing the area from the south, to include North 6th Street. For this reason, the impact is *significant and unavoidable*.

**Impact 5.3-2**: Implementation of the RDSP could cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5. Without mitigation, this is a *potentially significant* impact.

Mitigation Measure 5.3-2 (From MMP): The following mitigation measures have been adopted to address this impact:

> *MM 5.3-2 The following shall apply to any ground disturbing activities associated with development in accordance with the RDSP.*
>
> *a. Prior to any excavation, grading or other construction on the project site, and in consultation with Native American Tribes and the City's Preservation Director: a qualified archaeologist will prepare a testing plan for testing areas proposed for excavation or any other ground-disturbing activities as part of future projects, which plan shall be approved by the City's Preservation Director. Testing in accordance with that plan will then ensue by the qualified archaeologist, who will prepare a report on findings, and an evaluation of those findings, from those tests and present that report to the City's Preservation Director. Should any findings be considered as potentially significant, further archaeological investigations shall ensue, by the qualified archaeologist, and the archaeologist shall prepare reports on those investigations and evaluations relative to eligibility of the findings to the Sacramento, California or National Registers of Historic & Cultural Resources/ Places and submit that report to the City's Preservation Director and SHPO with recommendations for treatment, disposition, or reburials of significant findings, as appropriate. Also, at the conclusion of the pre-construction testing, evaluation and reports and recommendations, a decision will be made by the City's Preservation Director as to whether on-site monitoring during any project-related excavation or ground-disturbing activities by a qualified archaeologist will be required.*
>
> *b. Discoveries during construction: For those projects where no on-site archaeological monitoring was required, in the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and a qualified archeologist will be consulted to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific*

*analysis and professional museum curation. In, a report shall be prepared by the qualified archeologist according to current professional standards.*

*c. If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.*

*d. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.*

*e. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.*

*f. If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner, and City's Preservation Director, shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place. Work can continue on other parts of the project site while the unique archeological resource mitigation takes place.*

Finding: Mitigation 5.3-2 outlines a plan to test sites in the RDSP area where projects will involve excavation or other ground-disturbing activities, and to specifies the proper handling of any archeological resources uncovered during ground-disturbing construction anticipated by the RDSP. While unforeseen archeological resources may still be found during any ground disturbing activities, following the guidelines in Mitigation 5.3-2 will significantly reduce potential impacts to archeological resources in the RDSP area; however, because the potential impacts to significant archeological resources may still occur during ground disturbing activity there is the potential that implementation of the RDSP may cause a significant environmental impact as defined by CEQA Guidelines Section 15064.5. For these reasons, the impact remains *significant and unavoidable*.

**D. 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 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 develop and operate the project including water, natural gas, fossil fuels, and electricity. The long-term implementation of the project would provide economic benefits to the City. The project would be developed within an existing urban area and not contribute to urban sprawl. Notwithstanding the foregoing, some long-term impacts would result.

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

**E. Project's Contribution of Greenhouse Gas Emissions**

The City of Sacramento has adopted a proactive and comprehensive approach to climate change issues, including adoption of the 2030 General Plan to encourage a pattern of urban development that avoids dispersed residential and employment centers that by their design encourage motor vehicle trips, one of the largest contributors to greenhouse gas emissions. Likewise, the 2030 General Plan calls for strengthening the City's efforts to promote building standards to reduce the carbon footprint of buildings, another of the major contributors. The River District Specific Plan project is consistent with this approach and implements the City's plan to reduce greenhouse gas emissions.

<u>The 2030 General Plan and the Master Environmental Impact Report</u>

The City Council approved the 2030 General Plan on March 3, 2009. As part of its action, the City Council certified the Master Environmental Impact Report (Master EIR) that evaluated the environmental effects of development that is reasonably anticipated under the 2030 General Plan. The Master EIR includes extensive discussion of the potential effects of greenhouse gas emissions. The Master EIR discussions regarding climate change are incorporated here by reference. See, for example:

Draft EIR: 6.1 Air Quality (Page 6.1-1)
Final EIR: City Climate Change master Response (Page 4-1)
Errata No. 2: Climate Change (Page 12)

The impact of greenhouse gas emissions from human activities, specifically with regard to global climate change, has been acknowledged by the City of Sacramento and others as an inherently cumulative effect. Global climate change occurs, by definition, on a global basis. Greenhouse gases remain in the atmosphere for extended periods, and combine with GHG emissions from other areas of the globe, thus creating an inherently cumulative impact.

The 2030 General Plan and Master EIR recognized these unique aspects of the problem. The Master EIR acknowledges that the greenhouse gas emissions resulting from development that would be consistent with the 2030 General Plan would be cumulatively considerable, and significant and unavoidable. See Errata 2, February 23, 2009.

In addition, at City Council direction staff reviewed the various policies and implementation programs in the 2030 General Plan that could mitigate greenhouse gas emissions, and determined that a number of these policies could be revised. A list of such policies, and the changes that were made to respond to the continuing discussion of climate change, were included as part of the Mitigation Monitoring Plan that implemented mitigation identified in the Master EIR.

The effects of the 2030 General Plan promote denser urban development within the current City territorial limits to accommodate population growth, which will reduce growth pressures and sprawl in outlying areas. While total greenhouse gas emissions within the General Plan policy area may increase over time due to growth in population in the region, this increase is less than what would have occurred if the 2030 General Plan were not adopted and development of more land in outlying areas had been permitted under the 1988 General Plan. Adoption of the 2030 General Plan put these key strategies in place immediately and has begun to shape development as well as the activities of day-to-day living and move the City and the region toward a more sustainable future.

Because the actual effectiveness of all the feasible policies and programs included in the 2030 General Plan that avoid, minimize, or reduce greenhouse gas could not be quantified, the impact was identified in the Master EIR as a significant and unavoidable cumulative impact.

<u>General Plan Consistency of the River District Specific Plan Project</u>

The 2030 General Plan identifies a mix of Traditional Neighborhood Low Density (TNLD), Traditional Neighborhood Medium Density (TNMD) and Traditional Center (TC) on the River District Specific Plan site. These designations include detached and attached single-family homes, multifamily dwellings, commercial or mixed use development and compatible public and quasi-public uses. The Land Use and Urban Form Diagram in the 2030 General Plan designates TNLD for the northern portion of the site, TNMD for the central portion and TC in the southern portion. Each of the three designations permit residential and commercial development. The development program analyzed in the Master EIR for the River District Specific Plan site included a

mix of 549 attached and detached dwelling units and 200,000 square feet of commercial development.

The proposed River District Specific Plan project development program and mix of uses is generally consistent with the development program anticipated by the 2030 General Plan and the Master EIR. The River District Specific Plan project proposes a mix of TNLD, TNMD, Traditional Neighborhood High Density, and TC development. The proposal locates lower density single family homes to the north, higher density attached homes and apartments in the central area and commercial uses to the south. The proposed 527 dwelling units fall within the range anticipated by the General Plan (549). The 259,000 square feet of commercial space appears to be about 30% greater than was studied in the Master EIR. However, the commercial floor area ratio (FAR) of 0.37 is well within the range of 0.3-2.0 FAR permitted in TC. As a result, the land uses and their associated density and intensity are consistent with the 2030 General Plan.

In addition to determining consistency with the Land Use and Urban Form Diagram, goals and policies of the General Plan's ten elements are relevant.

*Land Use and Urban Design Element:*

LU 5 Traditional Center Urban Form Guidelines (2030 General Plan, Page 2-68)

While the guidelines are not goals or policies, and are not mandatory or binding on the applicant, they do express the City's desired urban form vision. For Traditional Centers, the guidelines call for:

1. small, rectangular blocks;
2. small, narrow lots providing a fine-grained development pattern;
3. building heights ranging from one to four stories;
4. lot coverage not exceeding 80 percent;
5. buildings sited at or near the sidewalk and typically abutting one another with limited side yard setbacks;
6. building entrances set at the sidewalk;
7. rear alleys and secondary streets providing service access to reduce the need for driveways and curb cuts on the primary street;
8. parking provided on-street as well as in...lots at the side or rear of structures;
9. transparent building frontages with pedestrian-scaled articulation and detailing;
10. moderately wide side sidewalks;
11. public streetscapes serving as the center's primary open space, complemented by outdoor seating, plazas, courtyards, and sidewalk dining areas.

These guidelines provide the staff and applicant with guidance regarding project design, and support the City's identified goal of encouraging development by providing specific and enforceable standards for development.

LU 5 Traditional Centers Goals and Policies

Policy LU 5.3.1 Development Standards. The City shall continue to support development and operation of centers in traditional neighborhoods by providing flexibility in development standards, consistent with public health and safety, in response to constraints inherent in retrofitting older structures and in creating infill development in established neighborhoods.

*Mobility Element:*

The following goals and policies are relevant to the design of the River District Specific Plan project. They primarily relate to the design of public and private streets and the desired relationships among buildings, streets and parking facilities.

Policy M 1.3.1 Grid Network. The City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that provides for a well-connected, walkable community, preferably as a grid or modified grid.

Policy M 1.3.2 Private Complete Streets. The City shall require large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing roadway system.

Policy M 2.1.3 Streetscape Design. The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.

Policy M 2.1.4 Cohesive Network. The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel.

Policy M 2.1.5 Continuous Network. The City shall provide a continuous pedestrian network in existing and new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles.

Policy M 2.1.6 Building Design. The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks.

Policy M 2.1.7 Parking Facility Design. The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access, including clearly defined corridors and walkways connecting parking areas with buildings.

Policy M 2.1.8 Housing and Destination Connections. The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways

that provide direct links between streets and major destinations such as transit stops and stations, schools, parks, and shopping centers.

Policy M 3.1.12 Direct Access to Stations. The City shall ensure that projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible.

Goal M 4.3 Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management techniques, while recognizing the City's desire to provide a grid system that creates a high level of connectivity.

Policy M 4.3.1 Neighborhood Traffic Management. The City shall continue wherever possible to design streets and approve development applications in such as manner as to reduce high traffic flows and parking problems within residential neighborhoods.

M 5.1.8 Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways.

Buildings constructed as part of the project would be required to comply with current California building codes that enforce energy efficiency.

The City of Sacramento has adopted an approach that seeks to implement community development principles that encourage pedestrian-friendly, multi-use development that reduces vehicle miles travelled. The various goals and policies applicable to the project through the 2030 General Plan provides just such a framework, and are effective tools to mitigate climate change through reduction of greenhouse gas emissions. These goals and policies have accurately been described in the Master EIR as mitigation for such effects.

The City has acknowledged that the sum of greenhouse gas emissions that could be generated by development under the 2030 General Plan would be cumulatively considerable, and has identified the goals and policies under the 2030 General Plan as the primary vehicle to mitigating such impacts. This programmatic approach achieves reductions in the two main emitting categories: motor vehicle emissions and energy used in buildings. By adopting measures that are applicable community-wide, the City has implemented a reduction strategy that is fair and can be implemented with confidence that emission reductions will actually occur.

The City has identified greenhouse gas reductions goals as stated in AB 32 and other State guidance as relevant to the impact analysis. This is consistent with guidance provided by the Sacramento Metropolitan Air Quality Management District (SMAQMD). In its CEQA Guide, December 2009, the District suggests that local agencies properly consider adopting a threshold that considers whether an individual project's GHG

emissions would substantially hinder the State's ability to attain the goals identified in AB 32. (CEQA Guide, page 6-11)

The Master EIR concluded that greenhouse gas emissions that could be emitted by development that is consistent with the 2030 General Plan would be cumulatively considerable and unavoidable (Errata No. 2, Page 12). The Master EIR includes a full analysis of greenhouse gas emissions and climate change, and adequately addresses these issues.

The project is consistent with the City's goals and policies as set forth in the 2030 General Plan and Master EIR relating to reduction of greenhouse gas emissions. The project would not impede the City's efforts to comply with AB32 requirements. The project would not have any significant additional environmental effects relating to greenhouse gas emissions or climate change.

### 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.

**<u>Alternatives Considered and Dismissed from Further Consideration</u>**

**Alternative Site**

Section 15126.6(f)(2)(B) of the CEQA Guidelines states, "If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reason in the EIR." A feasible alternative location for the proposed project that would result in substantially reduced impacts does not exist.

The CEQA Guidelines (Section 15126.6[b]) requires that only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR. The Off-Site Alternative would involve the construction of the proposed project on an alternative location. The Off-Site Alternative could have the same type and intensity of uses as the proposed project. Although other vacant properties are located in the City of Sacramento, infill parcels of substantial size like the project site are limited. It should also be noted that, by definition, CEQA states that an alternative should avoid or substantially lessen one or more of the environmental effects of the project. Alternative locations within the City would generally contain similar characteristics as the project site, and the development of greenfield sites located outside the City would likely result in greater impacts than the proposed project. Therefore, development of the project on an alternative location would be expected to result in at least the same level of impacts as the proposed project. As a result, an

environmentally feasible off-site location that would meet the requirements of CEQA, as well as meet the basic objectives of the proposed project, does not exist.

**No Project/No Development Alternative**

This alternative assumes that the Project would not be implemented and that there would not be any new development within the RDSP area. The project area is composed of approximately 400 parcels, under the ownership of approximately 200 entities. It is not feasible to consider an alternative that assumes no owners would want to develop their properties.

**Summary of Alternatives Considered**

**No Project/Existing Zoning Alternative**

Section 15126.6 (e)(1) of the State CEQA Guidelines requires that a "no project alternative" be evaluated in comparison to the proposed project.

The No Project/No Build Alterative is defined in this section as the continuation of the existing condition of the project site. Development would be consistent with the currently allowed land uses, zoning, and development alternative. The No Project/No Development Alternative would allow the project site to continue in the existing state. Currently the RDSP area is a mix of underutilized and underdeveloped parcels and parcels with incompatible adjacent land uses.

*Facts in Support of Finding of Infeasibility*

This alternative would result in a continuation of the current mix of underutilized and underdeveloped parcels and parcels with incompatible adjacent uses and would not meet any of the project objectives to redevelop and revitalize the area.

**Existing Street Pattern/Historic Preservation Alternative**

This alternative assumes that there would be a River District Specific Plan to guide the development and redevelopment of the area and that no new streets would be developed. As with the Project, this alternative assumes that the density of development allowed within the Specific Plan area would be less than allowed by the Zoning Code, due to the proposed Specific Plan and the Design Guidelines. Parcel sizes would remain the same as the current configuration, which is large in some areas than would occur with the Project's street grid. This could result in different types of development than envisioned by the Project and could result in less residential development. It is assumed that the amount of office and commercial development would remain the same as the Project.

This alternative would develop the same footprint as the Project; and therefore, the impacts related to the location of development, such as potential loss of biological and

archeological resources, exposure to hazards and hazardous materials, and changes to local hydrology would be the same.

Assuming less residential development, this alternative could result in less impacts to public services. However, the need for expanded or new facilities would result from development of either the Project or this alternative.

The impacts to residents on Bannon Street due to increased noise from traffic could be less under this alternative because the street grid would not be extended. Traffic on Bannon Steet would not be anticipated to increase enough to result in significantly increased noise for the residents. However, without the gridded street pattern, it is anticipated that more cars would travel on Richards Boulevard than with the Project, thereby resulting in greater traffic noise to the existing residential development on Dos Rios Street.

The impacts to public utilities would be slightly less because less residential development is assumed with this alternative.

It is anticipated that operational air impacts would be greater because there would not be the gridded street pattern to expand the circulation system and provide drivers with more choices.

This alternative would not require the demolition of the State Printing Plant, which is eligible for listing as a historic resource. The demolition of this building is considered a Significant and Unavoidable impact of the Project. This alternative would not result in this impact and would not result in significant impacts to historic resources.

*Facts in Support of Finding of Infeasibility*

This alternative would meet some of the objectives established for the Project; however, the objectives of making the River District area an integral part of the circulation system with the areas to the east and south would not be met.

### 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 5.1 through 5.10. 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.

The project would establish the planning and development standards for redevelopment of an underutilized area. The goal of the Project is to master plan the district as a transit-oriented, urban neighborhood that supports a mix of uses with parcels ready for development. The Project would provide the policy and implementation framework for the evolution of the Project area from a primarily light-industrial, low intensity district to a cohesive district with a mix of residential, commercial, industrial, public and open space uses.

The City Council adopts the mitigation measures in the final Mitigation and Monitoring Program, incorporated by reference into these Findings (see Exhibit B), and finds that any residual or remaining effects on the environment resulting from the project, identified as significant and unavoidable in the Findings of Fact, are acceptable due to the benefits set forth in this Statement of Overriding Considerations. The City Council makes this Statement in accordance with section 10593 of the CEQA Guidelines in supporting approval of the project.

## Exhibit B: Mitigation Monitoring Plan

| Impact | Mitigation Measure | Implementing Party | Timing | Verification of Compliance |
|---|---|---|---|---|
| | **5.1 Air Quality** | | | |
| **5.1-1: Construction activities within the RDSP area could result in $NO_x$ levels above 85 pounds per day.** | **MM 5.1-1(a)** *The following shall be incorporated into all City construction contracts and included on all construction plans:*<br>• *Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.*<br>• *Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.*<br>• *Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.*<br>• *Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).*<br>• *All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.*<br>• *Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.*<br>*Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.*<br><br>**MM 5.1-1(b)** *The following shall be incorporated into all construction plans for projects that estimated construction related $NO_x$ emissions exceed 85 lbs/day.*<br>*Category 1: Reducing $NO_x$ emissions from off-road diesel powered equipment*<br><br>*The project shall provide a plan, for approval by the lead agency and SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) self-propelled off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent $NO_x$ reduction and 45 percent particulate reduction[1] compared to the most recent CARB fleet average at time of construction; and*<br><br>*The project representative shall submit to the lead agency and 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* | Contractor | Prior to Approval of Construction Plans | |

| | | | | |
|---|---|---|---|---|
| | *the horsepower rating, engine production year, and projected hours of use 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.*<br><br>**MM 5.1-1(c)** *The following shall be incorporated into all construction plans for projects that estimated construction related $NO_x$ emissions exceed 85 lbs/day.*<br><br>*Category 2: Controlling visible emissions from off-road diesel powered equipment*<br><br>*The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency 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 supercede other SMAQMD or state rules or regulations.*<br><br>**and/or:**<br><br>*If at the time of construction, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with SMAQMD prior to construction will be necessary to make this determination.*<br><br>**MM 5.1-1(d)** *The following shall be incorporated into all construction plans for projects that estimated construction related $NO_x$ emissions exceed 85 lbs/day.*<br>*If projected construction related emissions for a project are not reduced below the 85 lbs/day by application of MM 5.1-1(b)(c), then an off-site construction mitigation fee shall be applied. The construction mitigation fee shall be calculated based upon the SMAQMD's current construction mitigation fee at the time of project specific evaluation. Verification of payment of the mitigation fee shall be provided to the City prior to issuance of any grading permits* | | | |

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|---|---|---|---|---|
| 5.1-2: **Construction within the RDSP could result in $PM_{10}$ concentrations that exceed acceptable thresholds.** | **MM 5.1-2(a)** *Comply with MM 5.1-1(a)*<br><br>**MM 5.1-2(b)** *Grading and ground disturbance activities shall not exceed 15 acres per day for any individual development project.* | Contractor<br><br>Applicant | Prior to Approval of Construction Plans<br><br>During Construction | |
| 5.1-6: **Implementation of the RDSP, in conjunction with other construction activities in the SVAB, would increase cumulative construction-generated $NO_x$ levels above 85 pounds per day.** | **MM 5.1-6** *Comply with MM 5.1-1 (a – d)* | Contractor | Prior to Approval of Construction Plans | |
| 5.1-8: **Implementation of the RDSP, in conjunction with other development in the SVAB, would emit particulate pollutants associated with construction activities at a cumulative level equal to, or greater than, five percent of the CAAQS (50 micrograms/cubic meter for 24 hours).** | **MM 5.1-8** *Comply with MM 5.1-2(a & b)* | Contractor<br><br>Applicant | Prior to Approval of Construction Plans<br><br>During Construction | |
| **5.2 Biological Resources** | | | | |
| 5.2-2: **Implementation of the RDSP could adversely affect special-status birds due to the substantial degradation of the** | **MM 5.2-2(a)** *Preconstruction surveys for burrowing owls shall be conducted in accordance with the Burrowing Owl Survey Protocol and Mitigation Guidelines (The California Burrowing Owl Consortium 1993), which calls for surveying out to 500 feet from project limits where suitable habitat is present. If owls are identified in the biological study area, mitigation measures will be implemented as outlined in the CDFG's 1995 Staff Report on Burrowing Owl Mitigation (California Department of Fish and Game 1995). These measures will include those listed here.* | Applicant | Prior to Ground Disturbance, Demolition, | |

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| **quality of the environment or reduction of the population or habitat below self-sustaining levels due to loss or disturbance of nesting and/or foraging habitat.** | *If occupied owl burrows are found within the biological study area, a determination will be made by a qualified biologist in consultation with the CDFG regarding whether work will affect the occupied burrows or disrupt reproductive behavior.*<br><br>*If it is determined that construction will affect occupied burrows during August through February, the subject owls will be passively relocated from the occupied burrow(s) using one-way doors. One-way doors will be in place for a minimum of 48 hours before burrows are excavated.*<br><br>*If it is determined that construction will physically affect occupied burrows or disrupt reproductive behavior during the nesting season (March through July), avoidance is the only mitigation available. Construction will be delayed within 300 feet of occupied burrows until it is determined that the subject owls are not nesting or until a qualified biologist determines that juvenile owls are self sufficient or are no longer using the natal burrow as their primary source of shelter.*<br><br>**MM 5.2-2(b)** *Construction and demolition activities shall be conducted during the non-nesting season (August 1 through March 19) whenever feasible.*<br><br>*If construction or demolition activities occur during the nesting season (between March 20 and July 30), a qualified biologist shall conduct a survey for nesting Swainson's hawk within a 0.5 mile of the demolition/construction activities using the California Department of Fish and Game's (CDFG) Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley or as required by CDFG.*<br><br>*Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities, and shall be conducted in accordance with the California Department of Fish and Game (CDFG) protocol as applicable.*<br><br>*If no active Swainson's hawks nests are identified a copy of the preconstruction survey and letter report stating the survey results shall be sent to the City of Sacramento and no further mitigation is required.*<br><br>*If active nests are found, measures consistent with the CDFG Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California shall be implemented. These measures include, but shall not be limited to:*<br><br>*No intrusive disturbances (such as heavy equipment operation associated with construction, use of cranes, or rock-crushing) or other project-related activities that may cause nest abandonment or forced fledging, can be initiated with 200 yards (buffer zone) of an active nest between March 20 and July 30. The size of the buffer area may be adjusted by a qualified biologist*<br><br>*If demolition/construction activities are unavoidable within the buffer zone, the project applicant shall retain a qualified biologist to monitor the nest to determine if abandonment occurs. If the nest is abandoned and the nestlings are still alive, the project applicant shall retain the services of a qualified biologist to reintroduce the nesting(s) (recovery and hacking). Prior to implementation, any hacking plan shall be reviewed and approved by the Environmental Services Division and Wildlife Management Division of the CDFG.* | | or Construction | |

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| | *Completion of the nesting cycle will be determined by a qualified biologist.*<br><br>**MM 5.2-2(c)** *Prior to any grading, demolition, or construction activities from March 15 to May 15 within 100 feet of the bridges over the American River adjacent to the project site, a preconstruction survey shall be conducted by a qualified biologist within 15 days of the start of project-related activities. If active nests are present, no construction shall be conducted within 100 feet of the edge of purple martin colony (as demarcated by the active nest hole closest to the construction activity) at the beginning of the purple martin breeding season from March 15 to May 15. The buffer areas shall be avoided to prevent disturbance to the nest(s) until it is no longer active. The size of the buffer areas may be adjusted in a qualified biologist and CDFG determine it would not be likely to have adverse effects on the purple martins. No project activity shall commence within the buffer areas until a qualified biologist confirms that the nest(s) is no longer active.* | | | |
| **5.2-3: Implementation of the RDSP could adversely affect special-status mammals due to the substantial degradation of the quality of the environment or reduction of population or habitat below self-sustaining levels.** | **MM 5.2-3** *Prior to demolition activities, the project applicant shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites within the area of disturbance. If no roosting sites or bats are found, a letter report confirming absence shall be sent to the City of Sacramento and no further mitigation is required.*<br><br>*If bats are found roosting outside of the nursery season (May 1 through October 1), then they shall be evicted as described under (c) below. If bats are found roosting during the nursery season, then they shall be monitored to determine if the roost site is a maternal roost. This can occur either by visual inspection of the bat pups, if possible, or monitoring the roost for sounds of bat pups after the adults leave for the night. If the roost is determined to not be a maternal roost, then the bats shall be evicted as described under (c). Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. A 250-foot (or as determined in consultation with CDFG) buffer zone shall be established around the roosting site within which no construction shall occur.*<br><br>*Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International (BCI) and in consultation with CDFG, that allow the bats to exist the roosting site but prevent re-entry to the site. This would include, but not be limited to, the installation of one-way exclusion devices. The devices would remain in place for seven days and then the exclusion points and any other potential entrances shall be sealed. This work shall be completed by a BCI-recommended exclusion professional.* | Applicant | Prior to Demolition | |
| **5.2-4: Implementation of the RDSP could result in the loss of CDFG-defined sensitive natural communities, such as an elderberry savanna, resulting in** | **MM 5.2-4** *Prior to any ground-disturbing, demolition, or construction activities, the project applicant shall retain a qualified biologist to conduct a survey to identify and document all potential valley elderberry longhorn beetle habitat (VELB). The survey and evaluation methods shall be performed consistent with the US Fish and Wildlife Service's (USFWS) VELB survey methods. The survey shall include a stem count of stems greater than, or equal to, one-inch in diameter and an assessment of historic or current VELB use. If no such habitat is found, mitigation is not necessary.*<br><br>*Avoidance* | Applicant | Prior to Ground Disturbance, Demolition, or Construction | |

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| **a substantial adverse effect.** | *The proposed project shall be designed to avoid ground disturbance within 100 feet of the dripline of elderberry shrubs identified in the survey, as noted in (a) above, as having stems greater than or equal to one inch in diameter. The 100-foot buffer could be adjusted in consultation with the USFWS. If avoidance is achieved, a letter report confirming avoidance shall be sent to the City of Sacramento and no further mitigation is required.*<br><br>*Before any ground-disturbing activity, a qualified biologist shall flag the elderberry shrubs that will be retained adjacent to the biological study area. Thereafter, the City shall ensure that a minimum 4-foot-tall temporary, plastic mesh–type construction fence (Tensar Polygrid or equivalent) is installed at least 100-feet from the driplines of the flagged elderberry shrubs. This fencing is intended to prevent encroachment by construction vehicles and personnel. The fencing shall be strung tightly on posts set at a maximum interval of 10 feet. The fencing shall be installed in a way that prevents equipment from enlarging the work area beyond the delineated work area. The fencing shall be checked and maintained weekly until all construction is completed. Signs shall be placed at intervals of 50 feet and must be readable at a distance of 20 feet. This buffer zone will be marked by signs stating:*<br><br>*"This is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment."*<br><br>*No construction activity, including grading, clearing, storage of equipment or machinery shall be allowed until this condition is satisfied. The fencing and a note reflecting this condition will be shown on the construction plans.*<br><br>*In addition to (b)(1-3) above, the following shall also be implemented:*<br><br>*The City will ensure that dust control measures are implemented for all ground-disturbing activities in the project area. These measures may include application of water to graded and disturbed areas that are vegetated; however the City or its contractor may use other measures more appropriate for site-specific conditions, as long as dust is minimized to the maximum extent practicable. To avoid attracting Argentine ants, at no time will water be sprayed within the driplines of elderberry shrubs.*<br><br>*Pursuant to the USFWS VELB Guidelines, the City will implement the following measures to mitigate for the direct and indirect impacts on VELB before groundbreaking occurs for the proposed project.*<br><br>*If disturbance within 100-feet of the dripline, or approved equal by the USFWS, of the elderberry shrub with stems greater than or equal to one-inch in diameter is unavoidable, then the project applicant shall retain the services of a qualified biologist to develop VELB mitigation plan in accordance with the current USFWS mitigation guidelines for unavoidable take of VELB habitat pursuant to either Section 7 or Section 10(a) of the Federal Endangered Species Act. The mitigation plans shall be reviewed and approved by the USFWS prior to any disturbance within the 100-foot dripline.* | | | |

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| | *Compensatory Mitigation*<br><br>*Transplant Directly Affected Elderberry Shrubs*<br><br>*Elderberry shrubs will be transplanted when the plants are dormant, approximately November through the first two weeks in February, after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the plant and increase transplantation success. The project applicant shall follow the specific transplanting guidance provided in the USFWS VELB Guidelines.*<br><br>*Shrubs shall be transplanted to the French Camp Conservation Bank, or another UFWS-approved site. Elderberry seedlings and associated native plants will also be established at the site according to the ratios outlined in the Guidelines. See USFWS Biological Opinion, page 6, Table 1 issued on October 8, 2009 for the ratios.*<br><br>*Compensate for Direct Impacts on Elderberry Shrubs*<br><br>*According to the USFWS VELB Guidelines, adversely affected shrubs that are "transplanted or destroyed" should be mitigated for according to the measures outlined in Table 1 of the USFWS VELB Guidelines. The City will mitigate for impacts on the shrubs by purchasing mitigation credits at a USFWS-approved mitigation bank. A summary of the required mitigation is provided in Table 5.7-2. As shown in the table, the proposed project would require 22 elderberry seedlings and 28 associated native plants (six VELB credits) to be planted at a USFWS-approved mitigation bank. Currently, VELB mitigation credits are available at French Camp Conservation Bank. The shrubs identified for transplantation will be transplanted to this mitigation bank.*<br><br>*If the VELB is delisted by the USFWS prior to the initiation of any ground disturbing, demolition, or construction activities, the project applicant shall comply with any requirements that accompany the VELB delisting notice.* | | | |
| **5.2-5: Implementation of the RDSP could result in a violation of City Code Section 12.64.040 (related to Heritage trees)** | **MM 5.2-5** *Prior to the removal of any Heritage tree, the project applicant shall contact the City's Arborist and develop and enact a tree mitigation plan in compliance with the City's requirements.* | Applicant | Prior to Removal of Heritage Tree | |
| | **5.3 Cultural Resources** | | | |
| **5.3-2: Implementation of the RDSP could cause a substantial change in the significance of an archaeological resource as defined** | **MM 5.3-2** *a. Prior to any excavation, grading or other construction on the project site, and in consultation with Native American Tribes and the City's Preservation Director: a qualified archaeologist will prepare a testing plan for testing areas proposed for excavation or any other ground-disturbing activities as part of future projects, which plan shall be approved by the City's Preservation Director. Testing in accordance with that plan will then ensue by the qualified archaeologist, who will prepare a report on findings, and an evaluation of those findings, from those tests and present that report to the City's Preservation Director. Should any findings be considered as potentially significant, further archaeological investigations shall ensue, by the qualified archaeologist, and the archaeologist* | Applicant | Prior to Ground Disturbance, Demolition, or Construction | |

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| **in CEQA Guidelines Section 15064.5.** | *shall prepare reports on these investigations and evaluations relative to eligibility of the findings to the Sacramento, California or National Registers of Historic & Cultural Resources/ Places and submit that report to the City's Preservation Director and SHPO with recommendations for treatment, disposition, or reburials of significant findings, as appropriate. Also, at the conclusion of the pre-construction testing, evaluation and reports and recommendations, a decision will be made by the City's Preservation Director as to whether on-site monitoring during any project-related excavation or ground-disturbing activities by a qualified archaeologist will be required.*<br><br>*b. Discoveries during construction: For those projects where no on-site archaeological monitoring was required, in the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and a qualified archeologist will be consulted to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In, a report shall be prepared by the qualified archeologist according to current professional standards.*<br><br>*c. If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.*<br><br>*d. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.*<br><br>*e. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.*<br><br>*f. If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner, and City's Preservation Director, shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interrment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place. Work can continue on other parts of the project site while the unique archeological resource mitigation takes place.* | | | |
| **Cumulative 5.3-3:** | *Implement Mitigation Measure 5.3-2* | Applicant | Prior to Ground | |

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| **Implementation of the RDSP, in conjunction with other development within the Central Valley, could cause a substantial change in the significance of a historic or archaeological resource as defined in CEQA Guidelines Section 15064.5.** | | | Disturbance, Demolition, or Construction | |
| | **5.4 Hazards and Hazardous Materials** | | | |
| **5.4-1: Construction associated with development in accordance with the RDSP could result in the exposure of people to hazards and hazardous materials during construction activities.** | **MM 5.4-1(a)** *Prior to any ground-disturbing or site construction activities associated with redevelopment of a parcel east of 12th Street, a determination shall be made by the County's Environmental Management Department (EMD) as to whether the parcel is within 1,000 feet of the following County Assessor's Parcels. If so, the applicant shall contact the County of Sacramento's Local Enforcement Agency, per Title 27, California Code of Regulations, Section 21190. The applicant shall comply with all requirements of the EMD regarding development and use of the parcel.*<br>• *003-0032-008*<br>• *003-0032-009*<br>• *001-0160-010*<br>• *001-0160-011*<br>• *003-0032-012*<br>• *003-0041-006*<br>• *001-0170-022*<br>• *003-00410-003*<br><br>**MM 5.4-1(b)** *Prior to demolition or renovation of structures, the project applicant shall provide written documentation to the City that asbestos-containing materials and/or lead-based paint have been abated and that any remaining hazardous substances and/or waste have been removed in compliance with application State and local laws.* | Applicant | Prior to Ground Disturbance or Construction | |
| | **5.6 Noise and Vibration** | | | |
| **5.6-1: Implementation of the RDSP could result in exterior noise levels that are above the upper value of the normally acceptable category for various land uses due to an increase in** | **MM 5.6-1** *Future development projects in the RDSP Area consisting of noise sensitive receptors shall have an acoustical analysis prepared to measure any potential project specific noise impacts and identify specific noise attenuation features to reduce impacts associated with exterior noise to a less than significant level, to the extent feasible, consistent with the Policies of the General Plan.* | Applicant | Prior to Approval of Building Plans | |



Subject: River District Specific Plan (M09-003) February 1, 2011

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| **noise levels.** | | | | |
| **5.6-2: Implementation of the RDSP could result in residential interior noise levels of Ldn 45 or greater caused by an increase in noise levels.** | **MM 5.6-2** *Implement Mitigation Measure 5.6-1* | Applicant | Prior to Approval of Building Plans | |
| **5.6-3: Construction of the development in accordance with the RDSP could result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance.** | **MM 5.6-3** *The contractor shall ensure that the following measures are implemented during all phases of construction.*<br>• *Whenever construction occurs near residential or other noise-sensitive uses (on or offsite), temporary barriers shall be constructed around the construction site to shield the ground floor and lower stories of the noise-sensitive uses. The barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90, or as approved by the City of Sacramento Building Official. The barrier shall not contain any gaps at its base or face, except for site access and surveying openings. The barrier height shall be designed to break the line of sight and provide at least a 5 dBA insertion loss between the noise producing equipment and the upper-most*<br>• *Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.*<br>• *Quieter "sonic" pile-drivers shall be used unless engineering studies are submitted to the City that show this is not feasible and cost-effective, based on geotechnical considerations.* | Contractor | During All Phases of Construction | |
| **5.6-4: Implementation of the RDSP could result in existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction.** | **MM 5.6-4** *Implement Mitigation Measure 5.6-3 and*<br>**a)** *During construction, should damage occur despite the above mitigation measures, construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil conditions and the types of buildings in the immediate area. The contractor shall monitor the buildings throughout the remaining construction period and follow all recommendations of the qualified engineer to repair any damage that has occurred to the pre-existing state, and to avoid further structural damage.* | Contractor | During All Phases of Construction | |
| | **b)** *Prior to individual development projects, the applicant shall have a certified vibration consultant prepare a site-specific vibration analysis for residential uses and historic structures that are within the screening distance (shown in Figure 5.6-3) for freight and passenger trains or light rail trains. The analysis shall detail how the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and annoyance. The results of the analysis shall be incorporated into project design.* | Applicant | Prior to Approval of Building Plans | |

Subject: River District Specific Plan (M09-003) January 13, 2011

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| 5.6-5: Implementation of the RDSP could result in adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations. | **MM 5.6-5** *Implement Mitigation Measure 5.6-4b.* | Applicant | Prior to Approval of Building Plans | |
| 5.6-6: Implementation of the RDSP could result in exposure of historic buildings and archaeological sites to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations. | **MM 5.6-6** *Implement Mitigation Measure 5.6-4 and 5.6-5* | Contractor<br>Applicant | During All Phases of Construction<br>Prior to Approval of Building Plans | |
| Cumulative 5.6-7: Implementation of the RDSP along with other development in the region could result in an increase in interior and exterior noise levels in the Policy Area that are above acceptable levels. | **MM 5.6-7***Implement Mitigation Measure 5.6-1* | Applicant | Prior to Approval of Building Plans | |
| 5.6-8: Implementation of the RDSP could result in cumulative construction noise and vibration levels | **MM 5.6-8** *Implement Mitigation Measures 5.6-3 and 5.6-4* | Contractor | During All Phases of Construction | |

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| **that exceed the standards in the City of Sacramento Noise Ordinance as well as vibration-peak-particle velocities greater than 0.5 inches per second.** | | Applicant | Prior to Approval of Building Plans | |
| 5.6-9: **Implementation of the RDSP could result in cumulative impacts on adjacent residential and commercial areas exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.** | **MM 5.6-9** *Implementation of Mitigation Measure 5.6-4(b)* | Applicant | Prior to Approval of Building Plans | |
| | **5.10 Transportation and Circulation** | | | |
| **5.10-1: Implementation of the RDSP could result in potentially significant impact at study intersections in 2015.** | **MM 5.10-1** Error! Reference source not found. (a) *At the I-5 southbound ramps / Richards Boulevard intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(b) At the I-5 northbound ramps / Richards Boulevard intersection, modify/ restripe the eastbound approach to provide two left-turn lanes and two through lanes and adjust the signal timing. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(c) At the 3rd Street / Richards Boulevard intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(e) At the 12th Street / 16th Street / Richards Boulevard intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(f) At the 7th Street / North B Street intersection, add one eastbound left-turn lane to provide one left-turn lane and one through-right turn lane; modify the westbound approach lanes to provide one left-turn lane and one through-right turn lane; add one northbound right-turn lane to provide one left-through lane and one right-turn lane; provide protected left-turning movements for the eastbound and* | Applicant | Prior to Issuance of Building Permits | |

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| | *westbound left-turn lanes and provide split phasing for the northbound and southbound movements; and optimize signal timing. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(h) At the 16th Street / North B Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(i) At the 14th Street / F Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(j) At the 16th Street / H Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(k) At the 5th Street / I Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(l) At the 6th Street / I Street intersection, prohibit parking during the p.m. peak hour for 100 feet along the right side of westbound I Street to provide one combination through-left lane, two through lanes, and one combination through-right turn lane; modify the northbound lanes to provide one left-turn lane and two through lanes; and optimize signal timing.* | | | |
| **5.10-4: Implementation of the RDSP could result in potentially significant impact on study freeway interchanges in 2015.** | **MM 5.10-4** *Prior to building permit, each developer shall pay the I-5 impact fee that is in effect at the time of the issuance of building permit.* | Applicant | Prior to Issuance of Building Permits | |
| **5.10-5: Implementation of the RDSP could result in potentially significant impact on study freeway off-ramp queues in 2015.** | **MM 5.10-5** *Implement MM 5.10-1(a)* | Applicant | Prior to Issuance of Building Permits | |
| **5.10-10: Implementation of the RDSP could result in potentially significant impact at study intersections in 2035.** | ***MM 5.10-10*** *(a) At the I-5 southbound ramps / Richards Boulevard intersection, add a third westbound left-turn lane approximately 100 feet in length; modify the eastbound approach lanes to provide one through lane, one through-right turn lane, and one right-turn lane; and optimize signal timing. To accommodate these modifications without widening proposed roadways modifications at the adjacent I-5 northbound ramps are required. At the I-5 northbound ramps / Richards Boulevard intersection, the City shall reduce the length of the eastbound left-turn lane to approximately 100 feet; convert one eastbound through lane to a second left-turn lane; and optimize signal timing. The City, in coordination with Caltrans, is in the process of preparing a Project Study Report for this interchange and the final lane configurations will be an element of that study.* | Applicant | Prior to Issuance of Building Permits | |



Subject: River District Specific Plan (M09-003) February 1, 2011

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| | *The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(b)At the Bercut Drive / Richards Boulevard intersection, provide two left-turn lanes and a left-through-right turn lane; modify the southbound lanes to provide a right-turn lane and a combination left-through-right turn lane; and optimize signal timing. The City, in coordination with Caltrans, is in the process of preparing a Project Study Report for this interchange and the final lane configurations will be an element of that study.*<br><br>*The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(c) At the North 4th Street / Richards Boulevard intersection, provide two northbound left-turn lanes, and one through-right turn lane; add one westbound right-turn lane with overlap signal phasing, to provide one left-turn, two through lanes, and one right-turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(e) At the 7th Street / Richards Boulevard intersection, modify the eastbound approach to provide two left-turn lanes, one through lane, and one through-right turn lane; add lanes to the northbound approach to provide two-lef-turn lanes, two through lanes, and one right-turn lane with overlap signal phasing; increase the traffic signal cycle length from 100 to 150 seconds during both the a.m. and p.m. peak hours; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(f)At the Street W / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to modify the eastbound approach to add one northbound right-turn lane to provide one left-turn lane, one through lane, and one right-turn lane; monitor and adjust the signal timing when needed.*<br><br>*(g)At the 12th Street / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to remove one westbound through lane and add one eastbound through lane, this could be accomplished without widening the street; monitor and adjust the signal timing when needed.*<br><br>*(h)At the 16th Street / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to remove one westbound through lane west of the intersection to add one eastbound left-turn lane, this could be accomplished without widening the street; monitor and adjust the signal timing when needed.*<br><br>*(i)At the Vine Street / Street W intersection, add one northbound right-turn lane to provide one left-through-right turn lane, and one right-turn lane; add one southbound left-turn lane to provide one left-turn lane, one left-through-right turn lane; add one eastbound through lane to provide one left-turn* | | | |

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| | *lane, one through lane, one through-right turn lane; provide a fully actuated traffic signal; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(j)At the Vine Street / 12th Street intersection, add two westbound through lanes to provide three through lanes, one through-right turn lane; convert Vine Street to one-way eastbound between 12th Street and 16th Street, there would be no road widening in this action; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(k)At the 16th Street / Vine Street intersection, convert Vine Street to one-way eastbound between 12th Street and 16th Street and add one eastbound left-turn lane, this could be accomplished without widening the street. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(m)At the 10th Street / North B Street intersection, add one eastbound through lane to provide one left-turn lane, one through lane, and one through-right turn lane, this can be accomplished without widening the existing street; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.*<br><br>*(n)At the 14th Street / North B Street intersection, convert the westbound left-through lane to a left-turn only lane and provide protected left-turn signal phasing; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.*<br><br>*(p)At the Alturn Street / North B Street intersection, convert eastbound left-through lane to a left-turn only lane to provide one left-turn lane and one through-right turn lane; convert the westbound left-through lane to a left-turn only lane to provide one left-turn lane and one through-right turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.*<br><br>*(r)At the 10th Street / C Street intersection, add one left-turn lane to provide one left-turn lane and one through-right turn lane to southbound, eastbound and westbound approaches; provide leading protected left-turn phase for southbound approach; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(s)At the 14th Street / C Street intersection, install a new traffic signal at the time when one or more warrants are satisfied; provide one northbound right-turn lane by prohibiting on-street parking for 150 feet during the p.m. peak hour. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by* | | | |

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| | *the City prior to the issuance of building permits.*<br><br>*(u)At the 16th Street / C Street intersection, convert the eastbound through lane to a left-through lane to provide one left-turn lane and one through-left lane; provide split signal phasing for eastbound and westbound traffic movements; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(w)At the 7th Street / F Street intersection, modify the northbound and southbound approaches to provide one left-turn lane and one through-right turn lane; modify the westbound lanes on F Street to provide one left-through lane and one right-turn lane; provide permitted left-turn signal phasing for the east and westbound movements; provide overlap signal phasing for the westbound right turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(x)At the 10th Street / F Street intersection, install a traffic signal at the time when one or more warrants are satisfied. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(y)At the 14th Street / F Street intersection, add one southbound left-turn to provide one left-turn lane and one through-right turn lane, this would require converting the angle parking to parallel parking on the east side of 14th Street north of F Street; provide leading, protected-permitted signal phasing for the southbound left turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(z)At the 7th Street / G Street intersection, modify westbound lanes to provide one left-turn lane, one through lane and one right-turn lane; provide permitted phasing for the northbound left turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(aa)At the 5th Street / H Street intersection, add one northbound right-turn lane to provide one left-turn lane, one through lane and one right-turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(bb)At the 6th Street / H Street intersection, provide protected signal phasing for the southbound left turn movement.* | | | |

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| | *(cc)At the 16th Street / H Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to increase the signal cycle length to 100 seconds and re-optimize signal splits during the p.m. peak hour.*<br><br>*(ee)At the 5th Street / I Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(ff)At the 6th Street / I Street intersection, prohibit parking during the p.m. peak hour for 100 feet along the right side of westbound I Street to provide one through-left lane, two through lanes, and one through-right turn lane; modify the northbound approach to provide one left-turn lane and two through lanes; monitor and adjust the signal timing when needed.*<br><br>*(gg)At the 3rd Street / J Street intersection, modify the southbound I-5 off-ramp approach to the intersection to provide one left-through lane, two through lanes, and one right-turn lane. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* | | | |
| **5.10-13: Implementation of the RDSP could result in potentially significant impact on study freeway interchanges in 2035.** | **MM 5.10-13** *Prior to building permit, each developer shall pay the I-5 impact fee that is in effect at the time of the issuance of building permit..* | Applicant | Prior to Issuance of Building Permits | |
| **5.10-14: Implementation of the RDSP could result in potentially significant impact on study freeway off-ramp queues in 2035.** | ***MM 5.10-14*** *Implement MM 5.10-10(gg)* | Applicant | Prior to Issuance of Building Permits | |

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| | *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 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.*<br><br>**MM 5.3-1(c)** *The following shall be incorporated into all construction plans for projects that estimated construction related $NO_x$ emissions exceed 85 lbs/day.*<br><br>*Category 2: Controlling visible emissions from off-road diesel powered equipment.*<br><br>*The project shall require that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity for longer than three minutes in any one hour shall be repaired immediately, and the lead agency 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.*<br><br>***and/or:***<br><br>*If at the time of construction, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with SMAQMD prior to construction will be necessary to make this determination.*<br><br>**MM 5.3-1(d)** *The following shall be incorporated into all construction plans for projects that estimated construction related $NO_x$ emissions exceed 85 lbs/day.*<br>*If projected construction related emissions for a project are calculated below the 85 lbs/day by application of MM 5.3-1(b)(ii), then an off-site construction mitigation fee shall be applied. The construction mitigation fee shall be calculated based upon the SMAQMD's current construction mitigation fee at the time of project specific evaluation. Verification of payment of the mitigation fee shall be provided to the City prior to issuance of any grading permit.* | | | |
| **5.3-2: Construction within the RDSP could result in $PM_{10}$ concentrations that exceed acceptable thresholds.** | **MM 5.3-2(a)** *Comply with MM 5.3-1(a).*<br><br>**MM 5.3-2(b)** *Grading and ground disturbance activities shall not exceed 55 acres per day for any individual development project.* | Contractor<br><br>Applicant | Prior to Approval of Construction Plans<br><br>During Construction | |

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| **5.1-6: Implementation of the RDSP, in conjunction with other construction activities in the SVAB, would increase cumulative construction-generated $NO_x$ levels above 85 pounds per day.** | **MM 5.1-6** *Comply with MM 5.1-1(a – d)* | Contractor | Prior to Approval of Construction Plans | |
| **5.1-8: Implementation of the RDSP, in conjunction with other development in the SVAB, would emit particulate pollutants associated with construction activities at a cumulative level equal to, or greater than, five percent of the CAAQS (50 micrograms/cubic meter for 24 hours).** | **MM 5.1-8** *Comply with MM 5.1-2(a & b)* | Contractor<br>Applicant | Prior to Approval of Construction Plans<br>During Construction | |
| | **5.2 Biological Resources** | | | |
| **5.2-2: Implementation of the RDSP could adversely affect special-status birds due to the substantial degradation of the quality of the environment or reduction of the population or habitat below self-sustaining levels due to loss or disturbance of nesting and/or foraging habitat.** | **MM 5.2-2(a)** *Preconstruction survey for burrowing owl shall be conducted in accordance with the Burrowing Owl Survey Protocol and Mitigation Guidelines (The California Burrowing Owl Committee 1993), which call for surveying out to 500 feet from project limits where suitable habitat is present. If owl are identified in the biological study area, mitigation measures will be implemented as outlined in the CDFG's 1995 Staff Report on Burrowing Owl Mitigation (California Department of Fish and Game 1995). These measures will include three listed here.*<br><br>*If occupied owl burrows are found within the biological study area, a determination will be made by a qualified biologist in consultation with the CDFG regarding whether work will affect the occupied burrow or disrupt reproductive behavior.*<br><br>*If it is determined that construction will affect occupied burrows during August through February, the owlets will be passively relocated from the occupied burrows using one-way doors. One-way doors will be in place for a minimum of 48 hours before burrows are excavated.*<br><br>*If it is determined that construction will physically affect occupied burrows or disrupt reproductive behavior during the nesting season (March through July), excluding it the only mitigation measure. Construction will be delayed within 500 feet of occupied burrows until it is determined that the nesting* | Applicant | Prior to Ground Disturbance, Demolition, or Construction | |

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| | [illegible] are not nesting or until a qualified biologist determines that juvenile owls are self-sufficient or are no longer using the natal burrow as their primary source of shelter.<br><br>**MM 5.2-2(b)** *Construction and demolition activities shall be conducted during the non-nesting season (August 1 through March 19) whenever feasible.*<br><br>*If construction or demolition activities occur during the nesting season (between March 20 and July 30), a qualified biologist shall conduct a survey for nesting Swainson's hawks within a 0.5 mile of the demolition/construction activities using the California Department of Fish and Game's (CDFG) Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley or as required by CDFG.*<br><br>*Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities, and shall be conducted in accordance with the California Department of Fish and Game (CDFG) protocol as applicable.*<br><br>*If no active Swainson's hawks nests are identified a copy of the preconstruction survey and letter report stating the survey results shall be sent to the City of Sacramento and no further mitigation is required.*<br><br>*If active nests are found, measures consistent with the CDFG Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California shall be implemented. These measures include, but shall not be limited to:*<br><br>*The intensive disturbances (such as heavy equipment operation associated with construction, use of cranes, or rock crushing, or other project-related activities that may cause nest abandonment or forced fledging) can be restricted with 200 yards (buffer zone) of an active nest between March 20 and July 30. The size of the buffer area may be adjusted by a qualified biologist.*<br><br>*If demolition/construction activities are unavoidable within the buffer zone, the project applicant shall retain a qualified biologist to monitor the nest to determine if abandonment occurs. If the nest is abandoned and the nestlings are still alive, the project applicant shall retain the services of a qualified biologist to rehabilitate the nestling(s) [illegible] and hacking. Prior to implementation, any hacking plan shall be reviewed and approved by the Environmental Services Division and Wildlife Management Division of the CDFG.*<br><br>*Completion of the nesting cycle will be determined by a qualified biologist.*<br><br>**MM 5.2-2(c)** *Prior to any grading, demolition, or construction activities from March 15 to May 15 within 100 feet of the bridges over the American River adjacent to the project site, a preconstruction survey shall be conducted by a qualified biologist within 15 days of the start of project-related activities. If active nests are present, no construction shall be conducted within 100 feet of the edge of purple martin colony [illegible] by the active nest [illegible] to the construction activity at the beginning of the purple martin breeding season from March 15 to May 15. The buffer areas shall be avoided to [illegible] disturbance to the nest(s) until it is no longer active. The size of the buffer area may be adjusted by a qualified biologist and CDFG determine it would not be likely to have adverse effects on the purple martins. The project activity shall commence within the buffer areas until a qualified biologist confirms that the nest(s) is no longer active.* | | | |

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| **5.2-3: Implementation of the RDSP could adversely affect special-status mammals due to the substantial degradation of the quality of the environment or reduction of population or habitat below self-sustaining levels.** | **MM 5.2-3** *Prior to ground-disturbing activities, the project applicant shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites within the area of disturbance. If no roosting sites or bats are found, a letter report confirming absence shall be sent to the City of Sacramento and no further mitigation is required.*<br><br>*If bats are found roosting outside of the maternity season (May 1 through October 31), then they shall be evicted as described under (c) below. If bats are found roosting during the maternity season, then they shall be monitored to determine if the roost site is a maternal roost. This can occur either by visual inspection of the bat pups, if possible, or monitoring the roost for emerging of bat pups after the adults leave for the night. If the roost is determined to not be a maternal roost, then the bats shall be evicted as described under (c). Because bat pups cannot fly, the roost until they are mature enough, evidence of a maternal roost cannot occur during the nursing season. A 250 foot (or as determined in consultation with CDFG) buffer zone shall be established around the roosting site within which no construction shall occur.*<br><br>*Eviction of bats shall be conducted using bat exclusion techniques developed by Bat Conservation International (BCI) and in consultation with CDFG, that allow the bats to exit the roosting site but prevent re-entry in the site. This would include, but not be limited to, the installation of one-way exclusion devices. The devices would remain in place for seven days and then the exclusion panels and any other potential entrances shall be sealed. This work, will be completed by a BCI-recommended exclusion professional.* | Applicant | Prior to Demolition | |
| **5.2-4: Implementation of the RDSP could result in the loss of CDFG-defined sensitive natural communities, such as an elderberry savanna, resulting in a substantial adverse effect.** | **MM 5.2-4** *Prior to any ground-disturbing, demolition, or construction activities, the project applicant shall retain a qualified biologist to conduct a survey to identify and document all potential valley elderberry longhorn beetle habitat (VELB). The survey and evaluation methods shall be performed consistent with the US Fish and Wildlife Service's (USFWS) VELB survey methods. The survey shall include a time frame of time, greater than, or equal to, one inch in diameter and an assessment of factors or correct VELB use. If no such habitat is found, mitigation is not necessary.*<br><br>*Avoidance*<br><br>*The proposed project shall be designed to avoid ground disturbance within 100 feet of the drip line of elderberry shrubs identified in the survey, as noted in (a) above, or having stems greater than or equal to one inch in diameter. The 100 foot buffer shall be adjusted in consultation with the USFWS. If avoidance is achieved, a letter report confirming avoidance shall be sent to the City of Sacramento and no further mitigation is required.*<br><br>*Before any ground disturbing activity, a qualified biologist shall flag the elderberry shrubs that will be retained adjacent to the biological study area. Thereafter, the City shall ensure that a minimum of four foot temporary, plastic mesh-type construction fence (Tensar Polygrid or equivalent) is installed at least 100 feet from the drip line of the flagged elderberry shrubs. This fencing is intended to prevent encroachment by construction vehicles and personnel. The fencing shall be strong rigidly on posts, set at a maximum interval of 10 feet. The fencing shall be installed in a way that prevents equipment from enlarging the work area beyond the delineated work area. The fencing shall be checked and maintained weekly until all construction is completed. Signs shall be placed at intervals of 50 feet and must be visible at a distance of 20 feet. The buffer zone will be marked by caps stating* | Applicant | Prior to Ground Disturbance, Demolition, or Construction | |

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| | This is habitat of the valley elderberry longhorn beetle, a threatened species and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violations are subject to prosecution, fines, and imprisonment.<br><br>No construction activity, including grading, clearing, storage of equipment or machinery, shall be allowed until this condition is satisfied. The fencing and a note reflecting this condition will be shown on the construction plans.<br><br>In addition to this 25 foot, the following shall also be implemented:<br><br>The City and owner shall assist minimal measures are implemented for all ground disturbing activities in the project area. These measures may include application of water to graded and disturbed areas that are unvegetated. However the City or its contractor may use other measures more appropriate for site specific conditions, as long as dust is minimized to the maximum extent practicable. To avoid attracting migratory birds, at no time will water be ponded within the drip line of elderberry shrubs.<br><br>Pursuant to the USFWS VELB Guidelines, the City will implement the following measures to mitigate for the direct and indirect impacts on VELB habitat, granted during water for the proposed project:<br><br>If elderberries within 100-feet of the drip line, or approved equal by the USFWS, of the elderberry shrub with stems greater than or equal to one-inch in diameter is unavoidable, then the project applicant shall notify the services of a qualified biologist to develop VELB mitigation plan in accordance with the current USFWS mitigation guidelines for unavoidable take of VELB habitat pursuant to either Section 7 or Section 10(a) of the Federal Endangered Species Act. The mitigation plan shall be reviewed and approved by the USFWS prior to any disturbance within the 100-foot drip line.<br><br>Compensatory Mitigation<br><br>Transplant Directly Affected Elderberry Shrubs<br><br>Elderberry shrubs will be transplanted when the plants are dormant, approximately November through the first two weeks in February, after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the plant and increase transplantation success. The project applicant shall follow the specific transplanting guidance provided in the USFWS VELB Guidelines.<br><br>Shrubs shall be transplanted to the Parish Camp Conservation Bank, or another USFWS-approved site. Elderberry seedling and associated native plants will also be established at the site according to the ratios outlined in the Guidelines. The USFWS Biological Opinion, page 6, Table 1 issued on October 8, 2009 for the ratios.<br><br>Compensate for Direct Impacts on Elderberry Shrubs<br><br>According to the USFWS VELB Guidelines, adversely affected shrubs that are "transplanted or destroyed" should be mitigated for according to the measures outlined in Table 1 of the USFWS | | | |

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| | *VELB Guidelines. The City will mitigate for impacts on the valley by purchasing mitigation credits at a USFWS approved mitigation bank. A summary of the required mitigation is provided in Table 3.7-2. As shown in the table, the proposed project would require 22 valleyhead swallows and 23 associated native plants. The VELB credits to be planned at a USFWS approved mitigation bank. Currently VELB mitigation credits are available at Private Group Conservation Bank. The credits identified for transplantation will be transplanted to the mitigation bank.*<br><br>*If the VELB is delisted by the USFWS prior to the initiation of any ground disturbing, demolition, or construction activities, the project applicant shall comply with any requirements that accompany the VELB delisting rules.* | | | |
| **3.2-5: Implementation of the RDSP could result in a violation of City Code Section 12.64.040 (related to Heritage trees)** | **MM 3.2-5** *Prior to the removal of any Heritage tree, the project applicant shall contact the City's Arborist and develop and enact a tree mitigation plan in compliance with the City's requirements.* | Applicant | Prior to Removal of Heritage Tree | |
| | **3.3 Cultural Resources** | | | |
| **3.3-2: Implementation of the RDSP could cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.** | **MM 3.3-2** *a. Prior to any excavation, grading or other construction on the project site and in consultation with Native American Tribes and the City's Preservation Director, a qualified archaeologist will prepare a testing plan for testing areas proposed for excavation or any other ground disturbing activities as part of future projects, which plan shall be approved by the City's Preservation Director. Testing in accordance with that plan will then occur by the qualified archaeologist, who will prepare a report on findings, and an evaluation of those findings, from time to time, and present that report to the City's Preservation Director. Should any findings be encountered or potentially significant, further archaeological investigations shall occur by the qualified archaeologist, and the archaeologist shall present reports on those investigations and evaluations relative to eligibility of the findings to the Sacramento California or National Register of Historic or Cultural Resources. Plans and submit that report to the City's Preservation Director and SHPO with recommendations for treatment, disposition, or removal of significant findings, as appropriate. Also, at the conclusion of the pre-construction testing, evaluation and reports and recommendations, a decision will be made by the City's Preservation Director as to whether on-site monitoring during any project-related excavation or ground disturbing activities by a qualified archaeologist will be required.*<br><br>*b. Discovery during construction. For those projects where no on-site archaeological monitoring was required, in the event that any prehistoric subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could contain cultural objects, cultural bone, obsidian and/or marine shell discovered during construction related earth-moving activities, all work within 50 meters of the resource shall be halted, and a qualified archaeologist will be consulted to assess the significance of the find. Archaeological site evaluations shall be conducted by a qualified archaeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archaeologist, representatives of the City and the qualified archaeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. To a report shall be prepared by the qualified archaeologist according to current professional standards.* | Applicant | Prior to Ground Disturbance, Demolition, or Construction | |

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| | *c If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.*<br><br>*d If Native American archaeological, ethnographic or spiritual resources are involved, all identification and treatment shall be conducted by qualified archaeologists, who are certified by the County of Professional Archaeologists (COPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61) and Native American representatives, who are approved by the local Native American community as consultants of the cultural traditions.*<br><br>*e In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archaeological sites are involved, all identified treatment is to be carried out by qualified historical archaeologist, who shall meet either Register of Professional Archaeologists (RPA) or the CFR 61 requirements.*<br><br>*f If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner and City's Preservation Director shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place. There can continue on other parts of the project site while the unique archaeological resource mitigation takes place.* | | | |
| **Cumulative 5.3-3: Implementation of the RDSP, in conjunction with other development within the Central Valley, could cause a substantial change in the significance of a historic or archaeological resource as defined in CEQA Guidelines Section 15064.5.** | *Implement Mitigation Measure 5.3-2* | Applicant | Prior to Ground Disturbance, Demolition, or Construction | |
| **5.4 Hazards and Hazardous Materials** | | | | |
| **5.4-1: Construction associated with development in accordance with the RDSP could result in the exposure of people to hazards** | **MM 5.4-1(a)** *Prior to any ground-disturbing or site construction activities associated with development of a parcel east of 32nd Street, a determination shall be made by the County's Environmental Management Department (EMD) as to whether the parcel is within 1,000 feet of the Bellanca County Airport's Parcel. If so, the applicant shall contact the County of Sacramento's Law Enforcement Agency, per Title 17, California Code of Regulations, Section 21190. The applicant shall comply with all requirements of the EMD regarding development and use of the parcel.*<br>• *M09-003-000*<br>• *M09-003-000* | Applicant | Prior to Ground Disturbance or Construction | |

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| and hazardous materials during construction activities. | • [illegible]<br>• [illegible]<br>• [illegible]<br>• [illegible]<br>• [illegible]<br>• [illegible]<br><br>**MM 5.4-1(b)** *Prior to demolition or renovation of structures, the project applicant shall provide written documentation to the City that asbestos-containing materials and/or lead-based paint have been abated and that any remaining hazardous substances and/or waste have been removed in compliance with applicable State and local laws.* | | | |
| | **5.6 Noise and Vibration** | | | |
| **5.6-1: Implementation of the RDSP could result in exterior noise levels that are above the upper value of the normally acceptable category for various land uses due to an increase in noise levels.** | **MM 5.6-1** *Future development projects in the RDSP area containing noise sensitive receptors shall have an acoustical and vibration analysis performed to measure any potential project specific noise and/or vibration impacts and identify specific noise attenuation features to reduce impacts associated with exterior noise to a less than significant level consistent with the Policies of the General Plan.* | Applicant | Prior to Approval of Building Plans | |
| **5.6-2: Implementation of the RDSP could result in residential interior noise levels of Ldn 45 or greater caused by an increase in noise levels.** | **MM 5.6-2** *Implement Mitigation Measure 5.6-1.* | Applicant | Prior to Approval of Building Plans | |
| **5.6-3: Construction of the developments in accordance with the RDSP could result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance.** | **MM 5.6-3** *The contractor shall ensure that the following measures are implemented during all phases of construction:*<br><br>• *Whenever construction noise from residential or other noise sensitive uses can be efficiently temporarily barrier shall be constructed around the construction site to shield the ground floor and lower stories of the noise sensitive uses. The barrier shall be of 3-inch Medium Density Overlay (MDO) plywood sheating, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC 30, or greater. Sound as certified sound transmission loss data when according to ASTM Test Method E90, or as approved by the City of Sacramento Building Official. The barrier shall not contain any gaps or holes or flaw, except for site access and emergency openings. The barrier height shall be designed to break the line of sight and provide at least a 5 dB-A insertion loss between the noise producing equipment and the sensitive uses.*<br><br>• *Construction equipment staging areas shall be located as far as feasible from residential* | Contractor | During All Phases of Construction | |

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| | *[illegible] and among the tools of construction contractors.*<br>• *Consider "quiet" pile drivers; shall be used unless engineering studies are submitted to the City that show this is not feasible and cost-effective based on predicted vibrations.* | | | |
| **5.6-4: Implementation of the RDSP could result in existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction.** | **MM 5.6-4** *Implement Mitigation Measure* ***5.6-3*** *and*<br>*a) During construction, should damage occur despite the above mitigation measures, construction operations shall be halted and the problem area shall be identified. A qualified engineer shall establish vibration limits based on site conditions and the type of buildings in the immediate area. The contractor shall monitor the building throughout the remaining construction period and follow all recommendations of the qualified engineer to repair any damage that has occurred in the preceding time and to avoid further structural damage.*<br>*b) Prior to conditional development projects, the applicant shall have a certified vibration consultant perform a site-specific vibration analysis for residential uses and historic structures that are within the warning distance (shown in Figure 5.6-3) for fragile and passenger trains or light rail trains. The analysis shall determine the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and annoyance. The results of the analysis shall be incorporated into project design.* | Contractor<br><br>Applicant | During All Phases of Construction<br><br>Prior to Approval of Building Plans | |
| **5.6-5: Implementation of the RDSP could result in adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.** | **MM 5.6-5** *Implement Mitigation Measure 5.6-3b* | Applicant | Prior to Approval of Building Plans | |
| **5.6-6: Implementation of the RDSP could result in exposure of historic buildings and archaeological sites to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction.** | **MM 5.6-6** *Implement Mitigation Measure 5.6-3 and 5.6-5* | Contractor<br><br>Applicant | During All Phases of Construction<br><br>Prior to Approval of Building Plans | |

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| highway traffic, and rail operations. | | | | |
| Cumulative 5.6-7: Implementation of the RDSP along with other development in the region could result in an increase in interior and exterior noise levels in the Policy Area that are above acceptable levels. | *Implement Mitigation Measure* ***5.6-1*** | Applicant | Prior to Approval of Building Plans | |
| 5.6-8: Implementation of the RDSP could result in cumulative construction noise and vibration levels that exceed the standards in the City of Sacramento Noise Ordinance as well as vibration-peak-particle velocities greater than 0.5 inches per second. | **MM 5.6-8** *Implement Mitigation Measures 5.6-3 and 5.6-4* | Contractor<br>Applicant | During All Phases of Construction<br>Prior to Approval of Building Plans | |
| 5.6-9: Implementation of the RDSP could result in cumulative impacts on adjacent residential and commercial areas exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations. | **MM 5.6-9** *Implementation of Mitigation Measure 5.6-4(b)* | Applicant | Prior to Approval of Building Plans | |
| **5.10 Transportation and Circulation** | | | | |
| 5.10-1: Implementation of the RDSP could result in potentially significant impact at | **MM 5.10-1** Error! Reference source not found. *(a) At the I-5 southbound ramps / Richards Boulevard intersection, the ECCP Funding Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the ECCP Financing Plan which will be approved for the ECCP. The fair share contribution will be collected by the City prior to the issuance of building permits.* | Applicant | Prior to Issuance of Building Permits | |

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| **study intersections in 2015.** | *(h) At the I-5 southbound ramps / Richards Boulevard intersection, modify/widen the southbound approach to provide two left-turn lanes and two through lanes and adjust the signal timing. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(i) At the 3rd Street / Richards Boulevard intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(j) At the 12th Street / 16th Street / Richards Boulevard intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(k) At the 7th Street / North B Street intersection, add one southbound left-turn lane to provide one left-turn lane and one through-right-turn lane; modify the southbound approach lane to provide one left-turn lane and one through-right-turn lane; add one northbound right-turn lane to provide one left-through lane and one right-turn lane; provide protected left-turning movements for the southbound and northbound left-turn lanes and provide split phasing for the northbound and southbound movements; and optimize signal timing. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(l) At the 16th Street / North B Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(m) At the 14th Street / F Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(n) At the 16th Street / H Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(o) At the 5th Street / T Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(p) At the 6th Street / T Street intersection, prohibit parking during the p.m. peak hour for 100 feet along the right side of southbound T Street to provide one westbound through-left lane, one through lane, and one westbound through-right turn lane; modify the northbound lane to provide one left-turn lane and two through lanes; and optimize signal timing.* | | | |
| **5.10-4: Implementation of the RDSP could result in potentially significant impact on study freeway interchanges in 2015.** | **MM 5.10-4** *Prior to building permit, each developer shall pay the I-5 impact fee that is in effect at the time of the issuance of building permit.* | Applicant | Prior to Issuance of Building Permits | |
| **5.10-5: Implementation of** | **MM 5.10-5** *Implement MM 5.10-1(a)* | Applicant | Prior to Issuance of Building Permits | |

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| **the RDSP could result in potentially significant impact on study freeway off-ramp queues in 2035.** | | | | |
| **5.10-10: Implementation of the RDSP could result in potentially significant impact at study intersections in 2035.** | ***MM 5.10-10*** *(a) At the I-5 northbound ramps / Richard: Boulevard intersection, add a third northbound left-turn lane approximately 700 feet in length, modify the northbound approach lanes to provide one through lane, one through-right turn lane, and one right-turn lane, and optimize signal timing. To accommodate these modifications without widening proposed roadway, modifications at the adjacent I-5 northbound ramps are required. At the I-5 northbound ramps / Richard: Boulevard intersection, the City shall reduce the length of the northbound left-turn lane to approximately 500 feet, convert one northbound through lane to a second left-turn lane, and optimize signal timing. The City, in coordination with Caltrans, is in the process of preparing a Project Study Report for this interchange and the final lane configuration will be an element of that study.*<br><br>*The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(b) At the Venice (4th Street / Richard: Boulevard intersection, provide two northbound left-turn lanes, one through-right turn lane, add one northbound right-turn lane with overlap signal phasing, to provide one left-turn, two through lanes, and one right-turn lane, monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(c) At the 7th Street / Richard: Boulevard intersection, modify the southbound approach to provide two left-turn lanes, one through lane, and one through-right turn lane, add lane to the northbound approach to provide two left-turn lanes, one through lane, and one right-turn lane with overlap signal phasing, increase the traffic signal cycle length from 90 to 120 seconds during both the a.m. and p.m. peak hours, monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(d) At the 23rd St / Richard: Boulevard intersection, the RDSP Finance Plan shall include the cost to modify the southbound approach to add one northbound right-turn lane to provide one left-turn lane, one through lane, and one right-turn lane, monitor and adjust the signal timing when needed.* | Applicant | Prior to Issuance of Building Permits | |

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| | (g) At the 12th Street / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to remove one southbound through lane and add one southbound through lane. This could be accomplished without widening the street, monitor and adjust the signal timing when needed.<br><br>(h) At the 7th Street / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to remove one southbound through lane east of the intersection to add one southbound left turn lane. This could be accomplished without widening the street, monitor and adjust the signal timing when needed.<br><br>(i) At the Vine Street / Street "F" intersection, add one northbound right turn lane to provide one left through-right turn lane, and one right turn lane; add one southbound left turn lane to provide one left turn lane, one left through-right turn lane; add one southbound through lane to provide one left turn lane, one through lane, one through-right turn lane; provide a fully actuated traffic signal, monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.<br><br>(j) At the Vine Street / 12th Street intersection, add one southbound through lane to provide three through lanes, one through-right turn lane; convert Vine Street to one way southbound between 12th Street and 14th Street. There would be no road widening in this option; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.<br><br>(k) At the 14th Street / Vine Street intersection, convert Vine Street to one way southbound between 12th Street and 14th Street and add one northbound left turn lane. This could be accomplished without widening the street. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.<br><br>(m) At the 16th Street / North B Street intersection, add one southbound through lane to provide one left turn lane, one through lane, and one through-right turn lane. This can be accomplished without widening the existing street, monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.<br><br>(n) At the 14th Street / North B Street intersection, convert the southbound left through lane to a left turn only lane and provide protected left turn signal phasing, monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.<br><br>(o) At the Alvin Street / North B Street intersection, convert southbound left through lane to a left turn only lane to provide one left turn lane and one through-right turn lane; convert the southbound left through lane to a left turn only lane to provide one left turn lane and one through-right turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. | | | |

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| | (c) At the 10th Street / C Street intersection, add one left turn lane to provide one left turn lane and one through-right turn lane to eastbound, westbound and southbound approaches; provide leading protected left turn phase for eastbound approach; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDDP Financing Plan which will be approved for the RDDP. The fair share contribution shall be collected by the City prior to the issuance of building permits.<br><br>(d) At the 14th Street / C Street intersection, install a new traffic signal at the time when one or more warrants are satisfied; provide one southbound right turn lane by prohibiting on street parking for 150 feet during the p.m. peak hour. The City has included the cost of this improvement in the RDDP Financing Plan which will be approved for the RDDP. The fair share contribution shall be collected by the City prior to the issuance of building permits.<br><br>(e) At the 16th Street / C Street intersection, convert the eastbound through lane to a left through lane to provide one left turn lane and one through-left lane; provide split signal phasing for eastbound and westbound traffic movements; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDDP Financing Plan which will be approved for the RDDP. The fair share contribution shall be collected by the City prior to the issuance of building permits.<br><br>(f) At the 7th Street / P Street intersection, modify the westbound and southbound approaches to provide one left turn lane and one through-right turn lane; modify the eastbound lanes on P Street to provide one left through lane and one right turn lane; provide permitted left turn signal phasing for the east and westbound movements; provide overlap signal phasing for the southbound right turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDDP Financing Plan which will be approved for the RDDP. The fair share contribution shall be collected by the City prior to the issuance of building permits.<br><br>(g) At the 10th Street / P Street intersection, install a traffic signal at the time when one or more warrants are satisfied. The City has included the cost of this improvement in the RDDP Financing Plan which will be approved for the RDDP. The fair share contribution shall be collected by the City prior to the issuance of building permits.<br><br>(h) At the 14th Street / P Street intersection, add one southbound left turn to provide one left turn lane and one through-right turn lane. (This would require removing the angle parking to parallel parking on the east side of 14th Street north of P Street; provide leading protected permitted signal phasing for the southbound left turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDDP Financing Plan which will be approved for the RDDP. The fair share contribution shall be collected by the City prior to the issuance of building permits.<br><br>(i) At the 7th Street / G Street intersection, modify eastbound lanes to provide one left turn lane, one through lane and one right turn lane; provide permitted phasing for the eastbound left turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDDP Financing Plan which will be approved for the RDDP. The fair share contribution shall be collected by the City prior to the issuance of building permits. | | | |

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| | *(vii) At the 5th Street / M Street intersection, add one northbound right turn lane to provide one left turn lane, one through lane and one right turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.*<br><br>*(viii) At the 6th Street / M Street intersection provide protected signal phasing for the southbound left turn movement.*<br><br>*(ix) At the 7th Street / M Street intersection, the RDSP Finance Plan shall pay City Traffic Operations Center to monitor the signal cycle length in 100 second and re-optimize signal plan during the p.m. peak hour.*<br><br>*(x) At the 8th Street / L Street intersection, the RDSP Finance Plan shall pay City Traffic Operations Center to monitor and adjust the signal timing when needed.*<br><br>*(xi) At the 8th Street / L Street intersection, prohibit parking during the p.m. peak hour for 100 feet along the right side of northbound L Street to provide one through left lane, two through lanes, and one through-right turn lane; modify the northbound approach to provide one left turn lane and two through lanes; monitor and adjust the signal timing when needed.*<br><br>*(xii) At the 3rd Street / L Street intersection, modify the southbound L / off-ramp approach to the intersection to provide one left through lane, two through lanes, and one right turn lane. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.* | | | |
| **5.10-13: Implementation of the RDSP could result in potentially significant impact on study freeway interchanges in 2035.** | **MM 5.10-13** *Prior to building permit, each developer shall pay the T-1 impact fee that is in effect at the time of the issuance of building permit.* | Applicant | Prior to Issuance of Building Permits | |
| **5.10-14: Implementation of the RDSP could result in potentially significant impact on study freeway off-ramp queues in 2035.** | ***MM 5.10-14*** *(replaces MM 5.10-10(a))* | Applicant | Prior to Issuance of Building Permits | |

Attachment 3

**[2030 General Plan Amendments - City Council Resolution]**

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**AMENDING THE SACRAMENTO 2030 GENERAL PLAN LAND USE AND URBAN FORM DIAGRAM (RIVER DISTRICT SPECIFIC PLAN M09-003)**

**BACKGROUND**

A. On December 13, 1994, the City Council adopted the Railyards Specific Plan, Richards Boulevard Area Plan, and the Facility Element for the Railyards and Richards Boulevard Planning Areas. (Resolution 94-736)

B. On December 11, 2007 the City Council directed staff to proceed in updating the Facility Element and the Richards Boulevard Area Plan. (Resolution 2007-915)

C. On March 3, 2009, City Council adopted the 2030 General Plan (Resolution No. 2009-131). A priority implementation measure in the General Plan is to achieve zoning and land use consistency. This requires making modifications to the Land Use and Urban Form Diagram to conform to the River District Specific Plan, and staff has brought forward amendments to achieve this consistency.

E. On January 13, 2011, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the River District Specific Plan implementation actions (M09-003).

F. On February 1, 2011, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010 (C) (1) (a) and (c) (publication and mail (500 feet)), and received and considered evidence concerning the River District Specific Plan implementation actions (M09-003).

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

Section 1. Based on verbal and documentary evidence received at the hearing, the City Council approves the 2030 General Plan Land Use and Urban Form Diagram Amendment as set forth in Exhibits A and B.

Section 2. Exhibit A and B are a part of this Resolution.

Table of Contents:

Exhibit A –Land Use Diagram Changes Map
Exhibit B – Land Use Changes Property List

Exhibit A – Land Use Diagram Changes Map

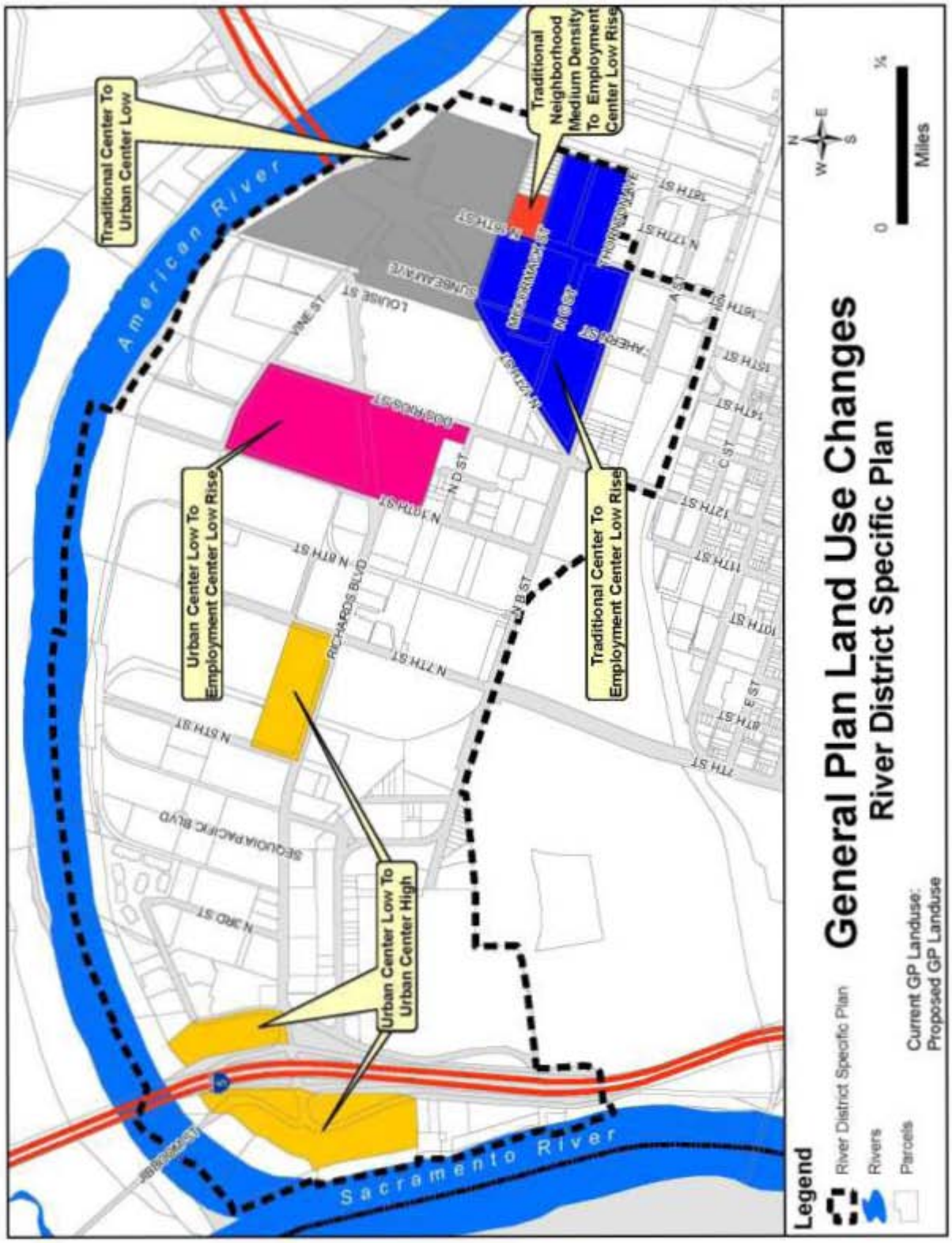

Exhibit B – Land Use Changes Property List

| APN | Situs Address | Situs ZIP | Existing General Plan | Proposed General Plan |
|---|---|---|---|---|
| 00100110010000 | 221 JIBBOOM ST | 95811 | Urban Center Low | Urban Center High |
| 00100110030000 | 225 JIBBOOM ST | 95811 | Urban Center Low | Urban Center High |
| 00100110040000 | 227 JIBBOOM ST | 95811 | Urban Center Low | Urban Center High |
| 00100110050000 | 231 JIBBOOM ST | 95811 | Urban Center Low | Urban Center High |
| 00100120020000 | 0 STATE HWY | 95811 | Urban Center Low | Urban Center High |
| 00100120150000 | 226 JIBBOOM ST | 95811 | Urban Center Low | Urban Center High |
| 00100120160000 | 222 JIBBOOM ST | 95811 | Urban Center Low | Urban Center High |
| 00100120180000 | 228 JIBBOOM ST | 95811 | Urban Center Low | Urban Center High |
| 00100120200000 | 232 JIBBOOM ST | 95811 | Urban Center Low | Urban Center High |
| 00100120210000 | 236 JIBBOOM ST | 95811 | Urban Center Low | Urban Center High |
| 00100120220000 | 0 JIBBOOM ST | 95811 | Urban Center Low | Urban Center High |
| 00100120250000 | 200 JIBBOOM ST | 95811 | Urban Center Low | Urban Center High |
| 00100200450000 | 430 N 7TH ST | 95811 | Urban Center Low | Urban Center Low, Urban Center High |
| 00100700070000 | 1401 RICHARDS BL | 95811 | Traditional Center | Employment Center Low Rise |
| 00100700280000 | 1421 RICHARDS BL | 95811 | Traditional Center | Employment Center Low Rise |
| 00100700290000 | 1441 RICHARDS BL | 95811 | Traditional Center | Employment Center Low Rise |
| 00100810040000 | 1001 RICHARDS BL | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100810050000 | 515 N 10TH ST | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100810060000 | 521 N 10TH ST | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100810070000 | 601 N 10TH ST | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100810090000 | 1000 VINE ST | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100810100000 | 0 VINE ST | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100810110000 | 609 N 10TH ST | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100810120000 | 0 N 10TH ST | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100810130000 | 701 DOS RIOS ST | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100810140000 | 601 DOS RIOS ST | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100810150000 | 0 DOS RIOS ST | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100810160000 | 1101 RICHARDS BL | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100900040000 | 1050 RICHARDS BL | 95811 | Urban Center Low | Employment Center Low Rise |
| 00100900050000 | 1100 RICHARDS BL | 95811 | Urban Center Low | Employment Center Low Rise |
| 00101010010000 | 0 RICHARDS BL | 95811 | Traditional Center | Employment Center Low Rise |
| 00101010020000 | 0 RICHARDS BL | 95811 | Traditional Center | Employment Center Low Rise |
| 00101010040000 | 510 N 12TH ST | 95811 | Traditional Center | Employment Center Low Rise |

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| 00101010050000 | 1400 RICHARDS BL | 95811 | Traditional Center | Employment Center Low Rise |
| 00101010060000 | 620 SUNBEAM AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101010070000 | 430 N 12TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101020070000 | 520 N 12TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101020080000 | 1450 RICHARDS BL | 95811 | Traditional Center | Employment Center Low Rise |
| 00101020090000 | 625 SUNBEAM AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101020100000 | 605 SUNBEAM AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101020110000 | 522 N 12TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101030010000 | 550 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101030020000 | 540 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101030030000 | 520 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101030060000 | 515 N 12TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101030080000 | 0 SPROULE AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101030090000 | 500 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101030100000 | 1451 SPROULE AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101040140000 | 625 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101040160000 | 775 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101040170000 | 769 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101040180000 | 525 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101040190000 | 0 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101040200000 | 0 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101140030000 | 1151 N D ST | 95811 | Urban Center Low | Employment Center Low Rise |
| 00101230030000 | 201 N 12TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101230040000 | 211 N 12TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101300060000 | 1351 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101300070000 | 1341 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101300220000 | 311 N 12TH ST | 95811 | Traditional Center | Employment Center Low Rise |

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|---|---|---|---|---|
| 00101300240000 | 306 AHERN ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101300250000 | 1321 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101300260000 | 321 N 12TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410010000 | 0 MCCORMACK AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410020000 | 0 SPROULE AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410030000 | 1400 SPROULE AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410070000 | 1506 SPROULE AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410130000 | 440 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410140000 | 430 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410150000 | 0 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410160000 | 410 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410170000 | 400 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410210000 | 1501 MCCORMACK ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410220000 | 1448 MCCORMACK ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410230000 | 1450 SPROULE AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410240000 | 470 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101410250000 | 1517 MCCORMACK ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420010000 | 0 MCCORMACK AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420020000 | 0 MCCORMACK ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420030000 | 0 MCCORMACK ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420040000 | 305 AHERN ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420050000 | 1500 MCCORMACK ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420080000 | 0 MCCORMACK ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420090000 | 0 MCCORMACK ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420100000 | 324 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420110000 | 324 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420120000 | 324 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |

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|---|---|---|---|---|
| 00101420130000 | 318 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420140000 | 1527 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420180000 | 1401 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420190000 | 1501 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420200000 | 1515 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420210000 | 1510 MCCORMACK ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101420220000 | 1516 MCCORMACK ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101430040000 | 1603 BASLER ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101430050000 | 1605 BASLER ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101430060000 | 1607 BASLER ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101430070000 | 1611 BASLER ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101430130000 | 1625 BASLER ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101430140000 | 1627 BASLER ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101430150000 | 1629 BASLER ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101440030000 | 1604 BASLER ST | 95811 | Traditional Neighborhood Medium Density | Employment Center Low Rise |
| 00101440040000 | 1604 BASLER ST | 95811 | Traditional Neighborhood Medium Density | Employment Center Low Rise |
| 00101440050000 | 1608 BASLER ST | 95811 | Traditional Neighborhood Medium Density | Employment Center Low Rise |
| 00101440320000 | 411 N 16TH ST | 95811 | Traditional Neighborhood Medium Density | Employment Center Low Rise |
| 00101440330000 | 1607 DREHER ST | 95811 | Traditional Neighborhood Medium Density | Employment Center Low Rise |
| 00101450120000 | 1632 DREHER ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101450130000 | 1632 DREHER ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101450220000 | 325 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101450230000 | 311 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101450240000 | 311 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101450260000 | 311 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101510010000 | 0 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101510020000 | 0 N C ST | 95811 | Traditional Center | Employment Center Low Rise |

| | | | | |
|---|---|---|---|---|
| 00101510050000 | 200 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520010000 | 1610 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520020000 | 0 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520030000 | 0 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520040000 | 1610 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520050000 | 1610 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520060000 | 1616 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520070000 | 1616 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520110000 | 1626 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520120000 | 1626 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520130000 | 0 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520140000 | 1630 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520150000 | 1701 THORNTON AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520170000 | 1615 THORNTON AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520180000 | 221 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520190000 | 235 N 16TH ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520210000 | 1624 N C ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00101520220000 | 1625 THORNTON AV | 95811 | Traditional Center | Employment Center Low Rise |
| 00101810170000 | 450 BERCUT DR | 95811 | Urban Center Low | Urban Center High |
| 00101810190000 | 300 BERCUT DR | 95811 | Urban Center Low | Urban Center High |
| 00101810240000 | 400 BERCUT DR | 95811 | Urban Center Low | Urban Center High |
| 00101810250000 | 350 BERCUT DR | 95811 | Urban Center Low | Urban Center High |
| 00101810260000 | 300 BERCUT DR | 95811 | Urban Center Low | Urban Center High |
| 00102000120000 | 424 N 5TH ST | 95811 | Urban Center Low | Urban Center Low, Urban Center High |
| 00102000130000 | 0 RICHARDS BL | 95811 | Urban Center Low | Urban Center Low, Urban Center High |
| 00102000340000 | 0 RICHARDS BL | 95811 | Urban Center Low | Urban Center Low, Urban Center High |
| 00200200090000 | 0 N B ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00200200100000 | 1405 N B ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00200200120000 | 0 N B ST | 95811 | Traditional Center | Employment Center Low Rise |
| 00200200150000 | 1317 N B ST | 95811 | Traditional Center | Employment Center Low Rise |

| | | | | |
|---|---|---|---|---|
| 00200200160000 | 1400 N C ST | 95811 | Traditional Center | Employment Center Low Rise |

Attachment 4

**[Rescind the Richards Boulevard Area Plan - City Council Resolution]**

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**RESOLUTION RESCINDING THE RICHARDS BOULEVARD AREA PLAN (RBAP) AND 1994 FACILITY ELEMENT. (RIVER DISTRICT SPECIFIC PLAN M09-003)**

**BACKGROUND**

A. On December 13, 1994, the City Council adopted the Railyards Specific Plan, Richards Boulevard Area Plan, and the Facility Element for the Railyards and Richards Boulevard Planning Areas. (Resolution 94-736)

B. On December 11, 2007 the City Council directed staff to proceed in updating the Facility Element and the Richards Boulevard Area Plan. (Resolution 2007-915)

C. On April 9, 2009 and August 12, 2010, the City Planning Commission held public meetings on the River District Specific Plan.

D. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to approve rescinding the RBAP.

E. On February 1, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence concerning the River District Specific Plan project.

**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 held on February 1, 2011, the City Council hereby rescinds the Richards Boulevard Area Plan and 1994 Facility Element.

Attachment 5

**[Amend 2030 General Plan Circulation Element - City Council Resolution]**

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**AMENDING THE GENERAL PLAN CIRCULATION ELEMENT TO SUPPORT REDEVELOPMENT OF THE RIVER DISTRICT SPECIFIC PLAN AREA. (M09-003)**

**BACKGROUND**

A. On December 13, 1994, the City Council adopted the Railyards Specific Plan, Richards Boulevard Area Plan, and the Facility Element for the Railyards and Richards Boulevard Planning Areas. (Resolution 94-736)

B. On December 11, 2007 the City Council directed staff to proceed in updating the Facility Element and the Richards Boulevard Area Plan. (Resolution 2007-915)

C. On April 9, 2009 and August 12, 2010, the City Planning Commission held public meetings on the River District Specific Plan.

D. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to amend the Circulation Element of the General Plan.

E. On February 1, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence concerning the River District Specific Plan project.

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

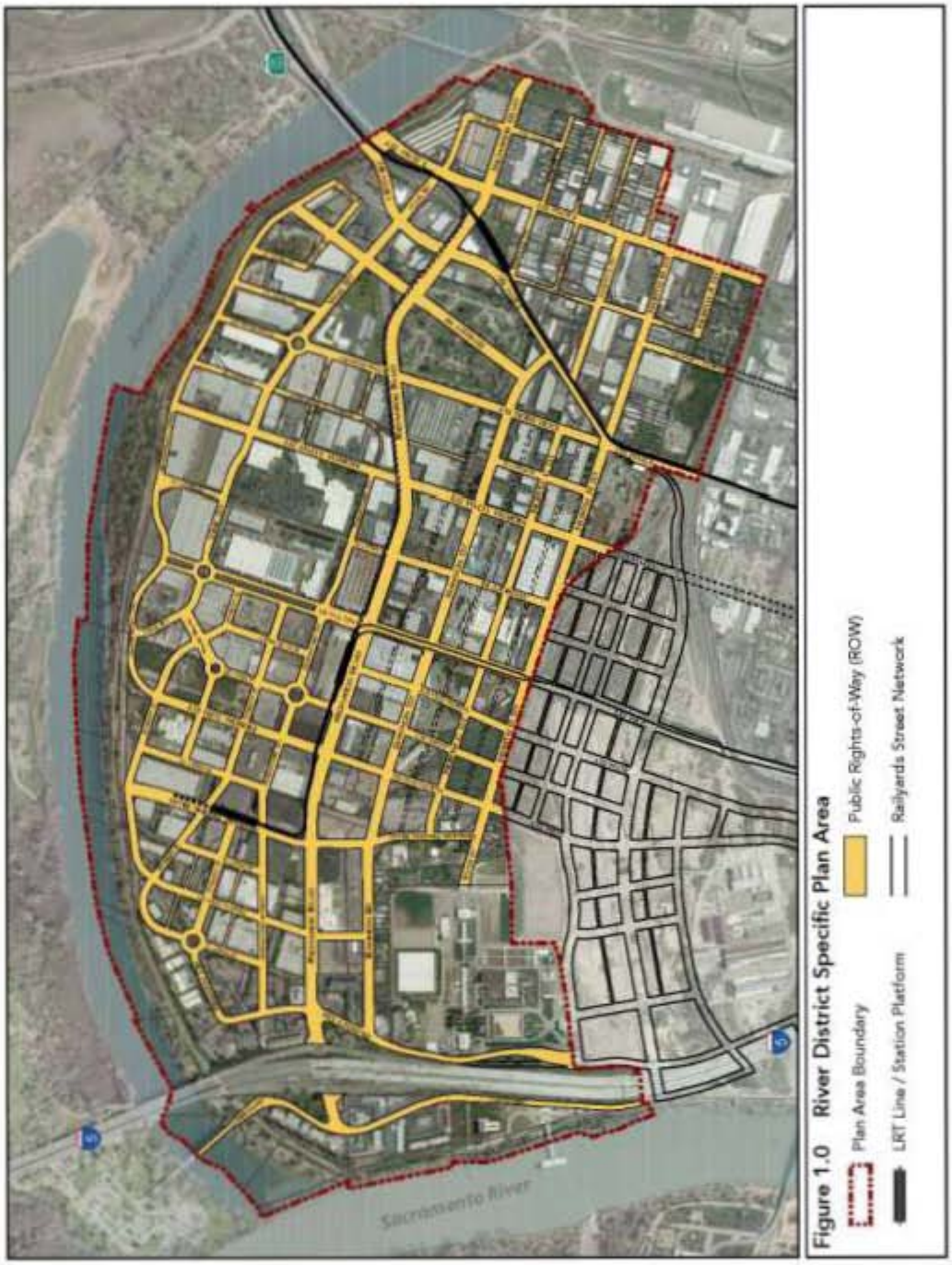
Section 1. Based on verbal and documentary evidence received at the hearing, the City Council approves the 2030 General Plan Circulation Amendment as set forth in Exhibits A.

Section 2. Exhibit A is a part of this Resolution.

Table of Contents:

Exhibit A –Circulation Map

Exhibit A – Circulation Map



Attachment 6

**[Adopt the River District Specific Plan, Design Review Guidelines, and Infrastructure Financing Plan - City Council Resolution]**

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**ADOPTING THE RIVER DISTRICT SPECIFIC PLAN, DESIGN GUIDELINES, AND INFRASTRUCTURE AND PUBLIC FACILITIES FINANCING PLAN (M09-003)**

**BACKGROUND**

A. On December 13, 1994, the City Council adopted the Railyards Specific Plan, Richards Boulevard Area Plan, and the Facility Element for the Railyards and Richards Boulevard Planning Areas. (Resolution 94-736 and Resolution 96-645)

B. On December 11, 2007 the City Council directed staff to proceed in updating the Facility Element and the Richards Boulevard Area Plan. (Resolution 2007-915)

C. On April 9, 2009 and August 12, 2010, the City Planning Commission held public meetings on the River District Specific Plan.

D. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to adopt the River District Specific Plan, Design Guidelines, and Infrastructure and Public Facilities Financing Plan.

E. On February 1, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence concerning the River District Specific Plan, Design Guidelines, and Infrastructure and Public Facilities 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 held on February 1, 2011, the City Council hereby adopts the River District Specific Plan, Design Guidelines, and Infrastructure and Public Facilities Financing Plan, attached as Exhibits A, B, and C.

Section 2. Exhibits A, B, and C are part of this Resolution.

Table of Contents:

Exhibit A – River District Specific Plan
Exhibit B - River District Design Guidelines
Exhibit C – River District Infrastructure and Public Facilities Financing Plan

Exhibit A – River District Specific Plan

Please find the document at the following link:

http://www.cityofsacramento.org/dsd/projects/riverdistrict.cfm

Exhibit B – River District Design Guidelines

Please find the document at the following link:

http://www.cityofsacramento.org/dsd/projects/riverdistrict.cfm

Exhibit C – River District Infrastructure Financing Plan

Please find the document at the following link:

http://www.cityofsacramento.org/dsd/projects/riverdistrict.cfm

Attachment 7

**[Amendment to the Railyards Plan for Operation of 5th and 7th Streets]**

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**AMENDING THE RAILYARDS SPECIFIC PLAN TO CHANGE THE PLANNED FUTURE OPERATION OF 5TH AND 7TH STREETS (RIVER DISTRICT SPECIFIC PLAN M09-003)**

**BACKGROUND**

A. On December 11, 2007, the City Council adopted the Railyards Specific Plan, which provided for the conversion of 5th Street and 7th Street from two way operation to one way operation after completion of the initial phase of development based on the traffic study that was contained in the Environmental Impact Report for the Railyards Specific Plan (Resolution No. 2007-903).

B. Also on December 11, 2007, the City Council adopted a resolution directing staff to proceed in updating the Facility Element and the Richards Boulevard Area Plan, so that the future operation of 5th Street and 7th Street could be further studied (Resolution No. 2007-915).

C. The River District Specific Plan and Environmental Impact Report, which is to be adopted concurrently with this resolution, is a comprehensive update of the Richards Boulevard Area Plan and Facility Element. The traffic study that is contained in the Environmental Impact Report for the River District Specific Plan analyzed the change in the street system which connects the Railyards and the River District specific plan areas, including the continued operation of 5th Street and 7th Street as two way streets in the future.

D. On April 9, 2009 and August 12, 2010, the City Planning Commission held public meetings on the River District Specific Plan.

E. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to approve adoption of the River District Specific Plan and amending the Railyards Specific Plan to change the future operation of 5th and 7th Streets so that they remain as two way streets within the Railyards plan area to provide a better circulation system to serve both plan areas.

F. On February 1, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence concerning the River District Specific Plan and the proposed amendment to the Railyards Specific Plan.

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

Section 1. The Railyards Specific Plan is hereby amended so that the operation of 5th Street and 7th Street shall remain as two way (two lane) streets after the initial phase of development and shall not be converted into one way (three lane) operations. The roadway right of way widths as set forth in the Railyards Specific Plan and tentative map shall remain unchanged to accommodate medians and turn lanes along each street and the light rail tracks along 7th Street as shown in the street sections in Exhibit A.

Section 2. Exhibit A is part of this resolution.

Exhibit A: Updated Street Sections for 5th and 7th Streets

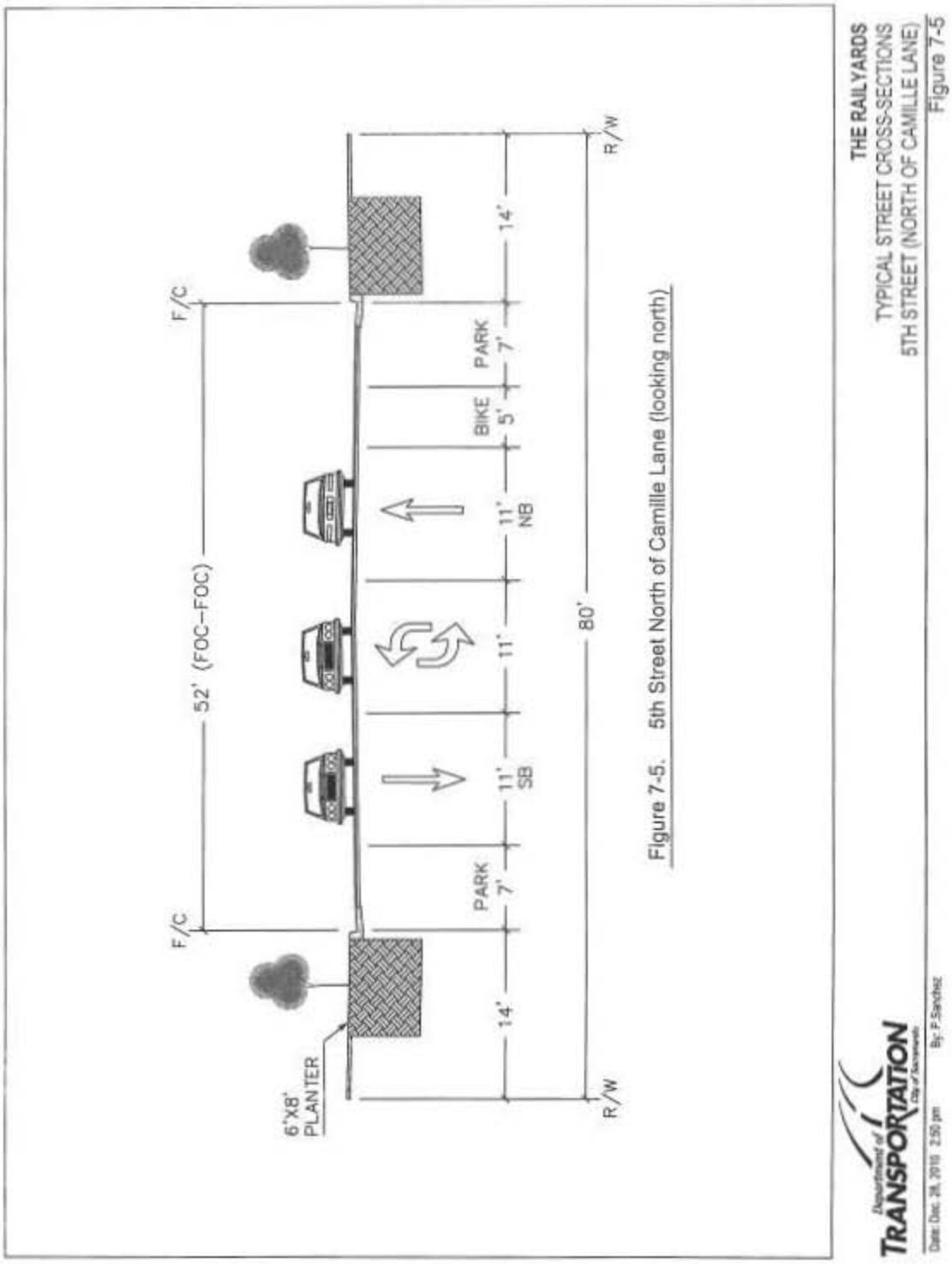


Exhibit B: Updated Street Sections for 5th and 7th Streets

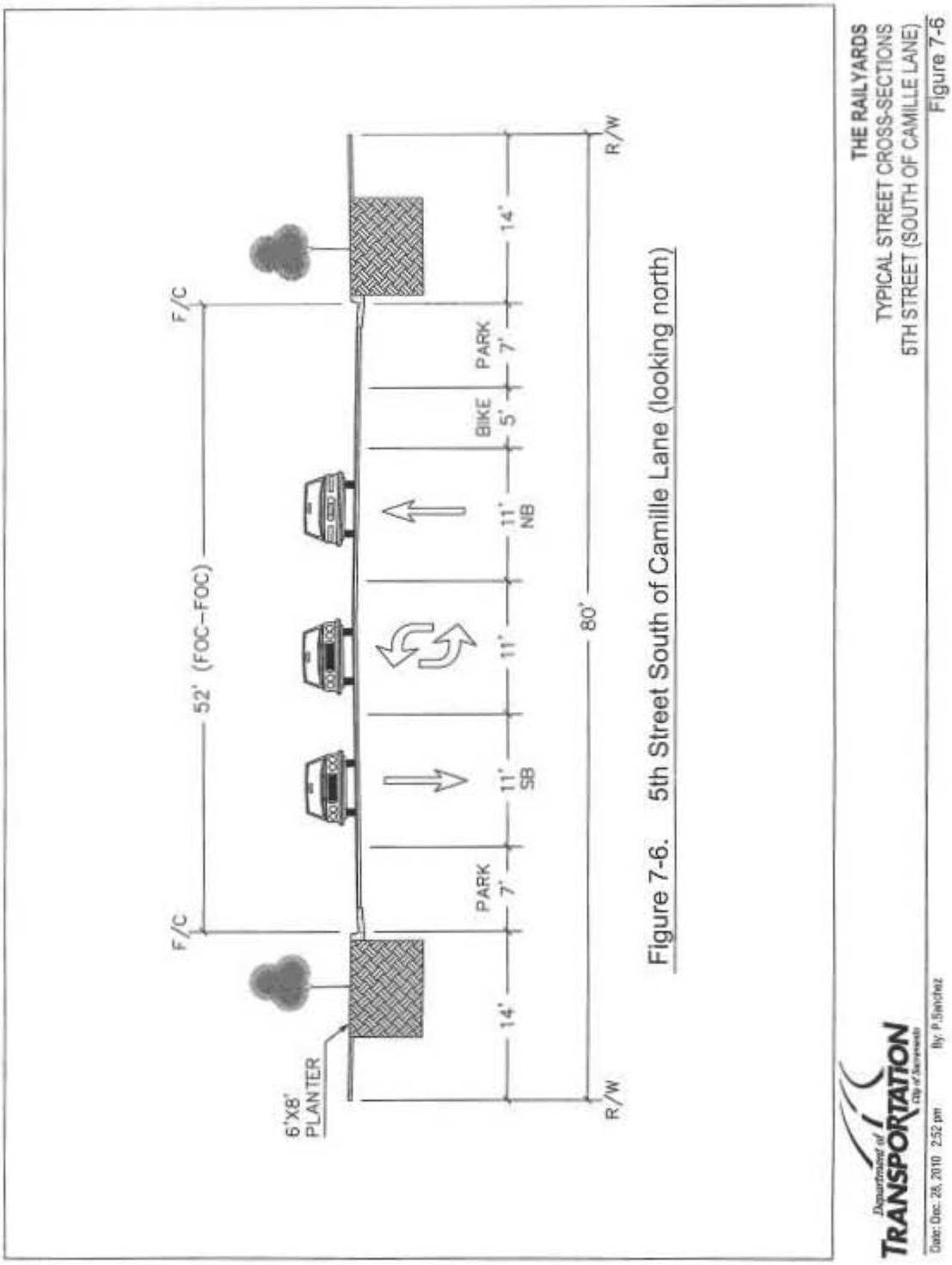


Exhibit C: Updated Street Sections for 5th and 7th Streets

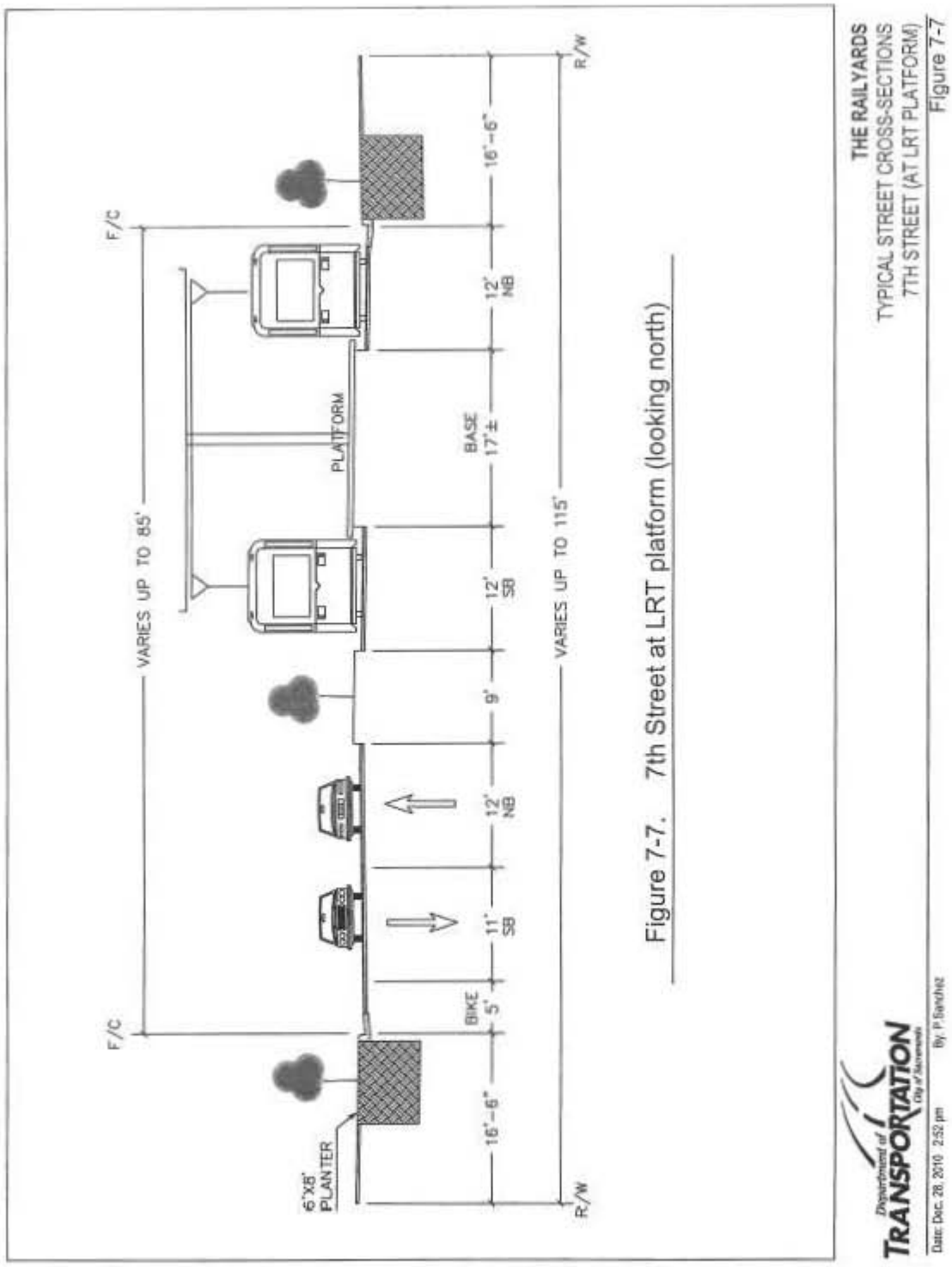


Exhibit D: Updated Street Sections for 5th and 7th Streets

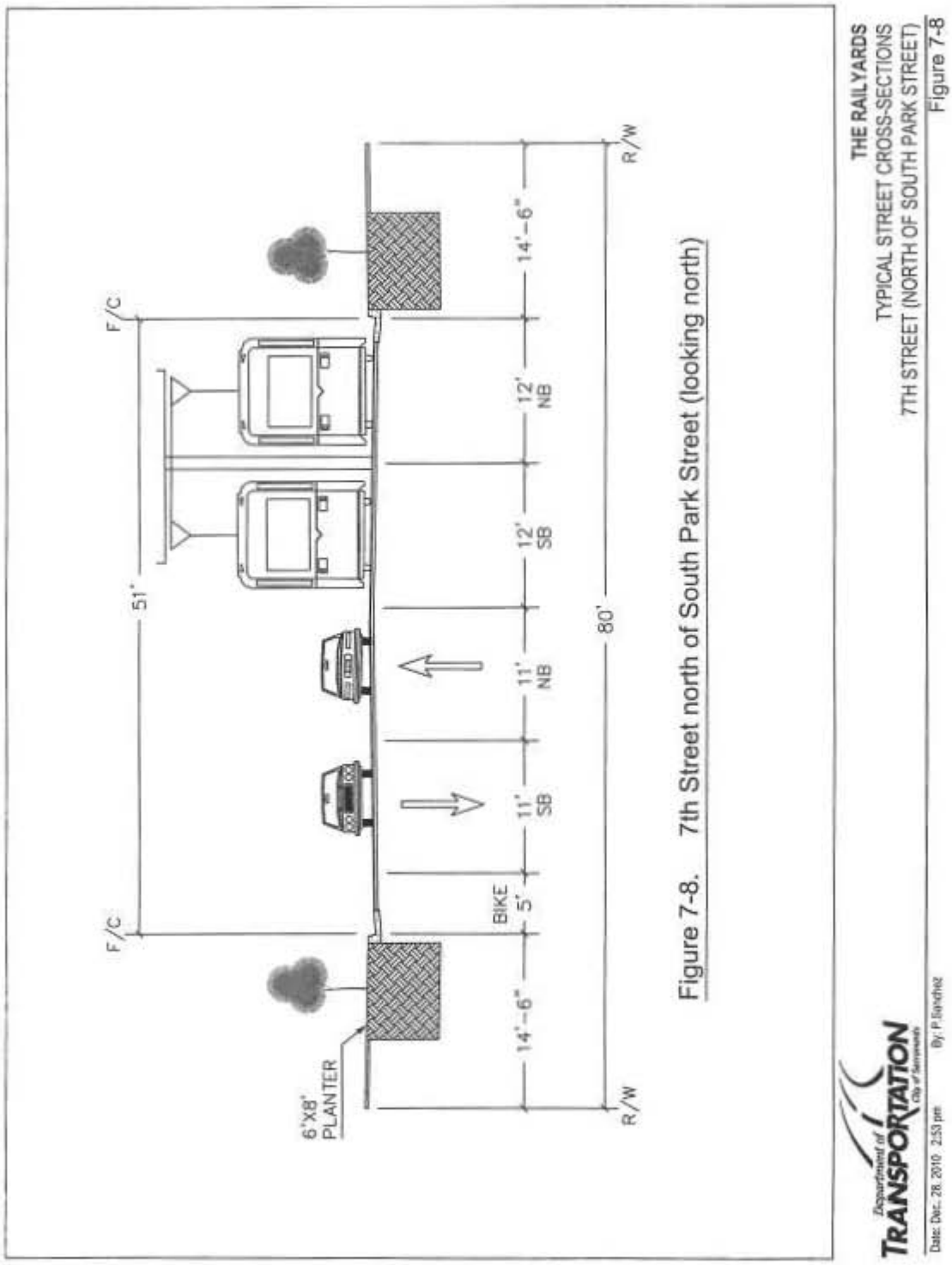
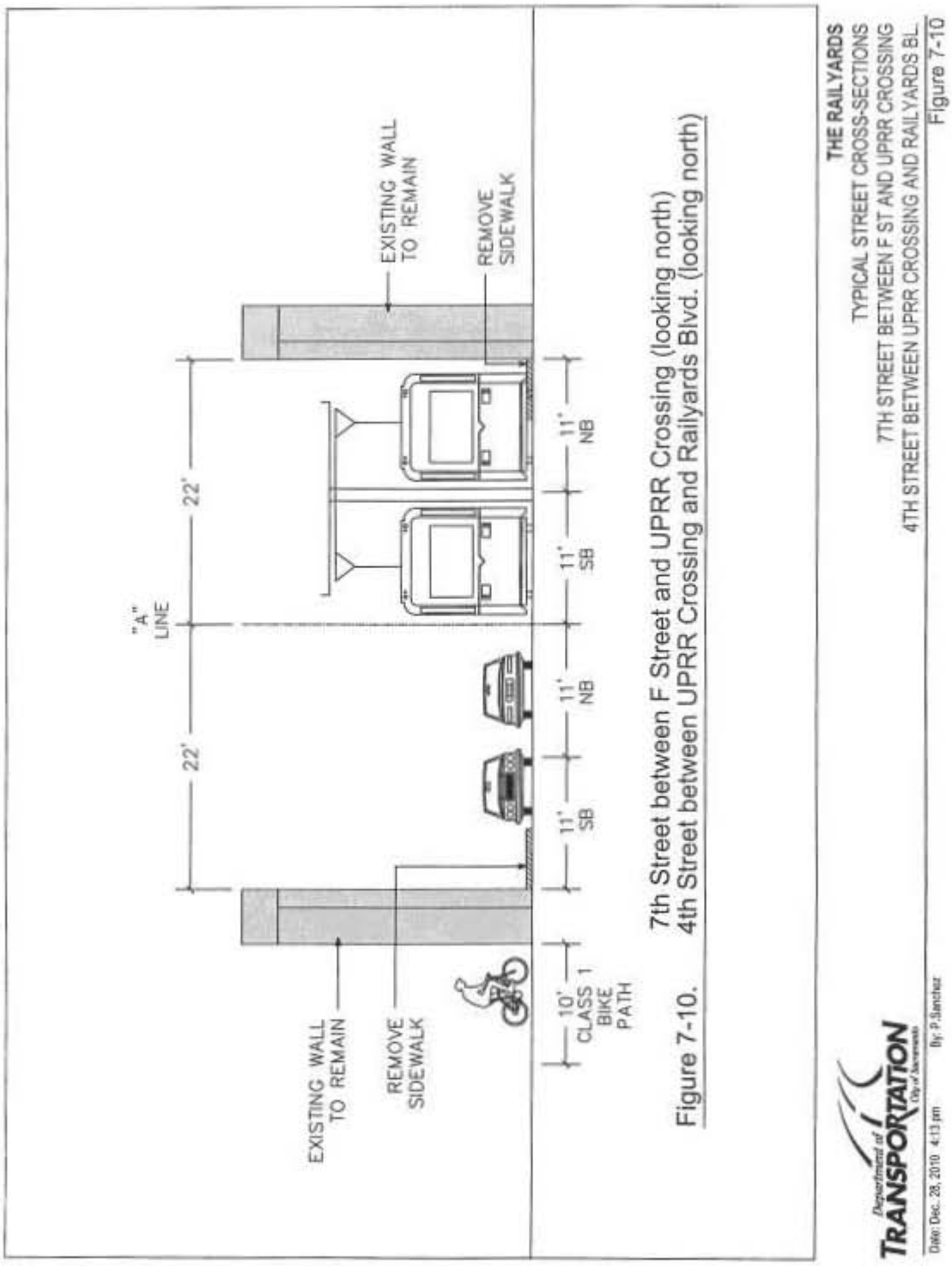


Exhibit E: Updated Street Sections for 5th and 7th Streets



Attachment 8

**[Amend the Bikeway Master Plan - City Council Resolution]**

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**AMENDING THE CITY'S BIKEWAY MASTER PLAN TO INCORPORATE THE BIKEWAY NETWORK IN THE SACRAMENTO RIVER DISTRICT SPECIFIC PLAN. (M09-003)**

**BACKGROUND**

A. On April 9, 2009 and August 12, 2010, the City Planning Commission conducted public meetings on the River District Specific Plan.

B. On January 13, 2011, the City Planning Commission held a public hearing in accordance with Government Code Sections 65355 and 65453 on the River District Specific Plan, and received and considered evidence, and forwarded to the City Council a recommendation to approve the River District Specific Plan.

E. On February 1, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence regarding the adoption of the River District Specific Plan, which includes changes to the City's Bikeway Master 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 hearings on the River District Specific Plan, the City Council finds that amending the City Bikeway Master Plan to modify the bikeway network in the River District is consistent with the City's General Plan goals to:

1. Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the city that encourages bicycling that is accessible to all.
2. Promote bicycling as a feasible transportation alternative which conserves energy, improves air quality, reduces traffic congestion, and improves public health.

Section 2. The Environmental Impact Report and Mitigation Monitoring Program for the River District Specific Plan, which included the proposed changes to the City's Bikeway Master Plan, have been adopted by resolution as of the same date set out above.

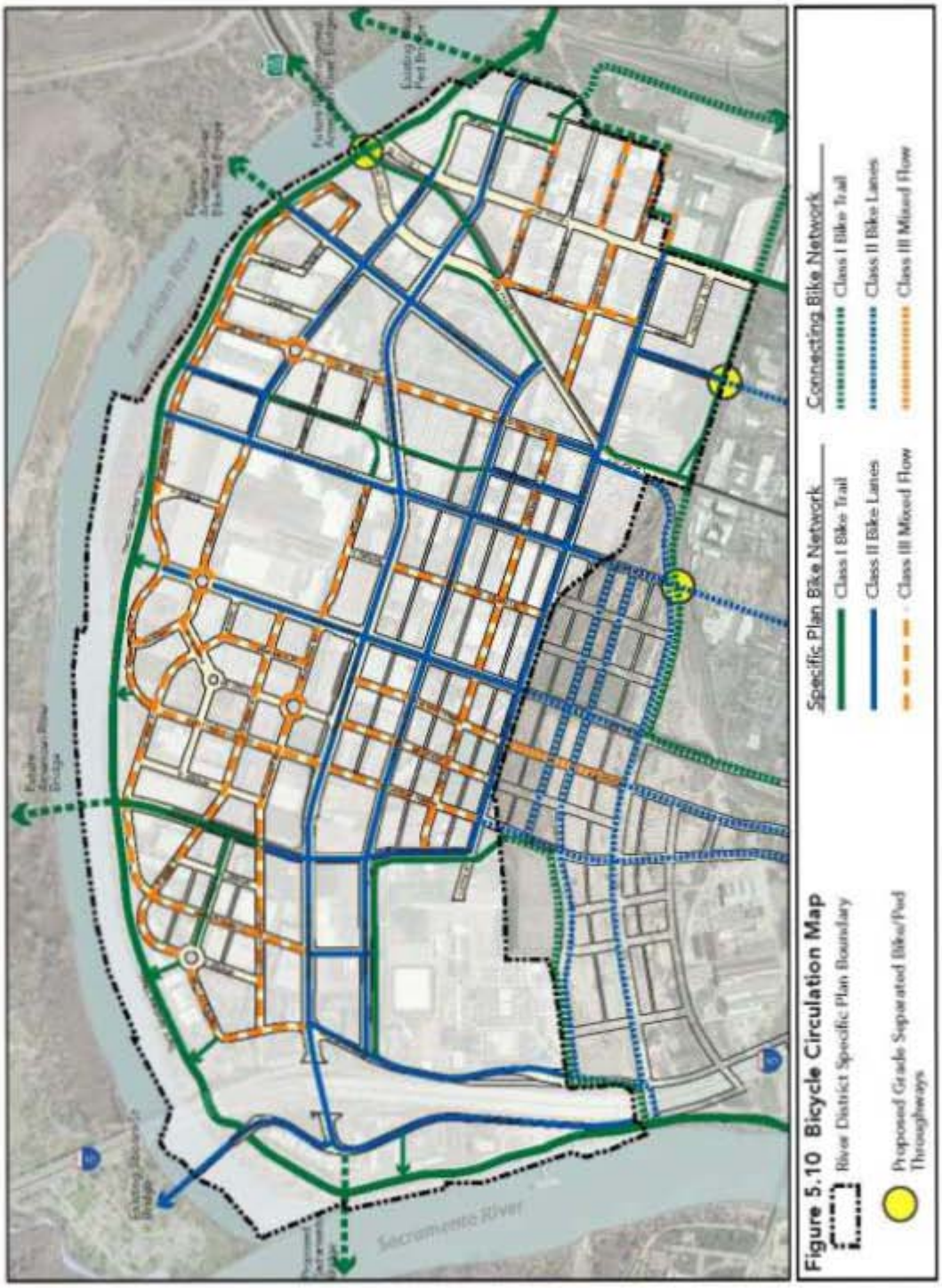
Section 3. City Council hereby amends the City's Bikeway Master Plan to modify the River District bikeway network as shown in Exhibit A.

Section 4. Exhibit A is a part of this Resolution.

Table of Contents:

Exhibit A –River District Bikeway Plan

Exhibit A –River District Bikeway Plan



Attachment 9

**[Approve Water Supply Assessment - City Council Resolution]**

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**APPROVING THE WATER SUPPLY ASSESSMENT REPORT FOR THE SACRAMENTO RIVER DISTRICT SPECIFIC PLAN PROJECT (M09-003)**

**BACKGROUND**

A. State law requires a water supply and demand analysis (Water Supply Assessment) for development projects of a certain size or type, which would include the River District Plan, based on the City's Urban Water Management Plan.

B. The Water Supply Assessment evaluates projected water supplies, determined to be available by the City for the project during normal, single dry and multiple dry years over a 20 year period. The City prepared the Water Supply Assessment for the River District Plan in July of 2010, which was set out as Appendix F of the River District Specific Plan Draft Environmental Impact Report dated July of 2010.

C. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to adopt the River District Specific Plan and Public Financing Facility Element.

E. On February 1, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence concerning the River District Specific Plan and Public Financing Facility Element.

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

Section 1. The Environmental Impact Report and Mitigation Monitoring Program for the River District, which included all of the impacts associated with the adoption and implementation of the proposed Specific Plan and approval of the River District Plan, have been adopted by resolution as of the same date set out above.

Section 2. Based on the verbal and documentary evidence received at the hearings on the River District Specific Plan, Environmental Impact Report, and the River District Project, the City Council approves the Water Supply Assessment Report for the River

District Project and approves the SB 210/SB 221 Water Supply Assessment and Certification Form attached as Exhibit A.

Section 3. Exhibit A is a part of this Resolution.

Table of Contents:

Exhibit A –River District Project Water Supply Assessment and Certification Form – 3 pages

**City of Sacramento**
**SB 610/SB 221 Water Supply Assessment and Certification Form**

This form may be used to complete water supply assessments for projects located in an area covered by the City's most recent Urban Water Management Plan.

Note: Please do not use this form if the projected water demand for your project area was not included in the City's latest Urban Water Management Plan. To review the City's Urban Water Management Plan, please visit: http://www.cityofsacramento.org/utilities/urbanwater/index.html

**Project:** **River District**

**Date:** **6/11/2010**

**Project Applicant (Name of Company): City of Sacramento**

**Applicant Contact (Name of Individual): Greg Bitter**

**Phone Number: (916) 808-7816**

**E-mail: gbitter@cityofsacramento.org**

**Address: 300 Richards Blvd, Sacramento, CA 95811**

---

**Project Applicant to fill in the following:**

1. Does the project include:

| Type of Development | Yes | No |
|---|---|---|
| A proposed residential development of 500 or more dwelling units | X | |
| A shopping Center employing more than 1,000 persons or having more than 500,000 square feet? | | X |
| A Commercial Office building employing more than 1,000 persons or having more than 250,000 square feet? | X | |
| A proposed hotel or motel, or both, having more that 500 rooms | X | |
| A proposed industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area | | X |
| A mixed use project that includes one or more of the projects specified above | | X |
| A project that would demand an amount of water equivalent to, or greater than, the water required by a 500 dwelling unit project | X | |

If the answer is no to all of the above, a water supply assessment is not required for the project.

2. Is the projected water demand for the project location included in the City's 2005 Urban Water Management Plan, adopted November 14, 2006?

Yes: X No: ____

If the answer is no, you cannot use this form. Please refer to the requirements of SB 610 for preparing a water supply assessment.

3. Please fill in the project demands below:

| | | Proposed Development | | | Current Zoning | |
|---|---|---|---|---|---|---|
| Type of Development | Demand Factor (acre feet per acre) | Acres | Total Demand | | Acres | Total Demand |
| Residential - Low and Medium Density | 3.60 | 5.00 | 18 | | 4.50 | 16.2 |
| Residential - High Density | 4.00 | 139.00 | 556 | | 2.34 | 9.36 |
| Commercial/Retail | 3.00 | 10.33 | 30.99 | | 5.74 | 17.22 |
| Office | 3.00 | 16.58 | 49.74 | | 19.51 | 58.53 |
| Warehouse/Industrial | 4.00 | 0 | 0 | | 114.78 | 459.12 |
| Hotels | 4.00 | 22.86 | 91.44 | | 12.08 | 48.32 |
| Parks and Recreation | 4.20 | 31.0 | 130.2 | | 16 | 67.2 |
| **Subtotal** | | | 876.37 | | | 675.95 |
| Losses - 7.5% of subtotal | | | 65.73 | | | 50.70 |
| **Total Demand** | | | 942.10 | | | 726.65 |

4. Required Elements of Water Supply Assessment (Government Code § 10910)

A. Water supply entitlements, water rights or water service contracts (Gov't Code § 10910(d)):

The City's water supply entitlements, water rights and water service contract are identified and discussed in the Urban Water Management Plan, Chapters 4, 5 and 6.

All infrastructure necessary to deliver a water supply to the project is in place, excepting any distribution facilities required to be constructed and financed by the project applicant: Yes: ____ No: X

B. Identification of other sources of water supply if no water has been received under City's existing entitlements, water rights or water service contracts (Gov't Code § 10910(e)):

Not applicable.

2

C. Information and analysis pertaining to groundwater supply (Gov't Code § 10910(f)):

Addressed by Urban Water Management Plan, Chapters 4, 5 and 6.

**Verification of Water Supply**
**(for residential development of more than 500 dwelling units)**

Based on the City's most recent Urban Water Management Plan, are there sufficient water supplies for the project during normal, single dry and multiple dry years over a 20 year period?

Yes: ✓ No: ____

By: Jim Peifer

Title: Senior Engineer

Date: 2/1/2010

**This box to be filled in by the City**

Distribution:

Applicant
Development Services Department (Org: 4913) – Assigned Planner: _____
Utilities Department (Org: 3334) - Development Review (Robert Thaung)
Utilities Department (Org: 3332) - Capital Improvements (Jim Peifer)

3

Attachment 10

**[Rescind Discovery Center PUD Guidelines – City Council Resolution]**

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**RESCINDING THE DISCOVERY CENTRE PLANNED UNIT DEVELOPMENT GUIDELINES (RIVER DISTRICT SPECIFIC PLAN M09-003)**

**BACKGROUND**

A. On November 5, 1998, the City Council adopted the Discovery Center PUD Guidelines. (Resolution 98-544)

B. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to approve rescinding the Discovery Centre PUD Guidelines and Schematic Plan.

C. On February 1, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence for rescinding the Discovery Centre PUD 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 hearings on the River District Specific Plan, the City Council finds that rescinding the Discovery Centre PUD Guidelines and Schematic Plan in the River District is consistent with the City's General Plan goals to:

1. Strive to ensure that the City-owned buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, and architecture with the district or neighborhood in which they are located. (LU 8.1.6)
2. Encourage public/private partnerships when developing surplus City properties to enhance the surrounding community and provide a source of revenue to fund improvements to city service or facilities. (LU 8.1.11)

Section 2. The Environmental Impact Report and Mitigation Monitoring Program for the River District Specific Plan, which included the rescinding of the Discovery Centre PUD Guidelines and Schematic Plan, have been adopted by resolution as of the same date set out above.

Section 3. City Council hereby rescinds the Discovery Centre PUD Guidelines and Schematic Plan.

Attachment 11

**[Adopt Design Guidelines - City Council Resolution]**

# ORDINANCE NO. 2011- ___

Adopted by the Sacramento City Council

## ESTABLISHING THE RIVER DISTRICT DESIGN REVIEW DISTRICT

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

Section 1.

The River District Design Review District is hereby established pursuant to section 17.132.160 of Title 17 of the Sacramento City Code (the Zoning Code). The boundaries of the River District Design Review District are depicted in Exhibit A, which the exhibit is attached and incorporated herein by this reference. The design guidelines applicable to the River District Design Review District are set out in the River District Design Guidelines, which are a part of the River District Specific Plan and are to be adopted by resolution concurrently with the adoption of this ordinance, and as they may be amended from time to time.

**Table of Contents:**

Exhibit A – River District Design Review District Boundaries

**Exhibit A: River District Design Review Guidelines**
Please find the document at the following link:

http://www.cityofsacramento.org/dsd/projects/riverdistrict.cfm

Attachment 12

**New Special Planning District – DRAFT City Council**

# ORDINANCE NO.

Adopted by the Sacramento City Council

Date Adopted

## AN ORDINANCE REPEALING AND ADDING CHAPTER 17.120 TO, AND AMENDING SECTIONS 17.20.030, 17.24.050, AND 17.134.430 OF, TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO THE RIVER DISTRICT SPECIAL PLANNING DISTRICT (M09-003)

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

**SECTION 1.** Chapter 17.120 of Title 17 of the Sacramento City Code (the Zoning Code) is repealed.

**SECTION 2.** Chapter 17.120 is added to Title 17 of the Sacramento City Code (the Zoning Code) to read as follows:

### Chapter 17.120 River District Special Planning District

**17.120.010 Purpose and intent.**

A. The River District Special Planning District (SPD) establishes procedures to implement the policies and development standards of the River District Specific Plan. The River District Specific Plan designates the land uses within the boundaries of the River District Specific Plan area and is the primary policy and regulatory document used to guide development of the properties within the River District Specific Plan area.

B. The goals of the River District SPD are as follows:

1. Establish a greater mix of land uses and intensities to attract private investment;

2. Provide the opportunity for reuse and rehabilitation of heavy commercial and industrial uses to take advantage of the light rail facilities in the area and to reduce the number of obsolete and underutilized buildings and sites;

3. Allow for the retention and continued operation of industrial and service oriented uses;

4. Provide for improved circulation, infrastructure, and community facilities that will serve existing and future needs within the area;

5. Provide for the future creation of a significant residential population within the River District area, as industrial uses relocate or are replaced, to achieve the housing objectives of the General Plan and Central City Community Plan and provide a jobs/housing balance for future office growth;

6. Provide for the intensification of commercial and office uses within close proximity to the planned and existing light rail stations and Interstate 5;

7. Discourage uses that contribute to visual or economic blight;

8. Encourage the preservation of historic structures; and

9. Promote aesthetic improvements to the area by implementing development standards and design guidelines.

**17.120.020 River District SPD boundaries.**

River District SPD consists of approximately 773 acres of land within the River District Specific Plan area and is generally bounded by the Sacramento River on the west, the American River on the north, the Sacramento Railyards on the south, and 18th Street on the east. The map in Exhibit A at the end of this chapter shows the boundaries of the River District SPD.

**17.120.030 River District special regulations.**

Development in the River District SPD shall be subject to the regulations and development standards set forth in this chapter in addition to the regulations of this title and code. If a conflict between the provisions of this chapter and other provisions of this title and code occurs, the provisions of this chapter shall prevail.

**17.120.040 Uses and development standards—General.**

A. Allowed Uses and Development Standards.

The allowed uses and specific development standards for each land use zone in the River District SPD are set forth in this chapter.

B. Notice of Industrial Uses.

To avoid conflicts and incompatibility between existing industrial uses and new development in the River District SPD, the City, as a condition of approval of any application for new development, may require the owners and developers of the new development to provide written notice of the presence of existing industrial uses, and potential impacts associated with the continued use and operation of such industrial uses, to tenants and occupants of the new development.

C. Design Review and Preservation Review.

The River District SPD is located within the River District Design Review District and includes the North 16th Street Historic District. All development in the River District SPD, including without limitation all uses allowed by right as well as the repair and reconstruction of nonconforming buildings and structures under Section 17.120.170, is subject to design review under Chapter 17.132 or preservation review under Chapter 17.134.

**17.120.050 Single- and two-family R-1B zone.**

A. Allowed Uses.

Uses permitted in the R-1B zone under this title outside of the River District SPD shall be allowed in the R-1B zone within the River District SPD. If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the R-1B zone outside of the River District SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the R-1B zone within the River District SPD.

B. Development Standards.

Except as provided below, development in the R-1B zone in the River District SPD shall be subject to the same development standards that govern development in the R-1B zone outside of the River District SPD.

1. Height Standards.

The height standards for the R-1B zone in the River District SPD are set out in Exhibit B at the end of this chapter.

**17.120.060 Multi-family R-3A zone.**

A. Allowed Uses.

Uses permitted in the R-3A zone under this title outside of the River District SPD shall be allowed in the R-3A zone within the River District SPD. If this title requires the

approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the R-3A zone outside of the River District SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the R-3A zone within the River District SPD.

B. Development Standards.

Except as provided below, development in the R-3A zone in the River District SPD shall be subject to the same development standards that govern development in the R-3A zone outside of the River District SPD.

1. Residential Density.

The permitted density in the R-3A zone within the River District SPD shall be the same as the permitted density in the R-3A zone outside of the River District, except that a higher density may be approved upon the issuance of a planning commission special permit pursuant to and subject to the findings required by Chapter 17.212; provided, that the higher density is consistent with the applicable density range established by the city's General Plan.

2. Height Standards.

The height standards for the R-3A zone in the River District SPD are set out in Exhibit B at the end of this chapter. Requests to vary a height standard shall be heard and decided under Section 17.120.130 and shall not be subject to footnote (8) of Section 17.60.030.

3. Open Space Requirements.

a. Open space areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

b. A minimum of 80 square feet of usable common open space per residential unit is required. Usable common open space may include courtyard, garden, recreational, or similar common areas.

c. A minimum of 50 square feet of usable private open space per residential unit is required. Usable private open space shall be designed for the exclusive use of the associated unit and may include decks, balconies, and patios. Private usable open space shall be directly accessible from the associated unit.

d. Open space requirements shall be satisfied onsite; provided that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than 20% of the total required open space offsite. Required offsite open space shall be located in the River District SPD. In approving the special permit, the planning commission shall specify how the

remaining open space to be provided on site shall be allocated between usable common open space and usable private open space.

**17.120.070 Multi-family R-5 zone.**

A. Allowed Uses.

1. Uses permitted in the R-5 zone under this title outside of the River District SPD shall be allowed in the R-5 zone within the River District SPD.

2. If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the R-5 zone outside of the River District SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the R-5 zone within the River District SPD, except the following uses are permitted in the R-5 zone within the River District SPD and shall not be subject to footnote (7) of Section 17.24.050:

a. Offices;

b. Medical clinic or office;

c. Retail, Pedestrian Oriented, and Personal Service Uses. All of the uses listed in Table 1 of Section 17.96.070 shall be permitted uses, except that bars shall be subject to footnote (40) of Section 17.24.050.

B. Development Standards.

Except as provided below, development in the R-5 zone in the River District SPD shall be subject to the same development standards that govern development in the R-5 zone outside of the River District SPD.

1. Height Standards.

The height standards for the R-5 zone in the River District SPD are set out in Exhibit B at the end of this chapter. Requests to vary a height standard shall be heard and decided under Section 17.120.130 and shall not be subject to footnote (8) of Section 17.60.030.

2. Open Space Requirements.

a. Office.

i. Open space shall be provided for new office development at a ratio of one square foot of open space for every 15 square feet of the total square footage of the development.

ii. Open space shall be in the form of courtyards or public plazas.

iii. Open space requirements shall be satisfied onsite; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than 20% of the required open space offsite. Required off-site open space shall be located within the River District SPD.

b. Residential.

i. Open space areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

ii. A minimum of 80 square feet of usable common open space per residential unit is required. Usable common open space may include courtyard, garden, recreational, or similar common areas.

iii. A minimum of 50 square feet of usable private open space per residential unit is required. Usable private open space shall be designed for the exclusive use of the associated unit and may include decks, balconies, and patios. Usable private open space shall be directly accessible from the associated unit.

iv. Open space requirements shall be satisfied onsite; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than 20% of the total required open space offsite. Required offsite open space shall be located in the River District SPD. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between usable common open space and usable private open space.

3. Parking Requirements.

a. No off-street parking shall be required for retail, commercial service (including banks and beauty salons) athletic club/fitness center, or restaurant uses, if the use is a component of a residential project and does not exceed 20% of the total building square footage for the project or 9,600 square feet, whichever is less.

b. No off-street parking shall be required for restaurant outdoor seating located on private property.

**17.120.080 Residential mixed use RMX zone.**

A. Allowed Uses.

Uses permitted in the RMX zone under this title outside of the River District SPD shall be allowed in the RMX zone within the River District SPD. If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the RMX zone outside of the River District SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the RMX zone within the River District SPD.

B. Development Standards.

Except as provided below, development in the RMX zone in the River District SPD shall be subject to the same development standards that govern development in the RMX zone outside of the River District SPD.

1. Building Size and Lot Coverage.

Development in the RMX zone in the River District SPD shall not be subject to footnote (9) of Section 17.60.030. A planning commission special permit shall be required for any building to be constructed or expanded to exceed 40,000 square feet of gross floor area. A zoning administrator's special permit shall be required for nonresidential buildings to be constructed or expanded to exceed 10,000 square feet up to and including 40,000 square feet of gross floor area. Maximum lot coverage shall be 70%.

2. Height Standards.

The height standards for the RMX zone in the River District SPD are set out in Exhibit B at the end of this chapter. Requests to vary a height standard shall be heard and decided under Section 17.120.130 and shall not be subject to footnote (8) of Section 17.60.030.

3. Residential Density.

The maximum residential density shall be 100 dwelling units per net acre. A higher density may be approved upon the issuance of a planning commission special permit pursuant to and subject to the findings required by Chapter 17.212 and consistent with the applicable density range established by the city's General Plan.

4. Open Space Requirements.

a. Office.

i. Open space shall be provided for new office development at a ratio of one square foot of open space for every 15 square feet of the total square footage of the development.

ii. Open space shall be in the form of courtyards or public plazas.

iii. Open space requirements shall be satisfied onsite; provided that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than 20% of the required open space off-site. Required off-site open space shall be located within the River District SPD.

b. Residential.

i. Open space areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

ii. A minimum of 80 square feet of usable common open space per residential unit is required. Usable common open space may include courtyard, garden, recreational, or similar areas.

iii. A minimum of 50 square feet of usable private open space per residential unit is required. Usable private open space shall be designed for the exclusive use of the associated unit and may include decks, balconies, and patios. Private usable open space shall be directly accessible from the associated unit.

iv. Open space requirements shall be satisfied onsite; provided that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than 20% of the total required open space offsite. Required offsite open space shall be located in the River District SPD. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between usable common open space and usable private open space.

5. Parking Requirements.

a. No off-street parking shall be required for retail, commercial service (including banks and beauty salons), athletic club/fitness center, or restaurant uses if the use is a component of a residential project and does not exceed 20% of the total building square footage for the project or 9,600 square feet, whichever is less.

b. No off street parking shall be required for restaurant outdoor seating located on private property.

**17.120.090 Office building OB zone.**

A. Allowed Uses.

1. Uses permitted in the OB zone under this title outside of the River District SPD shall be allowed in the OB zone within the River District SPD, except the following additional uses are allowed, subject to the restrictions and requirements stated for each use:

a. Vocational schools and dance/music/art/martial art schools, subject to the approval of a Planning Director Plan Review pursuant to and subject to the findings required by Chapter 17.220;

b. Apartments, subject to footnote (75) of Section 17.24.050;

c. Alternative ownership housing, subject to footnote (8) of Section 17.24.050.

2. If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the OB zone outside of the River District SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the OB zone within the River District SPD, except the following uses are permitted in the OB zone within the River District SPD and shall not be subject to footnote (18) and/or footnote (64) of Section 17.24.050 but shall be subject to the restrictions and requirements as stated for each use:

i. Offices;

ii. Medical clinic or office;

iii. Athletic club/fitness centers, subject to the approval of a Planning Director Plan Review pursuant to and subject to the findings required by Chapter 17.220;

iv. Retail stores exceeding 20% of the total square footage of the building, subject to a zoning administrator special permit pursuant to and subject to the findings required by Chapter 17.212.

B. Development Standards.

Except as provided below, development in the OB zone in the River District SPD shall be subject to the same development standards that govern development in the OB zone outside of the River District SPD.

1. Residential Density.

The maximum residential density shall be 100 dwelling units per net acre. A higher density may be approved upon the issuance of a planning commission special permit pursuant to and subject to the findings required by Chapter 17.212 and consistent with the applicable density range established by the city's General Plan.

2. Building Size and Lot Coverage.

Development in the OB zone in the River District SPD shall not be subject to footnote (9) of Section 17.60.030. A planning commission special permit shall be required for any building to be constructed or expanded to exceed 40,000 square feet of gross floor area. A zoning administrator's special permit shall be required for nonresidential buildings to be constructed or expanded to exceed 10,000 square feet up to and including 40,000 square feet of gross floor area. There is no maximum lot coverage standard.

3. Height and Setback Standards.

a. Front Setback. No minimum setback shall be required in the River District SPD area along Richards Boulevard except as required through the design review or preservation review under Chapters 17.132 and 17.134.

b. The height standards for the OB zone in the River District SPD are set out in Exhibit B at the end of this chapter. Requests to vary a height standard shall be heard and decided under Section 17.120.130 and shall not be subject to footnote (8) of Section 17.60.030.

4. Open Space Requirements.

a. Office.

i. Open space shall be provided for new office development at a ratio of one square foot of open space for every 15 square feet of the total square footage of the development.

ii. Open space shall be in the form of courtyards or public plazas.

iii. Open space requirements shall be satisfied onsite; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than 20% of the required open space off-site. Required off-site open space shall be located within the River District SPD.

b. Residential.

i. Open space areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

ii. A minimum of 80 square feet of usable common open space per residential unit is required. Usable common open space may include courtyard, garden, recreational, or similar common areas.

iii. A minimum of 50 square feet of usable private open space per residential unit is required. Usable private open space shall be designed for the exclusive use of the associated unit and may include decks, balconies, and patios. Usable private open space shall be directly accessible from the associated unit.

iv. Open space requirements shall be satisfied onsite; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than 20% of the total required open space offsite. Required offsite open space shall be located in the River District SPD. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between usable common open space and usable private open space.

5. Parking Requirements.

a. No off-street vehicle parking shall be required for retail, commercial service (including banks and beauty salons), athletic club/fitness center, or restaurant uses if the use is a component of an office or residential project and does not exceed 20% of the total building square footage for the project or 9,600 square feet, whichever is less.

b. No off-street vehicle parking shall be required for restaurant outdoor seating located on private property.

6. Entrances.

Development with frontage along Richards Boulevard shall provide an entrance facing the public street.

**17.120.100 Limited commercial C-1 zone.**

A. Allowed Uses.

1. Uses permitted in the C-1 zone under this title outside of the River District SPD shall be allowed in the C-1 zone within the River District SPD, except the following uses are prohibited in the C-1 zone within the River District SPD:

a. Appliance repair shop;

b. Unattended uses, such as self-serve laundromats;

c. Hardware store.

2. If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the C-1 zone outside of the River District SPD, approval of the same

discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the C-1 zone within the River District SPD.

B. Development Standards.

Except as provided below, development in the C-1 zone in the River District SPD shall be subject to the same development standards that govern development in the C-1 zone outside of the River District SPD.

1. Residential Density.

The maximum residential density shall be 29 dwelling units per net acre. A higher density may be approved upon the issuance of a planning commission special permit pursuant to and subject to the findings required by Chapter 17.212 and consistent with the applicable density range established by the city's General Plan.

2. Building Size.

Development in the C-1 zone in the River District SPD shall not be subject to footnote (9) of Section 17.60.030. A planning commission special permit shall be required for any building to be constructed or expanded to exceed 40,000 square feet of gross floor area. A zoning administrator's special permit shall be required for nonresidential buildings to be constructed or expanded to exceed 10,000 square feet up to and including 40,000 square feet of gross floor area. There is no maximum lot coverage standard.

3. Height Standards.

The height standards for the C-1 zone in the River District SPD are set out in Exhibit B at the end of this chapter. Requests to vary a height standard shall be heard and decided under Section 17.120.130 and shall not be subject to footnote (8) of Section 17.60.030.

4. Open Space Requirements.

a. Office.

i. Open space shall be provided for new office development at a ratio of one square foot of open space for every 15 square feet of the total square footage of the development.

ii. Open space shall be in the form of courtyards or public plazas.

iii. Open space requirements shall be satisfied onsite; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than 20% of the required open

space off-site. Required off-site open space shall be located within the River District SPD.

b. Residential.

i. Open space areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

ii. A minimum of 80 square feet of usable common open space per residential unit is required. Usable common open space may include courtyard, garden, recreational, or similar common areas.

iii. A minimum of 50 square feet of usable private open space per residential unit is required. Usable private open space shall be designed for the exclusive use of the associated unit and may include decks, balconies, and patios. Usable private open space shall be directly accessible from the associated unit.

iv. Open space requirements shall be satisfied onsite; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than 20% of the total required open space offsite. Required offsite open space shall be located in the River District SPD. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between usable common open space and usable private open space.

5. Parking Requirements.

a. No off-street vehicle parking shall be required for retail, commercial service (including banks and beauty salons), athletic club/fitness center, or restaurant uses if the use does not exceed 9,600 square feet.

b. No off-street vehicle parking shall be required for restaurant outdoor seating located on private property.

**17.120.110 General commercial C-2 zone.**

A. Allowed Uses.

Uses permitted in the C-2 zone under this title outside of the River District SPD shall be allowed in the C-2 zone within the River District SPD. If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the C-2 zone outside of the River District SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the C-2 zone within the River District SPD.

B. Development Standards.

Except as provided below, development in the C-2 zone in the River District SDP shall be subject to the same development standards that govern development in the C-2 zone outside of the River District SPD.

1. Residential Density.

The maximum residential density shall be 100 dwelling units per net acre. A higher density may be approved upon the issuance of a planning commission special permit pursuant to and subject to the findings required by Chapter 17.212 and consistent with the applicable density range established by the city's General Plan.

2. Building Size.

Development in the C-2 zone in the River District SPD shall not be subject to footnote (9) of Section 17.60.030. A planning commission special permit shall be required for any building to be constructed or expanded to exceed 40,000 square feet of gross floor area. A zoning administrator's special permit shall be required for nonresidential buildings to be constructed or expanded to exceed 10,000 square feet up to and including 40,000 square feet of gross floor area. There is no maximum lot coverage standard.

3. Height Standards.

The height standards for the C-2 zone in the River District SPD are set out in Exhibit B at the end of this chapter. Requests to vary a height standard shall be heard and decided under Section 17.120.130 and shall not be subject to footnote (8) of Section 17.60.030.

4. Open Space Requirements.

a. Office.

i. Open space shall be provided for new office development at a ratio of one square foot of open space for every 15 square feet of the total square footage of the development.

ii. Open space shall be in the form of courtyards or public plazas.

iii. Open space requirements shall be satisfied onsite; provided, the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than 20% of the required open space off-site. Required off-site open space shall be located within the River District SPD.

b. Residential.

i. Open space areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

ii. A minimum of 80 square feet of usable common open space per residential unit is required. Usable common open space may include courtyard, garden, recreational, or similar common areas.

iii. A minimum of 50 square feet of usable private open space per residential unit is required. Usable private open space shall be designed for the exclusive use of the associated unit and may include decks, balconies, and patios. Usable private open space shall be directly accessible from the associated unit.

iv. Open space requirements shall be satisfied onsite; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than 20% of the total required open space offsite. Required offsite open space shall be located in the River District SPD. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between usable common open space and usable private open space.

5. Parking

No off-street vehicle parking shall be required for restaurant outdoor seating located on private property.

**17.120.120 Heavy Commercial C-4 zone.**

A. Allowed Uses.

1. Uses permitted in the C-4 zone under this title outside of the River District SPD shall be allowed in the C-4 zone within the River District SPD.

2. If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the C-4 zone outside of the River District SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the C-4 zone within the River District SPD, except the following uses are permitted in the C-4 zone within the River District SPD subject to the restrictions and requirements as stated for each use:

a. Apartments, subject to footnote (75), but not to footnote (13), of Section 17.24.050.

b. Medical marijuana dispensaries, subject to footnote 85 except that a planning commission special permit shall be required.

B. Development Standards.

Except as provided below, development in the C-4 zone in the River District SPD shall be subject to the same development standards that govern development in the C-4 zone outside of the River District SPD.

1. Height Standards.

The height standards for the C-4 zone in the River District SPD are set out in Exhibit B at the end of this chapter and shall not be subject to footnote (18) of Section 17.60.030.

2. Building Size.

Except as provided below, development in the C-4 zone in the River District SPD shall not be subject to footnote (18) of Section 17.60.030. A planning commission special permit shall be required for any building to be constructed or expanded to exceed 40,000 square feet of gross floor area. A zoning administrator's special permit shall be required for nonresidential buildings to be constructed or expanded to exceed 10,000 square feet up to and including 40,000 square feet of gross floor area. For nonresidential development, there is no maximum lot coverage standard. For residential and mixed residential and nonresidential development, the lot coverage and density standards in subsection (b)(ii) of footnote (18) of Section 17.60.030 shall apply.

3. Open Space Requirements.

a. Office.

i. Open space shall be provided for new office development at a ratio of one square foot of open space for every 15 square feet of the total square footage of the development.

ii. Open space shall be in the form of courtyards or public plazas.

iii. Open space requirements shall be satisfied onsite; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than twenty 20% of the required open space off-site. Required off-site open space shall be located within the River District SPD.

b. Residential.

i. Open space areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

ii. A minimum of 80 square feet of usable common open space per residential unit is required. Usable common open space may include courtyard, garden, recreational, or similar common areas.

iii. A minimum 50 square feet of usable private open space per residential unit is required. Usable private open space shall be designed for the exclusive use of the associated unit and may include decks, balconies, and patios. Usable private open space shall be directly accessible from the associated unit.

iv. Open space requirements shall be satisfied onsite; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than 20% of the total required open space offsite. Required offsite open space shall be located in the River District SPD. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between usable common open space and usable private open space.

4. Parking Requirements.

a. No off-street vehicle parking shall be required for retail, commercial service (including banks and beauty salons), athletic club/fitness center, or restaurant uses if the use is a component of a residential project and does not exceed 20% of the total building square footage for the project or 9,600 square feet, whichever is less.

b. No off-street vehicle parking shall be required for restaurant outdoor seating located on private property.

5. Outdoor Storage.

All storage for appliance repair shops, cabinet shops, contractor's storage yards, building/landscape contractor shops, equipment rental and sales yards, furniture refinishing, lumber yards-retail, truck and tractor sales, service, and repair, and warehouse and distribution centers shall be inside an enclosed building or, if located outdoors, shall be completely screened from street views with landscaping and/or solid fencing.

**17.120.130 Modification of height, yard, and stepback standards.**

Design review or preservation review conducted at the director or commission level under Chapters 17.132 or 17.134 may address and modify the required height, yard, and stepback standards to achieve the intent and purposes of the River District Urban Design Guidelines, to ensure adequate light and air and compatibility with surrounding land uses, to ensure that an adequate and appropriate street tree canopy is created and maintained, and to mitigate visual impacts on listed historic resources. The

director or commission may approve up to an additional 50 feet of height for development on the west side of Interstate 5 if a public observation deck is incorporated into the building consistent with the River District Urban Design Guidelines. Where the design director or design commission has authority to modify the required height, yard, and stepback standards under this section, neither the zoning administrator nor the planning commission shall have authority to consider or grant special permits, variances, plan reviews, modifications of these entitlements, or any other entitlement to modify the height, yard, or stepback standards for a development.

**17.120.140 Required setback on Richards Boulevard for light rail transit.**

Notwithstanding the provisions of this chapter to the contrary, the minimum setback on the north side of Richards Boulevard from North 7th Street to North 16th Street shall be 35 feet; provided, that upon establishment of a 30 foot wide right-of-way at this location for light rail transit purposes, the minimum setback shall be five feet.

**17.120.150 Parking.**

If the use of an existing building is changed to another use that is consistent with this chapter, the following parking requirements shall apply:

A. If the change of use is not accompanied by a building expansion or reconstruction, then the change of use shall not require any additional parking.

B. If the change in use is accompanied by a building expansion, the new use shall be required to meet the parking requirements only as applied to the additional square footage added by the expansion.

C. If the change in use is accompanied by the building being demolished and rebuilt, in whole or in part, the new use shall conform to all applicable parking requirements.

**17.120.160 Building design to accommodate ground floor retail.**

New buildings shall be designed to accommodate future ground floor retail uses consistent with Exhibit C at the end of this chapter and the River District Urban Design Guidelines. The design review or preservation review conducted under Chapters 17.132 or 17.134 may address and modify or waive the ground floor retail accommodation requirement provided that the design or preservation review is performed at the director or commission level.

**17.120.170 Nonconforming use regulations.**

A. General.

Except as provided below, the nonconforming use regulations set forth in Chapter 17.88 of this title shall apply to nonconforming uses and to the use of nonconforming buildings, structures, and lots within the River District SPD.

B. Discontinuance of Nonconforming Uses.

Notwithstanding the provisions of Section 17.88.030(10)):

1. A nonconforming use of a lot, building or structure that ceases operation, voluntarily or involuntarily, for a continuous period of four years or more shall not resume operation unless the use of the lot, building, or structure conforms to the use regulations of the zone in which it is located.

2. The zoning administrator may approve a single extension of time of not more than two years to resume the operation of a nonconforming use upon a showing of good cause and a determination that the applicant has made reasonable and diligent efforts to resume the nonconforming use. The application for an extension of time to resume the operation of a nonconforming use shall be filed not less than 30 days prior to the expiration of the four year period within which the nonconforming use may be resumed by right. The application for extension of time shall be noticed and heard, and shall be subject to appeal, in the same manner as an application for a zoning administrator special permit.

C. Repair and Reconstruction of Buildings Damaged or Destroyed by Disaster.

1. Subject to the restrictions set forth in this subsection C, and notwithstanding the provisions of Section 17.88.030(3), a nonconforming building or structure, or a building or structure lawfully used for a nonconforming use, that is damaged or destroyed by disaster, in whole or in part, may be repaired or reconstructed, and any occupation or use of the building or structure that lawfully existed at the time of damage or destruction may be resumed.

2. The repair or reconstruction work shall commence within two years following the date of damage or destruction and shall be diligently prosecuted to completion. Commencement shall be deemed to occur when a building permit is obtained and construction physically commenced. All repair or reconstruction work shall be in accordance with the regulations of the building code existing at the time the building permit application for the work is filed.

3. Any nonconforming occupation or use of the building or structure that lawfully existed at the time of damage or destruction may be resumed no later than six months following issuance of a certificate of occupancy or approval of final inspection of the repair or reconstruction work. If the nonconforming use is not resumed within six months following issuance of a certificate of occupancy or approval of final inspection, any future use of the building or structure shall conform to the use regulations of the zone in which it is located.

4. The repaired or reconstructed building or structure shall not exceed the square footage of the original building or structure, but may differ in height, lot coverage, design or other features if it complies with the development standards for new development in the River District SPD.

5. The zoning administrator may approve a single extension of time of not more than two years to commence the repair or reconstruction of a damaged or destroyed building or structure under this section upon a showing of good cause and a determination that the applicant has made reasonable and diligent efforts to commence the repair or reconstruction of the building or structure. The application for extension of time to commence the repair or reconstruction of the building or structure shall be filed not less than 30 days prior to expiration of the two year period for commencement of work under this subsection C. The application for extension of time shall be noticed and heard, and shall be subject to appeal, in the same manner as an application for a zoning administrator special permit.

D. Allowed Expansion of Nonconforming Uses.

Notwithstanding the provisions of Section 17.88.030(2)(b), a nonconforming use may be enlarged within the building it occupies, enlarged or increased to occupy a greater area of land than that occupied by the use at the time the use became nonconforming, or moved in whole or in part to any other portion of the lot or parcel of land occupied by the nonconforming use upon the approval of a zoning administrator special permit pursuant to and subject to the findings required by Chapter 17.212.

E. Change from a Nonconforming Use to Another Nonconforming Use.

Notwithstanding the provisions of Section 17.88.030(9), an existing nonconforming use is permitted by right to change to another nonconforming use if the new nonconforming use is listed in Table 1, below. The zoning administrator may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow a nonconforming use to be changed to another nonconforming use listed in Table 2 below.

| **Table 1: Nonconforming Use Change Permitted by Right** |
|---|
| Appliance Repair Shop |
| Assembly of electrical &/or electronic equipment |
| Assembly of plastic &/or rubber items |
| Beverage Bottling Plant |
| Billboard manufacture |
| Building/Landscape contractor shop |
| Cabinet shop |
| Cement or clay products manufacturing |
| Cleaning plant, commercial |
| Contractor's storage yard |
| Equipment rental & sales yard |
| Furniture refinishing |
| Garment shop |
| Janitorial service company |
| Laboratory |
| Laundry, commercial plant |
| Lumber yard—Retail |
| Machine shop |
| Manufacturing, assembly, and treatment of merchandise |
| Monument works, stone |
| Nursery for plants and flowers |
| Printing and blueprinting |
| RV Storage (Commercial) |
| Warehouse and distribution center |
| Wholesale stores and distributors |

| **Table 2: Nonconforming Use Change With Zoning Administrator Special Permit** |
|---|
| Auto dismantler |
| Concrete batch plant |
| Food processing plant |
| Fuel Storage Yard |
| Junk Yard |
| Planing mill |
| Recycling facilities (minor, major, greenwaste) |
| Terminal yard, trucking |
| Towing service & vehicle storage yard |
| Truck and tractor sales, service, and repair |
| |

Exhibit A: River District Specific Plan Boundary

Exhibit B: Maximum Allowed Height (Measured from Existing Grade)

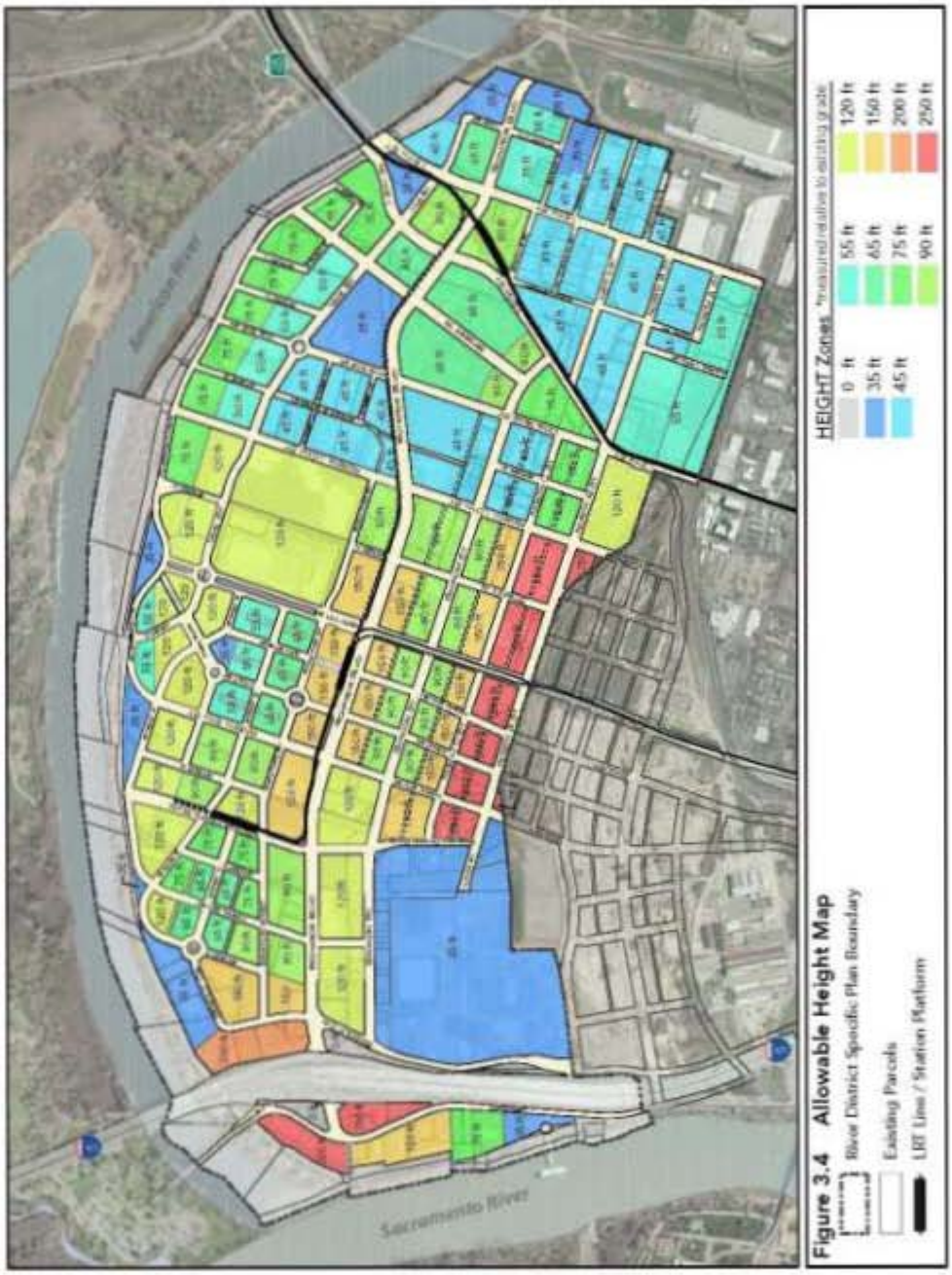
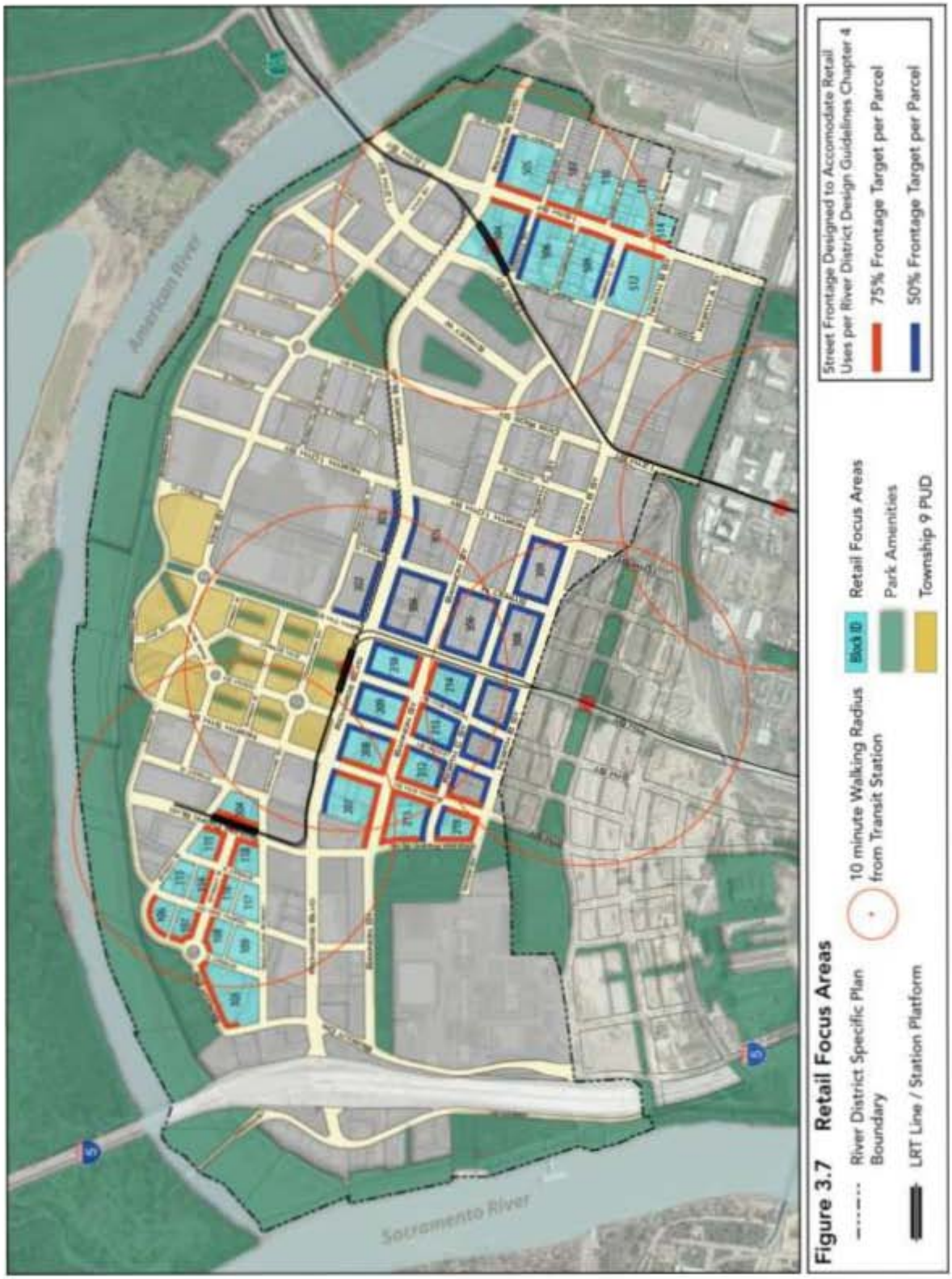


Exhibit C: Ground Floor Retail Accommodation



**SECTION 3.** Section 17.20.030 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

**17.20.030 Special planning districts.**

The following special planning districts (SPDs) are discussed in more detail in Chapters 17.92 through 17.130 of this title and are listed here for convenience only:

| | |
|---|---|
| Broadway-Stockton SPD | Ch. 17.94 |
| Central business district SPD | Ch. 17.96 |
| McClellan Heights/Parker Homes SPD | Ch. 17.98 |
| Northgate Boulevard SPD | Ch. 17.100 |
| Alhambra Corridor SPD | Ch. 17.104 |
| Del Paso Boulevard SPD | Ch. 17.108 |
| Del Paso Nuevo SPD | Ch. 17.112 |
| Sacramento Army Depot SPD | Ch. 17.116 |
| River District SPD | Ch. 17.120 |
| Sacramento Railyards SPD | Ch. 17.124 |
| R Street Corridor SPD | Ch. 17.128 |
| Freeport SPD | Ch. 17.130 |

**SECTION 4.** Section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. Footnote 78 of Section 17.24.050 is amended to read as follows:

78. a. Small Temporary Residential Shelter (24 or Fewer Beds) in the C-4, M-1, M-1(S), M-2, M-2(S) Zones.

A small temporary residential shelter consisting of not more than twenty-four (24) beds, is allowed in the C-4, M-1, M-1(S), M-2, and M-2(S) zones, provided that all of the location requirements and development standards set forth below are satisfied. A planning commission special permit shall be required to establish a small temporary residential shelter that does not meet all of the following location requirements and development standards. Notwithstanding the foregoing, a planning commission special permit shall be required to establish a small temporary residential shelter in the River District special planning district.

i. Location Requirements. Small temporary residential shelters shall meet the following location requirements:

(A) Small temporary residential shelters serving single adults only shall be situated more than one thousand (1,000) feet from any other temporary residential shelter, measured from property line to property line, and more than five hundred (500) feet from a public park, a public or private K-12 school, churches, or single-family

residential zones, measured from property line to property line. Programs may have multiple buildings on a single parcel.

(B) All other small temporary residential shelters shall be situated more than one thousand (1,000) feet from any other temporary residential shelter, measured from property line to property line. Programs may have multiple buildings on a single parcel.

(C) Small temporary residential shelters shall either be located within one thousand (1,000) feet of a designated transit corridor or bus route, or shall provide transportation between the facility and transit lines and/or services.

ii. Development Standards. Small temporary residential shelters shall meet the following development standards:

(A) Maximum Number of Beds. No more than twenty-four (24) beds shall be provided in any single small temporary residential shelter.

(B) Parking. Off-street parking shall be provided in the ratio of one space for every four adult beds, plus an additional space designated exclusively for the manager. All parking is required to be off-street and on-site.

(C) Hours of Operation. Facilities shall establish and maintain set hours for client intake/discharge. These hours shall be posted.

(D) On-site Personnel. On-site personnel shall be provided during hours of operation when clients are present. The manager's area shall be located near the entry to the facility.

(E) Lighting. Facilities shall provide exterior lighting on pedestrian pathways and parking lot areas on the property. Lighting shall reflect away from residential areas and public streets.

(F) Telephones. Facilities shall provide telephone(s) for use by clients.

(G) Personal Property. Facilities shall provide secure areas for personal property.

(H) Waiting Area. If intake of clients is to occur onsite, enclosed or screened waiting area must be provided on the property to prevent queuing in the public right-of-way. For purposes of this condition, small emergency shelters shall have waiting area consisting of not less than one hundred (100) square feet in the same location.

(I) Common Space. Interior and/or exterior common or recreational space for residents to congregate shall be provided on the property at a ratio of not less than fifteen (15) square feet per occupant and a minimum overall area of one hundred (100) square feet. Common space must be counted separately from the waiting area.

b. Large Temporary Residential Shelters (More Than 24 Beds) in the C-4, M-1, M-1(S), M-2, M-2(S) Zones.

A large temporary residential shelter consisting of more than twenty-four (24) beds is allowed with a planning director's special permit in the C-4, M-1, M-1(S), M-2, and M-2(S) zones, provided that all of the location requirements and development standards set forth below are satisfied. A planning commission special permit shall be required to establish a large temporary residential shelter that does not meet all of the following location requirement and development standards. Notwithstanding the foregoing, a planning commission special permit shall be required to establish a large temporary residential shelter in the River District special planning district.

i. Location Requirements. Large temporary residential shelters shall meet the following location requirements:

(A) Large temporary residential shelters serving single adults only shall be situated more than one thousand (1,000) feet from any other temporary residential shelter, measured from property line to property line, and no closer than five hundred (500) feet from a public park, a public or private K-12 school, churches, or single-family residential zones, measured from property line to property line. Programs may have multiple buildings on the same parcel.

(B) All other large temporary residential shelters must be situated more than one thousand (1,000) feet from any other temporary residential shelter, measured from property line to property line. Programs may have multiple buildings on a single parcel.

(C) Temporary residential shelters must either be located within one thousand (1,000) feet of a designated transit corridor or bus route, or shall provide transportation between the facility and transit lines to the satisfaction of the planning director.

ii. Development Standards. Large temporary residential shelters shall meet the following development standards:

(A) Parking. Off-street parking shall be provided in the ratio of one space for every five adult beds, plus an additional space designated exclusively for the manager. All parking is required to be off-street and on-site.

(B) Hours of Operation. Facilities shall establish and maintain set hours for client intake/discharge. These hours shall be posted.

(C) On-site Personnel. On-site personnel shall be provided during hours of operation when clients are present. The manager's area shall be located near the entry to the facility.

(D) Lighting. Facilities shall provide exterior lighting on pedestrian pathways and parking lot areas on the property. Lighting shall reflect away from residential areas and public streets.

(E) Telephones. Facilities shall provide telephone(s) for use by clients.

(F) Personal Property. Facilities shall provide secure areas for personal property.

(G) Waiting Area. If intake of clients is to occur onsite, enclosed or screened waiting area must be provided on the property to prevent queuing in the public right-of-way. For purposes of this condition, two hundred (200) square feet shall be deemed to constitute adequate waiting space unless the director determines that additional waiting space is required to meet the needs of the anticipated client load, in which case the higher figure shall apply.

(H) Common Space. Interior and/or exterior common or recreational space for residents to congregate shall be provided on the property at a ratio of not less than fifteen (15) square feet per occupant. Common space must be counted separately from the waiting area.

B. Except as specifically amended by the amendments to Footnote 78, Section 17.24.050 remains unchanged and in full force and effect.

**SECTION 5.** Section 17.134.430 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. Subsection A.1.a. of Section 17.134.430 is amended to read as follows:

a. Buildings and Structures within the River District Special Planning District. In the River District special planning district (formerly the Richards Boulevard special planning district), the requirements of this section shall apply only to applications to demolish or relocate buildings or structures that are identified in the Richards Boulevard area architectural and historical property survey (hereinafter “survey”), as either potential essential structures, priority structures or contributing structures within the potential North 16th Street preservation area. Applications to demolish or relocate buildings or structures within the River District special planning district that are not so identified in the survey shall not be subject to the requirements of this section.

B. Except as specifically amended by the amendments to subsection A.1.a., Section 17.134.430 remains unchanged and in full force and effect.

Attachment 13

**ORDINANCE NO.**

Adopted by the Sacramento City Council on

**NOMINATION OF NINE INDIVIDUAL PROPERTIES IN THE RIVER DISTRICT AS LANDMARKS AND NOMINATION OF THE NORTH 16TH STREET HISTORIC DISTRICT AND ITS' CONTRIBUTING RESOURCES, FOR LISTING IN THE SACRAMENTO REGISTER OF HISTORIC AND CULTURAL RESOURCES (M10-012)**

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

**SECTION 1**

The Sacramento Register of Historic and Cultural Resources is amended by adding the properties located at 116 North 16th Street, 101 Bercut Drive and related structure in the Sacramento River, 400 Jibboom Street, 1341 North C Street, 700 Dos Rios, 950 Richards Boulevard, 521 North 10th Street, 1100 Richards Boulevard, and the Jibboom Street Bridge, at Discovery Park, as Landmarks. The Sacramento Register of Historic and Cultural Resources is also amended by adding the North 16th Street Historic District and its' Contributing Resources.

The Preservation Director made the preliminary determination that the properties are eligible under the following Criterion:

**116 North 16th Street** (Pipe Works)
iii – embodies the distinctive characteristics of a type, period or method of construction.

**Bridge Located in Discovery Park** (Jibboom Street Bridge)
i – associated with events that have made a significant contribution to the broad patterns of the history of the city

iii – embodies the distinctive characteristics of a type, period or method of construction.

**101 Bercut** and associated structure in the Sacramento River (Water Treatment Plant)
i – associated with events that have made a significant contribution to the broad patterns of the history of the city and region

iii – embodies the distinctive characteristics of a type, period or method of construction

iv – represents the work of an important creative individual or master

**400 Jibboom Street** (PG&E Sacramento River Power Station "B")
i – associated with events that have made a significant contribution to the broad patterns of the history of the city and region

iii – embodies the distinctive characteristics of a type, period or method of construction

iv – represents the work of an important creative individual or master

**1341 N. C Street** (Fire Station #14)
iii – embodies the distinctive characteristics of a type, period or method of construction

iv – represents the work of an important creative individual or master

**700 Dos Rios Road** (Dos Rios School / Smythe Academy)
iii – embodies the distinctive characteristics of a type, period or method of construction

iv – represents the work of an important creative individual or master

**950 Richards Boulevard** (Sacramento Theatrical Lighting)
i – associated with events that have made a significant contribution to the broad patterns of the history of the city and region

iii – embodies the distinctive characteristics of a type, period or method of construction

iv – represents the work of an important creative individual or master

**521 N. 10th Street** (Volker Flooring)
iii – embodies the distinctive characteristics of a type, period or method of construction

**1100 Richards Boulevard** (Zellerbach Paper Company / UHaul)
i – associated with events that have made a significant contribution to the broad patterns of the history of the city and region

iii – embodies the distinctive characteristics of a type, period or method of construction

**North 16th Street Historic District**
Geographically-definable area possessing significant concentration or continuity of buildings unified by past events/functions and aesthetically by physical development; associated with significant period important in the history of the city.

**SECTION 2**

Sacramento City Code Section 17.134.180 prescribes that the Significant Feature(s) or Characteristic(s) of the resources to be added to the Sacramento Register shall be identified in the designating Ordinance.

**116 North 16th Street** (Pipe Works)
Period of significance: 1923-1948

Contributing features include but are not limited to: Original 1923 structure with symmetrical arrangement of exterior elements and forms; tall, arched glazed openings on east/primary façade; projecting central monitor roof; multi-paned metal sash windows with larger central arched opening incorporating double doored entry; north and south-facing elevations are divided into bays with large rectangular banks of multi-paned metal sash windows; interiors with large/tall open spaces supported by timber supports/trusses; brick exterior material; flat roof with parapet; 4 mature Italian cypress along North 16th Street.

**Bridge Located in Discovery Park** (Jibboom Street Bridge)
Period of significance: 1931-1950

Contributing features include but are not limited to: Combined cantilever and swing bridge with two traffic lanes and three spans; center pier swing bridge; steel construction on concrete piers with main span of 341 feet and two secondary Parker truss spans of 139 feet each; metal railing design; metal color; curved, arched concrete railings at each end, with dedication plaque at south end entry onto bridge.

**101 Bercut** (Water Treatment Plant)
Period of significance: 1921-1948

Contributing features include but are not limited to, and noting a new recommendation from the Preservation Director to herein add the Coagulant Building to the contributing features, which Staff had mistakenly omitted in their recommendations to the Preservation Director: Four principal structures in landscaped, City-Beautiful inspired park-like setting of lawn with shrubs and trees on the main plant site, including:1) the Pumping Station, its' form, materials, classical revival elements, quoined corners and centered entry with encircling frieze with incised inscription; tall rectangular multi-paned metal sash windows; 2) the Head Building (Administration Building) 2-story, octagonal, cream-colored concrete and stucco structure with clay-tiled conical roof and cupola, exterior circular drum between walls and roof's inscribed names of well-known scientists and inventors and two inscriptions; 3) the Concrete Filter Building attached to Head House on the east, long 1-1/2 story, multi-windowed flat-roofed structure partly below grade; and 4) the Coagulant Building, plaster sided rectangular building with encircling frieze with incised inscription, and classical revival elements, . Also included is the associated Water Intake Structure in Sacramento River to west of Plant, on an axis with the Pump Station, Head House, and Filter Building, with cream colored exterior, oval shaped base supporting encircling projecting deck and oval upper structures, curved form and covered with partially conical clay tile roof, flanking entry "gates" to suspension bridge walkway from tower to shore with "gates" at each end for cable supports, cream plaster with river-height indicator, multi-paned windows and mooring rings.

**400 Jibboom Street** (PG&E Sacramento River Power Station "B")
Period of Significance:
1912 – 1948

Contributing features include but are not limited to: Classical Revival/Beaux Arts exterior design elements with L-shaped reinforced concrete with steel frame massing, multi-paned window openings, parapets, roof monitors; 4 missing tall metal stacks above north/south section of building; massive classical door at primary/western façade with arched frame surmounted with ornate cartouche, north and south facades contain tall blind arches, encircling roof parapet contains shallow pediment form above each arch element; setting facing the Sacramento River relatively open, was to have been generally park-like; interiors of two large sections of the building generally open, missing machinery and metal catwalks in east/west oriented section of building.

**1341 N. C Street** (Fire Station #14)
Period of Significance:
1948-1960 (1960 period of significance date for 50-year time prior to this report date.)

Contributing features include but are not limited to: Painted brick exterior, 2 story in simplified Moderne style with shallow horizontal projecting bands of brick wrapping around the building at the cornice and above and below second floor windows and around truck doors and above first floor windows; two large truck doors on primary/south façade; flat roof behind parapet

**700 Dos Rios Road** (Dos Rios School / Smythe Academy)
Period of Significance:
1951-1960 (1960 period of significance date for 50-year time prior to this report date.)

Contributing features include but are not limited to:1-story, strong horizontal oriented form, Moderne style and decorative elements with enlarged round corner entry and curving stairway, ornamental details and side classroom wings extending at roughly 90 degree angle; horizontal bands of windows and window banks, multi-paned metal sash windows, scalloped trim beneath shallow projecting eave; interior reflects curving entry elements and open “streamline” forms; setting of building, set back with lawn from the street and large sycamore street trees.

**950 Richards Boulevard** (Sacramento Theatrical Lighting)
Period of Significance:
1951-1960 (1960 period of significance date for 50-year time prior to this report date.)

Contributing features include but are not limited to: Mid-Century Modern style, especially in facades, and forms/entry features in primary entry/offices section of structure relative to massing arrangements, window and door arrangements/design/materials, combination of exterior facades in concrete plaster and brick materials with colors emphasizing vertical and horizontal openings. Three large arched roof truss sections behind office section with expansive open interior warehouse area supported by intricate wood truss systems.

**521 N. 10th Street** (Volker Flooring)
Period of Significance:
1949-1959

Contributing features include but are not limited to: 1 story reinforced concrete with painted cement plaster walls and shallow hip roof; L-shaped building with prominent angled corner entry, recessed and framed by scored and rounded supports and two vertically fluted panels topped with rectangular deco-styled panels; west elevation with large multi-paned industrial sash windows; south elevation smaller multi-paned horizontal windows at upper portion of walls past one larger multi-paned opening flanking the corner entry.

**1100 Richards Boulevard** (Zellerbach Paper Company / UHaul)
Period of Significance:
1949

Contributing features include but are not limited to:1-1/2 story building covering 160,000 square feet or reinforced concrete and steel surfaced with cement plaster; north façade/office entry section shorter 1-story with glassed entry with three columns, pylon of horizontal field stone; north east corner façade contains continuous band of windows wrapping corner beneath shallow metal canopy with “streamlined” fascia and glass block; western end façade has paired windows at same height; major element is warehouse area with roof containing eight long parallel banks of monitors facing north. Rear elevation façade surfaced with corrugated metal sheathing.

**North 16th Street Historic District**
Period of Significance: 1921-1959

Character-defining features include but are not limited to: Various sized 1 to 2-1/2 story (with high floor to ceiling dimensions) structures, from large footprint warehouse/distribution/manufacturing structures to smaller accessory structures and commercial structures; primarily industrial type with large truck bays and several with concrete loading docks and truck ramps which are primarily located along the east/west streets in the district; also commercial type structures with showroom windows, generally along N. 16th St.; most structures built to property lines and oriented to transportation alignments, whether streets or rail lines, for car, truck and rail related operations, with some exterior walls curving along the rail spur alignments; most east/west streets and rail spur alignments are not developed with standard curbs/gutters/sidewalks/planter strips/street trees since were given over to support the uses’ transport/loading/unloading functions; many structures exhibit brick exteriors with various types of brickwork and decorative cornices, parapets, blind arches, etc., and while most unpainted, some are painted brick. Buildings with parapets surrounding flat/bowed roofs exhibit various parapet shapes, including stepped, arched and other. Other exterior materials include corrugated metal, reinforced concrete, concrete block, plaster, and wood siding, and several exhibit corrugated metal and Spanish tile roofs. Many with industrial metal sash windows. Interiors of many are large open areas; wood timber truss or metal support structures.

**SECTION 3**

Pursuant to Sacramento City Code Sections 17.134.170 and 17.134.180 and based on the duly noticed hearing conducted by the Preservation Commission and City Council, the staff reports and nomination materials attached thereto, and the testimony presented at the hearing on the nomination, the City Council makes the following findings in support of its action to designate the properties located at 116 North 16th Street, 101 Bercut Drive, 400 Jibboom Street, 1341 North C Street, 700 Dos Rios, 950 Richards Boulevard, 521 North 10th Street, 1100 Richards Boulevard, the Jibboom Street Bridge, and the North 16th Street Historic District and its' Contributing Resources and to place them in the Sacramento Register:

The properties meet the Criteria for Sacramento Register Landmark eligibility pursuant to Sacramento City Code Title 17, Chapter 17.134, section 17.134.170-C (1-5):

A. The nominated resource located at **116 North 16th Street** (002-0051-002) meets Criterion iii – "Embodies the distinctive characteristics of a type, period or method of construction."

B. The nominated resource located at **101 Bercut Drive** (001-0210-038) and associated structure in the Sacramento River west of the plant, meets Criterion i. "Associated with events that have made a significant contribution to the broad patterns of the history of the city and region," and iii – "Embodies the distinctive characteristics of a type, period or method of construction," and iv – "Represents the work of an important creative individual or master."

C. The nominated resource at **400 Jibboom Street** (001-0190-004) meets Criterion i – "Associated with events that have made a significant contribution to the broad patterns of the history of the city and region," and iii – "Embodies the distinctive characteristics of a type, period or method of construction," and iv – "Represents the work of an important creative individual or master."

D. The nominated resource at 1341 North C Street (001-0130-007) meets Criterion iii – "Embodies the distinctive characteristics of a type, period or method of construction," and iv – "Represents the work of an important creative individual or master."

E. The nominated resource at 700 Dos Rios (001-0082-001) meets Criterion iii – "Embodies the distinctive characteristics of a type, period or method of construction," and iv – "Represents the work of an important creative individual or master."

F. The nominated resource at 950 Richards Boulevard (001-0031-008) meets Criterion i – "Associated with events that have made a significant contribution to the broad patterns of the history of the city and region," and

iii – "Embodies the distinctive characteristics of a type, period or method of construction," and iv – "Represents the work of an important creative individual or master."

G. The nominated resource at 521 North 10th Street (001-0081-006) meets Criterion iii – "Embodies the distinctive characteristics of a type, period or method of construction."

H. The nominated resource at 1100 Richards Boulevard (001-0090-005) meets Criterion i – "Associated with events that have made a significant contribution to the broad patterns of the history of the city and region," and iii – "Embodies the distinctive characteristics of a type, period or method of construction."

I. The nominated resource at the Jibboom Street Bridge (no APN) meets Criterion i – "Associated with events that have made a significant contribution to the broad patterns of the history of the city," and iii – "Embodies the distinctive characteristics of a type, period or method of construction."

J. The nominated resource for the North 16th Historic District generally includes properties east of Ahern Street, south of Richards Boulevard, north of C Street, and to the west of 18th Street, Sacramento, CA. Addresses and APNs include 500 N. 16th Street (001-0103-009) Contributing; Adjacent to 1517 McCormack Street (001-0141-002) Contributing; 440 N. 16th Street (001-0141-013) Contributing; 430 North 16th Street (001-0141-014) Noncontributing; 420 North 16th Street (001-0141-015) Noncontributing; 410 N. 16th Street (001-0141-016) Contributing; 400 N. 16th Street (001-0141-017) Contributing; 1448-1503 McCormack Avenue (001-0141-021 and 001-0141-022) Contributing; 470 N. 16th Street (001-0141-024) Contributing; 1517 McCormack Avenue (001-0141-025) Contributing; Adjacent to 1401 North C Street (001-0142-002) Contributing; 324 N. 16th Street (001-0142-010 and 001-0142-011 and 001-0142-012) Noncontributing; 318 N. 16th Street (001-0142-013) Contributing; 1527 N. C Street (001-0142-014) Contributing; 1401-1451 N. C Street (001-0142-018) Contributing; 1501 N. C Street (001-0142-019) Contributing; 1515 N. C Street (001-0142-020) Contributing; Adjacent to 200 N. 15th Street (001-0151-001) Contributing; Adjacent to 200 N. 15th Street (001-0151-002) Contributing; 200 North 16th Street (001-0151-005) Contributing; 1610-1616 N. C Street (001-0152-004 and 001-0152-005 and 001-0152-006) Contributing; 1615 Thorton Avenue (001-0152-017) Contributing; 221 N. 16th Street (001-0152-018) Contributing; 235 N. 16th Street (001-0152-019) Contributing; 211-217 N. 16th Street (001-0153-001) Contributing; 116 N. 16th Street (002-0051-002) Contributing; 121 N. 16th Street (002-0053-003) Noncontributing; 131 N. 16th Street (002-0053-

004) Contributing; 83 N. 17th Street (002-0054-001) Contributing; 1601 N. A Street (002-0055-002) Contributing; Adjacent to 1601 A Street (002-0055-001 and 002-0055-005 and 002-0055-006 and 002-0055-007 and 002-0055-008 and 002-0055-009 and 002-0055-010 and 002-0055-011) Noncontributing. The property is eligible under the following Criterion: Geographically-definable area possessing significant concentration or continuity of buildings unified by past events/functions and aesthetically by physical development; associated with significant period important in the history of the city.

K. In addition, the nominated resources have integrity of location, design, setting, materials, workmanship and association; and

L. The nominated resources have important historic or architectural worth, and their designation as landmarks is reasonable, appropriate, and necessary to protect, promote, and further the goals of this chapter, pursuant to Sacramento City Code Title 17, Chapter 17.134, section 17.134.170-C (b-c).

Adoption of these Landmarks promotes the maintenance and enhancement of the significant features and characteristics of the Landmarks pursuant to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Adoption of these Landmarks promotes the maintenance and enhancement of the historic materials and fabric, as well as the appearance, of the Landmarks.

Adoption of these Landmarks is consistent with the City's Historic & Cultural Resources Element of the 2030 General Plan.

Adoption of these Landmarks will afford the properties the use of the California Historical Building Code and eligibility for any future preservation incentives that may be adopted for listed properties.

Adoption of these Landmarks helps to protect historic resources of the City of Sacramento.

**SECTION 4**

The Preservation Director of the City of Sacramento is hereby directed to add the properties located at 116 North 16th Street, 101 Bercut Drive and associated structure within the Sacramento River, 400 Jibboom Street, 1341 North C Street, 700 Dos Rios, 950 Richards Boulevard, 521 North 10th Street, 1100 Richards Boulevard, and the Jibboom Street Bridge in Discovery Park as Landmarks, and add the North 16th Street Historic District and its' Contributing Resources, to the Sacramento Register of Historic and Cultural Resources.

Attachment 14

**Rezones – DRAFT City Council**

# ORDINANCE NO.

Adopted by the Sacramento City Council

**AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING VARIOUS PARCELS OF REAL PROPERTY WITHIN THE SACRAMENTO RIVER DISTRICT SPECIFIC PLAN AREA FOR CONSISTENCY WITH THE 2030 GENERAL PLAN**

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

Section 1. Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the properties depicted in the attached Exhibit A and identified by APN and address in the attached Exhibit B, from the existing zone to the proposed zone as set forth in Exhibit B. The attached Exhibits A and B are incorporated herein by reference.

Section 2. Rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the rezoning of property described in the Zoning Code, as amended, as those 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 maps, which are a part of the Zoning Code, to conform to the provisions of this Ordinance.

Table of Contents:

Exhibit A – River District Rezone Map – 1 page
Exhibit B – List of Rezone Properties

Exhibit A – River District Rezone Map

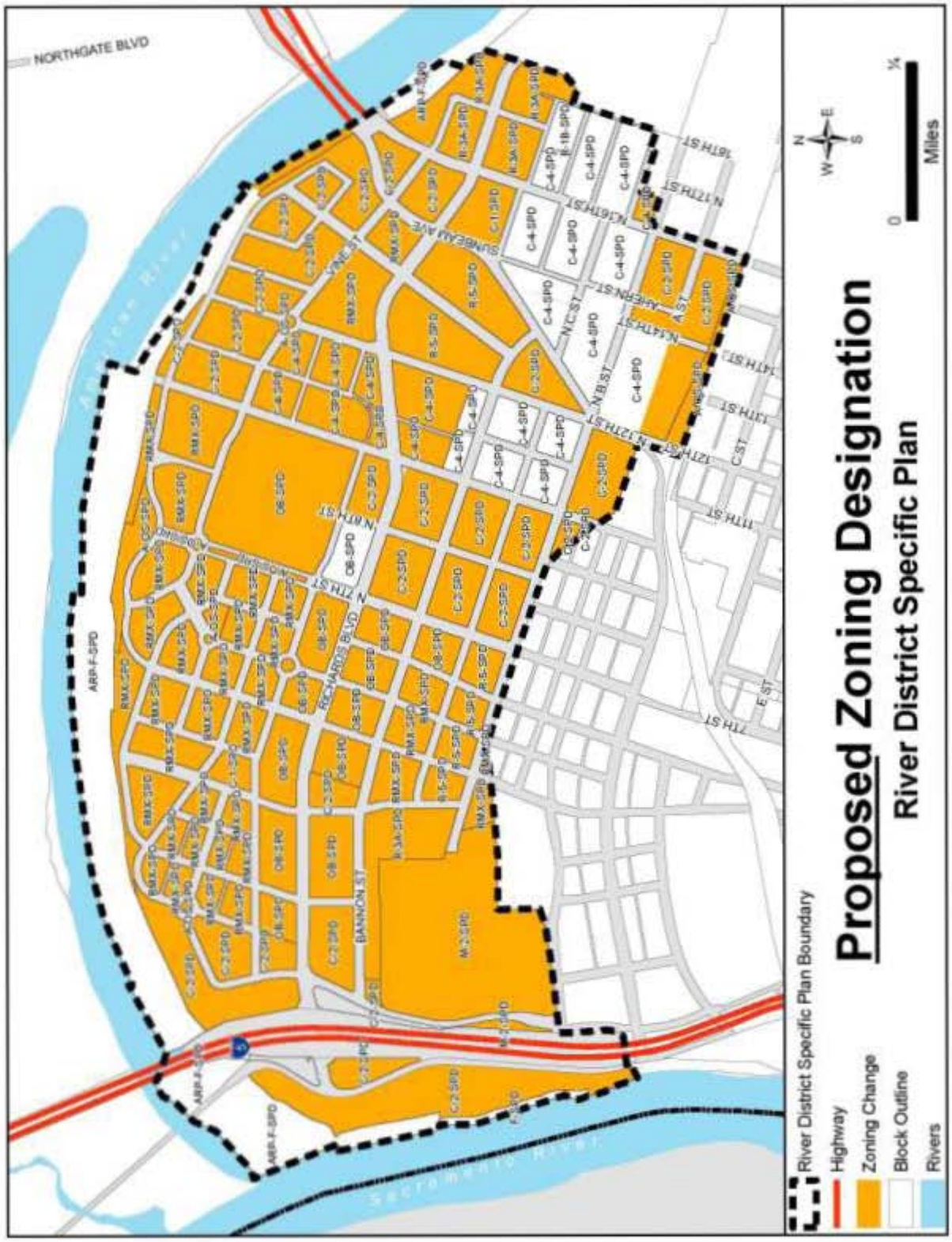


Exhibit B – List of Rezone Properties

| APN | Situs Address | Situs ZIP | Existing Zone | Proposed Zone |
|---|---|---|---|---|
| 00100110010000 | 221 JIBBOOM ST | 95811 | HC-PC-SPD | C-2-SPD |
| 00100110030000 | 225 JIBBOOM ST | 95811 | HC-PC-SPD | C-2-SPD |
| 00100110040000 | 227 JIBBOOM ST | 95811 | HC-PC-SPD | C-2-SPD |
| 00100110050000 | 231 JIBBOOM ST | 95811 | HC-PC-SPD | C-2-SPD |
| 00100120150000 | 226 JIBBOOM ST | 95811 | HC-PC-SPD | C-2-SPD |
| 00100120160000 | 222 JIBBOOM ST | 95811 | HC-PC-SPD | C-2-SPD |
| 00100120180000 | 228 JIBBOOM ST | 95811 | HC-PC-SPD | C-2-SPD |
| 00100120200000 | 232 JIBBOOM ST | 95811 | HC-PC-SPD | C-2-SPD |
| 00100120210000 | 236 JIBBOOM ST | 95811 | HC-PC-SPD | C-2-SPD |
| 00100120220000 | 0 JIBBOOM ST | 95811 | HC-PC-SPD | C-2-SPD |
| 00100120250000 | 200 JIBBOOM ST | 95811 | HC-PC-SPD | C-2-SPD |
| 00100200030000 | 0 N 7TH ST | 95811 | M-2-PC-SPD(N) | A-OS-SPD |
| 00100200080000 | 800 N 10TH ST | 95811 | M-2-PC-SPD(N) | RMX-SPD |
| 00100200090000 | 600 N 10TH ST | 95811 | M-2-SPD(N) | OB-SPD |
| 00100200100000 | 0 N 10TH ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100200110000 | 851 N 10TH ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100200120000 | 951 RICHARDS BL | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100200130000 | 851 RICHARDS BL | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100200190000 | 0 N 7TH ST | 95811 | RMX-PUD-SPD(N) | RMX-SPD |
| 00100200450000 | 430 N 7TH ST | 95811 | (A-OS,OB,RMX)-PUD/SPD(C/N) | (A-OS, OB, RMX)-PUD/SPD |
| 00100200460000 | 819 N 7TH ST | 95811 | (A-OS, RMX)-PUD/SPD(N) | (A-OS, RMX)-PUD/SPD |
| 00100200490000 | 601 N 7TH ST | 95811 | M-2-PUD/SPD(N) | OB-PUD/SPD |
| 00100200500000 | 611 N 7TH ST | 95811 | M-2-PUD/SPD(N) | OB-PUD/SPD |
| 00100200510000 | 845 RICHARDS BL | 95811 | (M-2, OB)-PUD/SPD(N) | OB-SPD |
| 00100200520000 | 0 RICHARDS BL | 95811 | A-OS-PUD/SPD, (M-2,M-2-PC)-SPD | (A-OS, RMX)-SPD |
| 00100310020000 | 0 N B ST | 95811 | M-2-SPD(C) | ROW |
| 00100310030000 | 0 N B ST | 95811 | M-2-SPD(C) | ROW |
| 00100310040000 | 915 N B ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310050000 | 320 N 10TH ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310060000 | 360 N 10TH ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310070000 | 410 N 10TH ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310080000 | 950 RICHARDS BL | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310090000 | 900 RICHARDS BL | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310120000 | 800 RICHARDS BL | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310130000 | 0 RICHARDS BL | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310140000 | 0 N 7TH ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310150000 | 325 N 7TH ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310160000 | 333 N 7TH ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310170000 | 325 N 7TH ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310210000 | 0 N 7TH ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310220000 | 840 RICHARDS BL | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310230000 | 721 N B ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310240000 | 0 N B ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310250000 | 750 RICHARDS BL | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100310260000 | 0 RICHARDS BL | 95811 | M-2-SPD(C) | C-2-SPD |
| 00100400120000 | 316 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100400130000 | 310 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100400140000 | 260 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |

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|---|---|---|---|---|
| 00100400150000 | 258 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100400180000 | 238 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100400190000 | 230 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100400200000 | 222 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100400310000 | 200 RICHARDS BL | 95811 | HC-SPD | C-2-SPD |
| 00100400340000 | 210 RICHARDS BL | 95811 | HC-SPD | C-2-SPD |
| 00100400350000 | 210 RICHARDS BL | 95811 | HC-SPD | C-2-SPD |
| 00100400360000 | 0 BANNON ST | 95811 | OB-PUD/SPD | C-2-SPD |
| 00100400370000 | 216 BANNON ST | 95811 | HC-SPD | C-2-SPD |
| 00100400380000 | 0 BERCUT DR | 95811 | HC-SPD | C-2-SPD |
| 00100400390000 | 246 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100520010000 | 320 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100520020000 | 324 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100520030000 | 330 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100520040000 | 334 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100520070000 | 354 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100520220000 | 350 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100520240000 | 400 BANNON ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100520250000 | 358 BANNON ST | 95811 | M-2-SPD | R-3A-SPD |
| 00100530240000 | 455 BANNON ST | 95811 | M-2-SPD(C) | (R-5, RMX)-SPD |
| 00100550020000 | 245 N 5TH ST | 95811 | M-2-SPD(C) | RMX-SPD |
| 00100550030000 | 0 N 5TH ST | 95811 | M-2-SPD(C) | RMX-SPD |
| 00100550040000 | 251 N 5TH ST | 95811 | M-2-SPD(C) | RMX-SPD |
| 00100610250000 | 0 N B ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100610260000 | 470 N B ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00100620020000 | 0 N 5TH ST | 95811 | M-2-SPD(C) | R-5-SPD |
| 00100620030000 | 224 N 5TH ST | 95811 | M-2-SPD(C) | R-5-SPD |
| 00100620040000 | 0 N 5TH ST | 95811 | M-2-SPD(C) | R-5-SPD |
| 00100620050000 | 0 N 5TH ST | 95811 | M-2-SPD(C) | R-5-SPD |
| 00100620060000 | 224 N 5TH ST | 95811 | M-2-SPD(C) | R-5-SPD |
| 00100620070000 | 479 BANNON ST | 95811 | M-2-SPD(C) | R-5-SPD |
| 00100620080000 | 471 BANNON ST | 95811 | M-2-SPD(C) | R-5-SPD |
| 00100630010000 | 0 N 5TH ST | 95811 | M-2-SPD(C) | RMX-SPD |
| 00100630020000 | 0 N 5TH ST | 95811 | M-2-SPD(C) | RMX-SPD |
| 00100630030000 | 501 N 5TH ST | 95811 | M-2-SPD(C) | (R-5, RMX)-SPD |
| 00100640040000 | 0 N B ST | 95811 | M-2 | RMX-SPD |
| 00100640050000 | 422 N B ST | 95811 | M-2 | RMX-SPD |
| 00100640060000 | 428 N B ST | 95811 | M-2 | RMX-SPD |
| 00100640070000 | 434 N B ST | 95811 | M-2 | RMX-SPD |
| 00100640080000 | 440 N B ST | 95811 | M-2 | RMX-SPD |
| 00100640090000 | 446 N B ST | 95811 | M-2 | RMX-SPD |
| 00100640100000 | 452 N B ST | 95811 | M-2 | RMX-SPD |
| 00100640110000 | 458 N B ST | 95811 | M-2 | RMX-SPD |
| 00100640120000 | 464 N B ST | 95811 | M-2 | ROW |
| 00100640130000 | 468 N B ST | 95811 | M-2 | RMX-SPD |
| 00100640140000 | 522 N B ST | 95811 | M-2 | RMX-SPD |
| 00100640150000 | 400 N B ST | 95811 | M-2 | M-2-SPD |
| 00100700050000 | 0 N B ST | 95811 | F | ARP-F-SPD |
| 00100700070000 | 1401 RICHARDS BL | 95811 | C-4-PC-SPD | C-2-SPD |
| 00100700090000 | 0 VINE ST | 95811 | M-2-PC-SPD(N) | C-2-SPD |
| 00100700220000 | 0 RICHARDS BL | 95811 | C-4-PC-SPD | C-2-SPD |
| 00100700230000 | 1351 VINE ST | 95811 | M-2-PC-SPD(N) | C-2-SPD |

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|---|---|---|---|---|
| 00100700240000 | 0 VINE ST | 95811 | M-2-PC-SPD(N) | C-2-SPD |
| 00100700280000 | 1421 RICHARDS BL | 95811 | C-4-PC-SPD | C-2-SPD |
| 00100700290000 | 1441 RICHARDS BL | 95811 | C-4-PC-SPD | C-2-SPD |
| 00100700360000 | 1199 VINE ST | 95811 | M-2-PC-SPD(N) | (A-OS, C-2)-SPD |
| 00100700370000 | 1275 VINE ST | 95811 | M-2-PC-SPD(N) | C-2-SPD |
| 00100700450000 | 0 VINE ST | 95811 | M-2-PC-SPD(N) | ARP-F-SPD |
| 00100700460000 | 0 VINE ST | 95811 | M-2-PC-SPD(N) | C-2-SPD |
| 00100700480000 | 0 VINE ST | 95811 | M-2-PC-SPD(N) | C-2-SPD |
| 00100700490000 | 1059 VINE ST | 95811 | M-2-PC-SPD(N) | C-2-SPD |
| 00100700500000 | 0 VINE ST | 95811 | M-2-PC-SPD(N) | C-2-SPD |
| 00100700510000 | 819 N 10TH ST | 95811 | M-2-PC-SPD(N) | C-2-SPD |
| 00100810040000 | 1001 RICHARDS BL | 95811 | M-2-SPD(N) | C-4-SPD |
| 00100810050000 | 515 N 10TH ST | 95811 | M-2-SPD(N) | C-4-SPD |
| 00100810060000 | 521 N 10TH ST | 95811 | M-2-SPD(N) | C-4-SPD |
| 00100810070000 | 601 N 10TH ST | 95811 | M-2-SPD(N) | C-4-SPD |
| 00100810090000 | 1000 VINE ST | 95811 | M-2-SPD(N) | C-4-SPD |
| 00100810100000 | 0 VINE ST | 95811 | M-2-SPD(N) | ROW |
| 00100810110000 | 609 N 10TH ST | 95811 | M-2-SPD(N) | C-4-SPD |
| 00100810120000 | 0 N 10TH ST | 95811 | M-2-SPD(N) | C-4-SPD |
| 00100810130000 | 701 DOS RIOS ST | 95811 | M-2-SPD(N) | C-4-SPD |
| 00100810140000 | 601 DOS RIOS ST | 95811 | M-2-SPD(N) | C-4-SPD |
| 00100810150000 | 0 DOS RIOS ST | 95811 | M-2-SPD(N) | C-4-SPD |
| 00100810160000 | 1101 RICHARDS BL | 95811 | M-2-SPD(N) | C-4-SPD |
| 00100900030000 | 1209 SITKA ST | 95811 | RMX-SPD | (R-5, RMX)-SPD |
| 00100900040000 | 1050 RICHARDS BL | 95811 | M-2-SPD(N) | C-4-SPD |
| 00100900050000 | 1100 RICHARDS BL | 95811 | M-2-SPD(N) | C-4-SPD |
| 00101010010000 | 0 RICHARDS BL | 95811 | C-4-SPD | RMX-SPD |
| 00101010020000 | 0 RICHARDS BL | 95811 | C-4-SPD | RMX-SPD |
| 00101010040000 | 510 N 12TH ST | 95811 | C-4-SPD | (R-5, RMX)-SPD |
| 00101010050000 | 1400 RICHARDS BL | 95811 | C-4-SPD | RMX-SPD |
| 00101010060000 | 620 SUNBEAM AV | 95811 | C-4-SPD | RMX-SPD |
| 00101010070000 | 430 N 12TH ST | 95811 | C-4-SPD | R-5-SPD |
| 00101020070000 | 520 N 12TH ST | 95811 | C-4-SPD | C-1-SPD |
| 00101020080000 | 1450 RICHARDS BL | 95811 | C-4-SPD | C-2-SPD |
| 00101020090000 | 625 SUNBEAM AV | 95811 | C-4-SPD | C-2-SPD |
| 00101020100000 | 605 SUNBEAM AV | 95811 | C-4-SPD | C-2-SPD |
| 00101020110000 | 522 N 12TH ST | 95811 | C-4-SPD | C-1-SPD |
| 00101030010000 | 550 N 16TH ST | 95811 | C-4-SPD | (C-1, C-2)-SPD |
| 00101030020000 | 540 N 16TH ST | 95811 | C-4-SPD | C-1-SPD |
| 00101030030000 | 520 N 16TH ST | 95811 | C-4-SPD | C-1-SPD |
| 00101030060000 | 515 N 12TH ST | 95811 | C-4-SPD | C-1-SPD |
| 00101030080000 | 0 SPROULE AV | 95811 | C-4-SPD | C-1-SPD |
| 00101030090000 | 500 N 16TH ST | 95811 | C-4-SPD | C-1-SPD |
| 00101030100000 | 1451 SPROULE AV | 95811 | C-4-SPD | C-1-SPD |
| 00101040140000 | 625 N 16TH ST | 95811 | C-4-PC-SPD | R-3A-SPD |
| 00101040160000 | 775 N 16TH ST | 95811 | C-4-PC-SPD | R-3A-SPD |
| 00101040170000 | 769 N 16TH ST | 95811 | C-4-PC-SPD | R-3A-SPD |
| 00101040180000 | 525 N 16TH ST | 95811 | (C-4, C-4-PC, R-1B)-SPD | R-3A-SPD |
| 00101040190000 | 0 N 16TH ST | 95811 | C-4-PC-SPD | R-3A-SPD |
| 00101040200000 | 0 N 16TH ST | 95811 | C-4-PC-SPD | R-3A-SPD |
| 00101220090000 | 255 DOS RIOS ST | 95811 | C-4-SPD | C-2-SPD |

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|---|---|---|---|---|
| 00101220100000 | 210 N 12TH ST | 95811 | C-4-SPD | C-2-SPD |
| 00101220120000 | 300 N 12TH ST | 95811 | C-4-SPD | C-2-SPD |
| 00101220130000 | 304 N 12TH ST | 95811 | C-4-SPD | (C-2, R-5)-SPD |
| 00101220140000 | 200 N 12TH ST | 95811 | C-4-SPD | C-2-SPD |
| 00101430040000 | 1603 BASLER ST | 95811 | R-1B-SPD | R-3A-SPD |
| 00101430050000 | 1605 BASLER ST | 95811 | R-1B-SPD | R-3A-SPD |
| 00101430060000 | 1607 BASLER ST | 95811 | R-1B-SPD | R-3A-SPD |
| 00101430070000 | 1611 BASLER ST | 95811 | R-1B-SPD | R-3A-SPD |
| 00101430130000 | 1625 BASLER ST | 95811 | R-1B-SPD | R-3A-SPD |
| 00101430140000 | 1627 BASLER ST | 95811 | R-1B-SPD | R-3A-SPD |
| 00101430150000 | 1629 BASLER ST | 95811 | R-1B-SPD | R-3A-SPD |
| 00101530010000 | 211 N 16TH ST | 95811 | M-2-SPD(E) | C-4-SPD |
| 00101530020000 | 1610 THORNTON AV | 95811 | M-2-SPD(E) | C-4-SPD |
| 00101600500000 | 0 N B ST | 95811 | M-2-PC-SPD(E) | R-3A-SPD |
| 00101810070000 | 345 RICHARDS BL | 95811 | M-2-SPD(N) | OB-SPD |
| 00101810090000 | 295 N 3RD ST | 95811 | M-2-SPD(N) | (OB, RMX)-SPD |
| 00101810100000 | 401 N 3RD ST | 95811 | M-2-SPD(N) | RMX-SPD |
| 00101810140000 | 301 RICHARDS BL | 95811 | M-2-SPD(N) | OB-SPD |
| 00101810150000 | 0 RICHARDS BL | 95811 | M-2-SPD(N) | OB-SPD |
| 00101810160000 | 500 BERCUT DR | 95811 | HC-PC-SPD | C-2-SPD |
| 00101810170000 | 450 BERCUT DR | 95811 | HC-PC-SPD | C-2-SPD |
| 00101810190000 | 300 BERCUT DR | 95811 | HC-SPD | C-2-SPD |
| 00101810200000 | 510 BERCUT DR | 95811 | HC-PC-SPD | C-2-SPD |
| 00101810210000 | 530 BERCUT DR | 95811 | HC-PC-SPD | C-2-SPD |
| 00101810220000 | 550 BERCUT DR | 95811 | HC-PC-SPD | C-2-SPD |
| 00101810240000 | 400 BERCUT DR | 95811 | HC-SPD | C-2-SPD |
| 00101810250000 | 350 BERCUT DR | 95811 | HC-SPD | C-2-SPD |
| 00101810260000 | 300 BERCUT DR | 95811 | HC-SPD | C-2-SPD |
| 00101810270000 | 0 BERCUT DR | 95811 | HC-PC-SPD | C-2-SPD |
| 00101810280000 | 570 BERCUT DR | 95811 | HC-PC-SPD | (A-OS, C-2)-SPD |
| 00101810290000 | 600 BERCUT DR | 95811 | HC-PC-SPD | RMX-SPD |
| 00101810300000 | 610 BERCUT DR | 95811 | HC-PC-SPD | RMX-SPD |
| 00101810310000 | 620 BERCUT DR | 95811 | HC-PC-SPD | RMX-SPD |
| 00101810320000 | 630 BERCUT DR | 95811 | HC-PC-SPD | RMX-SPD |
| 00101810330000 | 640 BERCUT DR | 95811 | HC-PC-SPD | RMX-SPD |
| 00101810340000 | 660 BERCUT DR | 95811 | HC-PC-SPD | RMX-SPD |
| 00101810350000 | 650 BERCUT DR | 95811 | HC-PC-SPD | RMX-SPD |
| 00101810360000 | 0 BERCUT DR | 95811 | HC-PC-SPD | (C-2, RMX)-SPD |
| 00101820010000 | 201 RICHARDS BL | 95811 | HC-SPD | C-2-SPD |
| 00101820040000 | 221 RICHARDS BL | 95811 | M-2-SPD(N) | OB-SPD |
| 00101820050000 | 251 RICHARDS BL | 95811 | M-2-SPD(N) | OB-SPD |
| 00101820100000 | 601 BERCUT DR | 95811 | HC-SPD | (A-OS, RMX)-SPD |
| 00101820150000 | 444 N 3RD ST | 95811 | HC-SPD | (A-OS, OB, RMX)-SPD |
| 00101820190000 | 321 BERCUT DR | 95811 | HC-SPD | C-2-SPD |
| 00101820240000 | 321 BERCUT DR | 95811 | HC-SPD | C-2-SPD |
| 00101820250000 | 455 BERCUT DR | 95811 | HC-SPD | C-2-SPD |
| 00101900040000 | 400 JIBBOOM ST | 95811 | HC-SPD | C-2-SPD |
| 00101900050000 | 0 JIBBOOM ST | 95811 | HC-SPD | C-2-SPD |
| 00101900060000 | 450 JIBBOOM ST | 95811 | HC-SPD | C-2-SPD |
| 00101900070000 | 0 JIBBOOM ST | 95811 | HC-SPD | C-2-SPD |
| 00101900090000 | 0 JIBBOOM ST | 95811 | HC-SPD | C-2-SPD |
| 00101900110000 | 0 JIBBOOM ST | 95811 | HC-SPD | C-2-SPD |

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|---|---|---|---|---|
| 00101900150000 | 240 JIBBOOM ST | 95811 | HC-SPD | C-2-SPD |
| 00101900160000 | 0 JIBBOOM ST | 95811 | HC-SPD | C-2-SPD |
| 00101900170000 | 0 JIBBOOM ST | 95811 | (F, HC)-SPD | (C-2, F)-SPD |
| 00102000100000 | 700 N 5TH ST | 95811 | M-2-PC-SPD(N) | RMX-SPD |
| 00102000110000 | 431 RICHARDS BL | 95811 | M-2-SPD(C), M-2-SPD(N) | (OB, RMX)-SPD |
| 00102000120000 | 424 N 5TH ST | 95811 | (A-OS,OB,RMX)-PUD/SPD(C/N) | (A-OS, OB, RMX)-PUD/SPD |
| 00102000130000 | 0 RICHARDS BL | 95811 | (OB, RMX)-PUD/SPD | ROW |
| 00102000180000 | 500 SEQUOIA PACIFIC | 95811 | M-2-SPD(C), M-2-SPD(N) | (OB, RMX)-SPD |
| 00102000190000 | 421 RICHARDS BL | 95811 | M-2-SPD(C), M-2-SPD(N) | (C-1, OB)-SPD |
| 00102000230000 | 500 SEQUOIA PACIFIC | 95811 | M-2-SPD(N) | RMX-SPD |
| 00102000250000 | 601 SEQUOIA PACIFIC | 95811 | M-2-SPD(N), M-2-PC-SPD(N) | RMX-SPD |
| 00102000290000 | 650 N 5TH ST | 95811 | M-2-SPD(N) | RMX-SPD |
| 00102000300000 | 600 N 5TH ST | 95811 | M-2-SPD(N) | RMX-SPD |
| 00102000310000 | 630 SEQUOIA PACIFIC | 95811 | M-2-PC-SPD(N) | RMX-SPD |
| 00102000320000 | 600 SEQUOIA PACIFIC | 95811 | M-2-SPD(N), M-2-PC-SPD(N) | RMX-SPD |
| 00102000340000 | 0 RICHARDS BL | 95811 | (A-OS, RMX)-PUD/SPD(N) | (A-OS, OB, RMX)-PUD/SPD |
| 00102000350000 | 551 SEQUOIA PACIFIC | 95811 | M-2-SPD(N) | (C-1, RMX)-SPD |
| 00102000360000 | 0 SEQUOIA PACIFIC | 95811 | M-2-PC-SPD(N) | RMX-SPD |
| 00102000370000 | 0 SEQUOIA PACIFIC | 95811 | M-2-SPD(C), M-2-SPD(N), M-2-PC-SPD(N) | (OB, RMX)-SPD |
| 00102100040000 | 450 RICHARDS BL | 95811 | M-2-SPD(C) | (C-2, OB)-SPD |
| 00102100050000 | 444 RICHARDS BL | 95811 | M-2-SPD(C) | (C-2, OB)-SPD |
| 00102100060000 | 0 N 5TH ST | 95811 | M-2-SPD(C) | (C-2, OB)-SPD |
| 00102100070000 | 500 RICHARDS BL | 95811 | M-2-SPD(C) | OB-SPD |
| 00102100100000 | 300 N 7TH ST | 95811 | M-2-SPD(C) | (OB, R-5, RMX)-SPD |
| 00102100120000 | 100 RICHARDS BL | 95811 | M-2-SPD(W) | M-2-SPD |
| 00102100180000 | 0 STATE HW | 95811 | M-2-SPD | C-2-SPD |
| 00102100240000 | 0 JIBBOOM ST | 95811 | M-2-SPD(W) | R-3A-SPD |
| 00102100350000 | 0 N B ST | 95811 | M-2-SPD(C) | (R-5, RMX)-SPD |
| 00102100370000 | 111 BERCUT DR | 95811 | M-2-SPD(W) | M-2-SPD |
| 00102100380000 | 101 BERCUT DR | 95811 | M-2-SPD(W) | M-2-SPD |
| 00102100410000 | 0 BANNON ST | 95811 | OB-PUD/SPD | RMX-SPD |
| 00102100450000 | 300 RICHARDS BL | 95811 | OB-PUD/SPD | OB-SPD |
| 00102100460000 | 0 RICHARDS BL | 95811 | OB-PUD/SPD | OB-SPD |
| 00102100470000 | 420 RICHARDS BL | 95811 | OB-PUD/SPD | C-2-SPD |
| 00102100480000 | 0 BANNON ST | 95811 | OB-PUD/SPD | C-2-SPD |
| 00102100490000 | 0 RICHARDS BL | 95811 | OB-PUD/SPD | (C-2, OB)-SPD |
| 00102100500000 | 325 N 5TH ST | 95811 | M-2-SPD(C) | (OB, RMX)-SPD |
| 00102100510000 | 300 RICHARDS BL | 95811 | OB-PUD/SPD | C-2-SPD |
| 00102100520000 | 0 BANNON ST | 95811 | OB-PUD/SPD | C-2-SPD |
| 00102100530000 | 0 BANNON ST | 95811 | OB-PUD/SPD | (C-2, OB)-SPD |
| 00200100060000 | 821 N B ST | 95811 | M-2-SPD(C) | C-2-SPD |
| 00200200120000 | 0 N B ST | 95811 | C-4-SPD | ROW |
| 00200310010000 | 916 N B ST | 95811 | M-2-SPD(C) | C-2-SPD |

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|---|---|---|---|---|
| 00200310020000 | 130 N 12TH ST | 95811 | C-4-SPD | C-2-SPD |
| 00200410730000 | 1400 A ST | 95811 | C-4-SPD | (C-2, C-4)-SPD |
| 00200410740000 | 1500 A ST | 95811 | C-4-SPD | C-2-SPD |
| 00200410750000 | 0 B ST | 95811 | C-4-SPD | A-OS-SPD |
| 00200410770000 | 1400 N B ST | 95811 | C-4-SPD | C-2-SPD |
| 00200410780000 | 111 N 16TH ST | 95811 | C-4-SPD | C-2-SPD |
| 00200410790000 | 0 N B ST | 95811 | C-4-SPD | C-2-SPD |
| 00200410800000 | 0 N B ST | 95811 | C-4-SPD | C-2-SPD |
| 00200410820000 | 0 N B ST | 95811 | C-4-SPD | C-2-SPD |
| 00200510020000 | 100 N 16TH ST | 95811 | C-4-SPD | C-2-SPD |
| 00200550140000 | 0 B ST | 95811 | C-4-SPD | A-OS-SPD |
| 00200550160000 | 1590 A ST | 95811 | C-4-SPD | C-2-SPD |
| 00200550170000 | 0 A ST | 95811 | C-4-SPD | C-2-SPD |
| 00200550180000 | 0 A ST | 95811 | C-4-SPD | C-2-SPD |