REPORT TO COUNCIL
City of Sacramento

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CONSENT
December 4, 2007

Honorable Mayor and
Members of the City Council

Title: R Street Corridor SPD Amendments (M05-048)

Location/Council District: The R Street Corridor Special Planning District (SPD) encompasses the fifty-four (54) blocks bounded by Q Street on the north, S Street on the south, 2nd Street on the west, and 29th Street on the east. Council Districts 1, 3 and 4.

Recommendation: 1) Review a **Resolution** approving the Mitigated Negative Declaration Addendum and Mitigation Monitoring Plan; 2) review an **Ordinance** adding section 17.128.035 to, and amending sections 17.128.030 and 17.128.040 of Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) relating to the R Street Corridor Special Planning District; 3) pass for publication of the **Ordinance** title as required by Sacramento City Charter section 32(c) to be adopted December 11, 2007.

Contact: Sandra Yope, Senior Planner, (916) 808-7158; Jason Hone, Junior Planner, (916) 808-5749

Presenters: Not Applicable

Department: Development Services

Division: Current Planning

Organization No: 4885

Description/Analysis

Issue: In 2006 staff identified a number of challenges to implementation of the R Street Plan and, in coordination with other departments and affected agencies, prepared recommendations for modifications to the Zoning Code that would facilitate development of the R Street Corridor. At the direction of the City Planning Commission, staff has conducted additional outreach and is proposing a revised Ordinance amending the R Street Corridor Special Planning District (SPD).

Policy Considerations: This proposed ordinance is consistent with the City's Strategic Plan Focus Areas of economic development, safe and affordable housing, culture and entertainment, and sustainability and livability. The proposed amendments are consistent with the R Street Corridor Plan goal to

create vibrant, livable and sustainable residential mixed use neighborhoods.

Committee/Commission Action: The Design, Preservation and Development Oversight Commissions were briefed on the current proposed ordinance and their comments are included in the background (Attachment 1). On September 13, 2007 the City Planning Commission, by a vote of 6 ayes, 2 recusals, and one absent, recommended approval of this ordinance and forwarded it to City Council. The City Planning Commission issued the following advisory: flexibility of the stepback and setback requirements during design and preservation review is important but the overarching concern for applying that flexibility should be one of appropriate integration with the character of the surrounding area. On November 6, 2007 the Law and Legislation Committee, by a vote of 4 ayes, directed staff to bring the ordinance to the full City Council for adoption. The Law and Legislation Committee also directed staff to bring forward an alternative option regarding required stepbacks on the block bounded by R, S, 3rd and 4th Streets. Staff is recommending a proposed Ordinance wherein there are no required stepbacks on this block.

Environmental Considerations: The City of Sacramento, Development Services Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the Initial Study, will have a significant effect on the environment. An Addendum to an Adopted Negative Declaration has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

Rationale for Recommendation: Recommending approval of this ordinance would better enable increased mixed-use development within the R Street Corridor SPD. At the same time, this ordinance will create new protections for tree canopy and historic resources while allowing the design and preservation review processes the flexibility necessary to approve quality projects in the R Street Corridor.

Financial Considerations: None.

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

Respectfully Submitted by: _____ for
David Kwong, Planning Manager

Approved by: _____
William Thomas
Director of Development Services

Recommendation Approved:

_____
RAY KERRIDGE
City Manager

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ATTACHMENT 1

Background

On December 10, 1996 the City Council approved the R Street Corridor Plan, which included amendments to the City zoning code, the Central City Community Plan, and the General Plan. In 2004 and 2005, staff identified a number of challenges to implementation of the R Street Plan and, in coordination with other departments and affected agencies, prepared recommendations for modifications to the zoning code and plans that will facilitate development of the R Street Corridor. To that end, staff prepared the R Street Corridor Urban Design Plan (M04-053) and an Ordinance amending the R Street Corridor Special Planning District (M05-048).

On July 19, 2006, the Design Review and Preservation Board forwarded to City Planning Commission and City Council, the Board's recommendations for adoption of the R Street Corridor Urban Design Plan (M04-053) and an Ordinance amending the R Street Corridor Special Planning District (M05-048). An Initial Study and Mitigated Negative Declaration applying to both the Design Plan and the Ordinance was prepared and circulated. On July 27 2006, staff presented to the City Planning Commission the R Street Corridor Urban Design Plan and the Ordinance amending the R Street Corridor SPD.

The City Planning Commission approved and forwarded to City Council the R Street Corridor Urban Design Plan (M04-053) but directed staff to conduct additional community and stakeholder outreach for the Ordinance and to return at a future date. On September 5, 2006 the City Council approved the R Street Corridor Urban Design Plan and adopted the Mitigated Negative Declaration but did not take action on the Ordinance.

Staff conducted additional community outreach via workshops held on November 30, 2006 and February 1, 2007. The original proposed Ordinance represented changes to the R Street Special Planning District (SPD) section of the City zoning code to overcome barriers to quality development presented by the original SPD adopted in 1996. The current proposed Ordinance represents the same goals of the original Ordinance but incorporates changes to address many of the concerns and comments received during the additional community outreach on November 30, 2006 and February 1, 2007. Staff returned to the City Planning Commission on September 13, 2007 where the current proposed ordinance was forwarded to City Council with a recommendation to approve.

Proposed Ordinance Amending the R Street SPD in the Zoning Code:

Below is a summary of the amendments included in the initially proposed Ordinance as well as a summary of the revised amendments made in response to the comments received during stakeholder and community outreach.

Initial Substantive Amendments Proposed in 2006

- OB-SPD, C2-SPD and RMX-SPD allowed uses were amended to allow apartments within the R Street Corridor to be subject to the same regulations as those outside the SPD (Planning Director level review for developments less than 100 units).
- OB-SPD development standards were amended to clarify language that the reuse of existing buildings does not trigger retail or housing requirements and allows minor expansions of existing buildings.
- C2-SPD development standards were amended to allow a waiver of the ground floor retail requirement by Zoning Administrator's Special Permit, if retail development is found to be unviable. In this section language mandating the exact placement of retail space within a development has been struck.
- C2-SPD development standards were amended to increase the building height of a commercial building from 40 to 45 feet before a stepback is required.
- RMX-SPD development standards were amended to simplify the height requirements for the SPD. The general rule along S Street is that buildings shall not exceed 45 feet or four and one-half stories which ever is greater, but shall be stepped back at least 30 feet above 35 feet. Height limit between 2nd and 6th Street is 75 feet.
- RMX-SPD development standards were amended to simplify R Street height limits between 6th and 8th Street to 75 feet, with a 30 foot stepback at 45 feet.
- RMX-SPD development standards were amended to set the height limit between 2nd and 6th on R Street at 75 feet with a possible increase to 90 feet under certain conditions.
- RMX-SPD development standards were amended to set height limits at 75 feet between 10th and 19th Streets on the south side of Q Street, at 90 feet fronting R Street between 10th and 19th, and at 75 feet along S.
- RMX-SPD development standards were amended to set the height limit between 20th and 23rd Streets at 75 feet along S Street, with a stepback of 30 feet.
- RMX-SPD development standards were amended to allow for additional <u>residential</u> density with the issuance of a Planning Commission Special Permit.
- RMX-SPD development standards were amended to simplify setbacks along Q and S Streets to the average of the two nearest buildings, but in no event greater than 12 feet or less than 5 feet.
- RMX-SPD development standards were amended to specify that open space requirements shall not apply to the reuse of existing buildings, and that 50 square feet of private open space is required for 50% of new residential units.

It was anticipated that the above cited amendments would aid in facilitating desired development in the corridor. The revised substantive amendments are in response to several comments and concerns raised at the community workshops on November 30, 2006 and February 1, 2007. Those concerns include, preservation of tree canopy, impact of development adjacent to historical structures, scale and massing. Staff is now

proposing an Ordinance that will implement the initial amendments with the following revisions.

Revised Substantive Amendments in the Current Proposed Ordinance

- No height increases in the RMX-SPD zone on the south side of Q Street between 13th -14th and 15th – 16th.
- Special stepback applied to all development in the RMX-SPD zone of projects adjoining historic buildings (landmarks or contributing resources in historic districts). Upper floors shall set back so that within twenty (20) feet of the nearest wall of the historic building, new construction shall not exceed the highest point of the historic building.
- All development in the RMX-SPD zone be stepped back 25' from the property line at the façade's 25' height line along Q or S Street except on the block bounded by R, S, 3rd and 4th Streets.*
- All development in the RMX-SPD zone be stepped back 20' from the property line at the façade's 25' height line along all numbered streets except on the block bounded by R, S, 3rd and 4th Streets.*
- When stepbacks are called for in the RMX-SPD zone along R Street, they will be at 25' rather than 45'. Where stepback depths in the RMX-SPD zone were previously 30', the revised changes will apply a 25' stepback depth.
- The RMX-SPD zone on R Street between 10th and 19th (Capitol Area) will continue to have no stepback requirements except to preserve existing trees.
- The RMX-SPD zone on R Street between 18th and 19th will be proposed as a maximum height of 75' instead of 90'.
- Addition of language allowing the design review or preservation review conducted on a development project in the R Street corridor special planning district to address and modify the required setbacks and stepbacks to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban 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; provided, that the design or preservation review is performed at the director or commission level.

* Prior to the public meeting of the Law and Legislation Committee on November 6, 2007, staff had proposed an ordinance that included stepbacks on the block bounded by R, S, 3rd and 4th Streets. The stepback has been eliminated from the proposed ordinance for the block bounded by R, S, 3rd and 4th Streets based on comments received at the November 6th Law and Legislation Committee meeting, direction from Committee members, and additional staff evaluation of that particular block. At the public meeting on November 6th, Eric Schlenker of Regis Homes identified a conflict between the proposed stepbacks and a current development proposal for the block bounded by R, S, 3rd and 4th Streets. The development proposal has received favorable

review from the Design and Planning Commissions as well as from community outreach conducted by the developer. Based on this testimony, in their motion to forward the Ordinance, the Law and Legislation Commission directed staff to provide the full City Council with an alternative to the 25' stepback. After additional consideration of the site and the context of surrounding development (including the CalPERS building to the north), staff feels that the revised proposal, which eliminates the stepbacks on this block, should be adopted by the City Council. Staff feels that the Design Commission, given the authority to modify required setbacks and stepbacks, can shape future development on this block in such a way that achieves an economically feasible project while protecting the existing street tree canopy. In other words, a uniform stepback at 25 feet on this particular block is neither an optimal, nor necessary method of ensuring that an adequate and appropriate street tree canopy is created and maintained.

Flexibility of Requirements During the Design Review and Preservation Review Process

Staff is proposing language allowing the design review or preservation review conducted on a development project in the R Street corridor special planning district to address and modify the required setbacks and stepbacks to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban 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; provided, that the design or preservation review is performed at the director or commission level.

Staff feels that this level of flexibility is necessary to ensure that creative design is not precluded by what some have referred to as "wedding cake" stepback requirements. In order to modify setback and stepback requirements on a project, the commission or director would need to make findings demonstrating that a projects design achieves the goals noted above.

Non-Substantive Changes in the Language of the Current Proposed Ordinance

Other changes to the initial Ordinance clarify language, simplify organization, and remove conflicts and redundancies in a cumulative effort to improve the readability and application of the zoning code by citizens, development project applicants and City staff. The proposed Ordinance also includes the addition of a development standards table as section 17.128.035. The development standards table clearly expresses height, setback and stepback requirements that were previously written into the body of the code and were difficult to interpret.

Public/Neighborhood Outreach and Comments:

Staff conducted a workshop on November 30, 2006 to discuss the initial proposed Ordinance, with a particular focus on the proposed height increases and proposed stepbacks. Staff responded to the community input and held a follow-up workshop on February 1, 2007 to discuss the proposed revisions to the initial amendments. Bellow is

a summary of the comments received at those workshops and staff responses to those concerns.

Example:

- **Concern:** Comment received from Community Workshop.
  - **Response:** Change to the initial amendments relative to the concern or staff response to the concern if no change was deemed necessary.

Comments Received at the 11/30/06 R Street SPD Community Workshop:

- **Concern:** Support measures to ensure the character of R Street retained.
  - **Response:** The RMX-SPD zone on R Street between 10th and 19th (Capitol Area) will continue to have no stepback requirements except to preserve existing trees. This helps to maintain the historic industrial character of that portion of the corridor.
  - **Response:** The design review or preservation review conducted on a development project in the R Street corridor special planning district may address and modify the required setbacks and stepbacks to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban 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; provided, that the design or preservation review is performed at the director or commission level.
  - **Response:** When stepbacks are called for in the RMX-SPD zone along R Street, they will be at 25' rather than 45'. Where stepback depths in the RMX-SPD zone were previously 30', the revised changes will apply a 25' stepback depth.
- **Concern:** Support proposed height increases, especially along R Street and at Light Rail Stations; increase proposed heights at west end of R Street so both sides of the street heights match.
  - **Response:** No changes made to proposed RMX heights at west end of R Street to aid in the transition to lower height residential neighborhoods to the south.
  - **Response:** Ability to increase height with a special permit within 660' of a light rail station.
- **Concern:** Support for setback/stepback measures ensuring street tree canopies and shade.
  - **Response:** All development in the RMX-SPD zone be stepped back 25' from the property line at the façade's 25' height line along Q or S Street except on the block bounded by R, S, 3rd and 4th Streets.
  - **Response:** All development in the RMX-SPD zone be stepped back 20' from the property line at the façade's 25' height line along all numbered streets except on the block bounded by R, S, 3rd and 4th Streets.
- **Concern:** Support for more public open space, especially if reducing private open space requirements.

  - **Response:** Existing SPD establishes public open space requirements consistent with development in Central City.
- **Concern:** Support for measures to ensure walkable neighborhoods.
  - **Response:** R Street Urban Design Guidelines already adopted by Council on September 5, 2006.
- **Concern:** Creating a wall of tall buildings along R Street.
  - **Response:** The RMX-SPD zone on R Street between 10th and 19th (Capitol Area) will continue to have no stepback requirements except to preserve existing trees.
  - **Response:** The RMX-SPD zone on R Street between 18th and 19th will be proposed as a maximum height of 75' as it is in the existing SPD.
  - **Response:** When stepbacks are called for in the RMX-SPD zone along R Street, they will be at 25' rather than 45'.
- **Concern:** Impact of proposed heights on historic buildings and historic districts; support for preservation of historic buildings
  - **Response:** Special stepback applied to all development in the RMX-SPD zone of projects adjoining historic buildings (landmarks or contributing resources in historic districts). Upper floors shall set back so that within twenty (20) feet of the nearest wall of the historic building, new construction shall not exceed the highest point of the historic building.

Comments Received at the 2/01/07 R Street SPD Follow-Up Community Workshop:

- **Concern:** Impact of shadows cast by increased heights.
  - **Response:** Shadow study conducted and will be attached as part of the addendum to the original environmental document. No mitigation is required.
- **Concern:** The height increases are too great.
  - **Response:** Majority of comments supported the proposed height increases.
- **Concern:** The heights east of 19th Street are appropriate at 45' and should not be changed.
  - **Response:** Staff is not proposing any height changes east of 19th Street.
  - **Response:** RMX-SPD zone on R Street from 18th to 19th maximum height revised to 75' from initial proposed 90'.
- **Concern:** Development near light rail stations should be higher and increased density.
  - **Response:** Ability to increase height with a special permit within 660' of a light rail station.
  - **Response:** Existing proposal includes an opportunity for increased residential density per a Planning Commission special permit.
- **Concern:** There should be no increase in heights adjacent to all landmarks and historic districts, consider transfer of development rights.
  - **Response:** Revised changes to original amendments include a special stepback adjacent to historic structures.

  - **Response:** City Council has not specified a policy direction that would provide transfer of development rights.
- **Concern:** Need better building design and variety along the corridor.
  - **Response:** R Street Corridor SPD is a design review area and several areas fall within the jurisdiction of the Preservation Commission.
- **Concern:** Building stepbacks should be from the tree centerline.
  - **Response:** This would create an inconsistent standard, hence stepbacks will be measured from the property line.
- **Concern:** Stepbacks along numbered streets should be reduced to avoid a "wedding cake" effect.
  - **Response:** The proposed amendments require a stepback depth of 20' along numbered streets vs. a stepback depth of 25' along Q and S Streets in the RMX zone.
  - **Response:** The design review or preservation review conducted on a development project in the R Street corridor special planning district may address and modify the required setbacks and stepbacks to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban 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; provided, that the design or preservation review is performed at the director or commission level.

Other Community Comments Received by Staff

Shortly after the close of the September 13, 2007 Planning Commission hearing on this item, staff received written comments from Karen Jacques. The comments were addressed to the Planning Commission. In her written comments, Ms. Jacques proposed that no height increase be allowed in historic districts or on landmark parcels outside of historic districts. She also requested that "old buildings in the area between 10th and 19th street" be evaluated for their potential as landmarks and then retain existing height limitations for those that are. Finally, Ms. Jacques proposed that historic preservation overlay zones be explored as an approach to protecting the R Street historic fabric.

Staff feels that the revised proposed amendments strike a balance between the need for increased development envelopes and the protection of the R Street historic fabric. Staff also feels that that Ms. Jacques' concerns can best be addressed through enforcement of existing polices which prohibit demolition by neglect and through other historic preservation policies broader than just the R Street Corridor SPD.

Staff spoke at the September 17, 2007 meeting of the *Area 1 Neighborhood Advisory Group*. Those in attendance reacted positively to the proposed amendments.

Commission Comments:

In July and August of 2007, staff presented informational reports to the Design Commission, Preservation Commission and Development Oversight Commission on the content and status of amendments to the R Street Corridor SPD. In the report to each commission, staff outlined the initially proposed amendments to the existing R Street Corridor SPD (those presented to the City Planning Commission on July 27, 2006) and how those amendments were revised in response to community and stakeholder outreach.

Comments Received at the July 18, 2007 Design Commission Meeting

- **Comment:** Consider modifying the 20' special historic structure stepback (Attachment 8) so that the stepback begins at the plate line rather than the highest point of the historic structure if there is no setback between the historic structure and the new development.
- **Comment:** The special historic structure stepback may make development infeasible on narrower lots.
- **Comment:** Consider maintaining the existing maximum height (45') for the RMX zone on the south side of Q street between 14th and 15th streets.
- **Comment:** Should consider the character of 13th-16th streets as a separate district and perhaps the "high walls" would not be complimentary to that area.
- **Public Comment:** Eric Schlenker of Regis Homes gave public comment at this meeting and expressed a concern about the required stepbacks. Mr. Schlenker represents the proposed "300 R" condominium project on the block between 3rd and 4th Streets and R and S Streets. Mr. Schlenker felt that the required stepbacks are not a practical way to accommodate tree canopy at his site. Mr. Schlenker also stressed that the language giving flexibility on stepbacks and setbacks needs to give the decision makers clear justification for reducing the required stepbacks, not just to increase them.

Comments Received at the August 1, 2007 Preservation Commission Meeting

- **Comment:** Pleased to see that the half blocks on the south side of Q street from 13th – 14th and 15th – 16th have been left at the existing maximum height of 45'.
- **Comment:** Concerned about the pressure increased development envelopes will have on properties within historic districts and properties with landmark structures. This creates a condition that can likely lead to demolition by neglect.
- **Comment:** Height increase outside of historic districts is fine as long as there is strict adherence to policies of tree canopy preservation.
- **Comment:** The special historic structure stepback seems "workable" but there needs to be a focus on preserving the historic buildings themselves from the conditions created by increased allowed heights.
- **Comment:** Consider transfer of development rights so that increased maximum heights are "earned" and pressure can be relieved from historically significant resources.
- **Comment:** Staff should show the existing build out relative to existing landmark structures and contributing resources in the R Street Corridor SPD.

- **Comment:** It is important to maintain the character of the R Street Corridor, not only in terms of the built environment but in terms of continuing to have the type of businesses and warehouse uses historically relevant to the area.

Comments Received at the August 6, 2007 Development Oversight Commission Meeting

- **Comment:** "Wedding cake" stepbacks do not lead to creative design nor pedestrian friendly streetscapes.
- **Comment:** The flexibility of stepback and setback requirements allowed during the design or preservation review process is an important way to address the various cases in which a stepback would not make sense or would inhibit creative and inviting design.
- **Comment:** This Ordinance is a good example of finding out that an initial plan is not working and taking the necessary steps to address those deficiencies.

Comments Received at the September 13, 2007 Planning Commission Meeting

Feedback from the Planning Commission was generally favorable. Commissioners expressed concern that the document be flexible enough to preserve the historic nature of the R Street rail corridor. They also felt that such flexibility allow the Commission to evaluate a project on its merits and be able to allow a good design to deviate from the required stepbacks.

The Commission directed staff to include the **following advisory to City Council**: It is important that the necessary flexibility be in place so that the development standards can be modified for a specific project and that the overriding concern for such modification be based on an appropriate integration with the character of the surrounding area.

Environmental Considerations:

The City of Sacramento, Development Services Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the Initial Study, will have a significant effect on the environment.

The Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments Project was adopted by City Council on September 5, 2006. However, City Council did not take action on the Ordinance amending various sections of Chapter 17.128 of Title 17. It should be noted that the Initial Study and Mitigated Negative Declaration erroneously refers to the R Street Corridor SPD Amendments as file number "M04-048." The correct file number for this project is "M05-048."

An Addendum to an Adopted Negative Declaration has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local

Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

R Street SPD Code Comparison Matrix

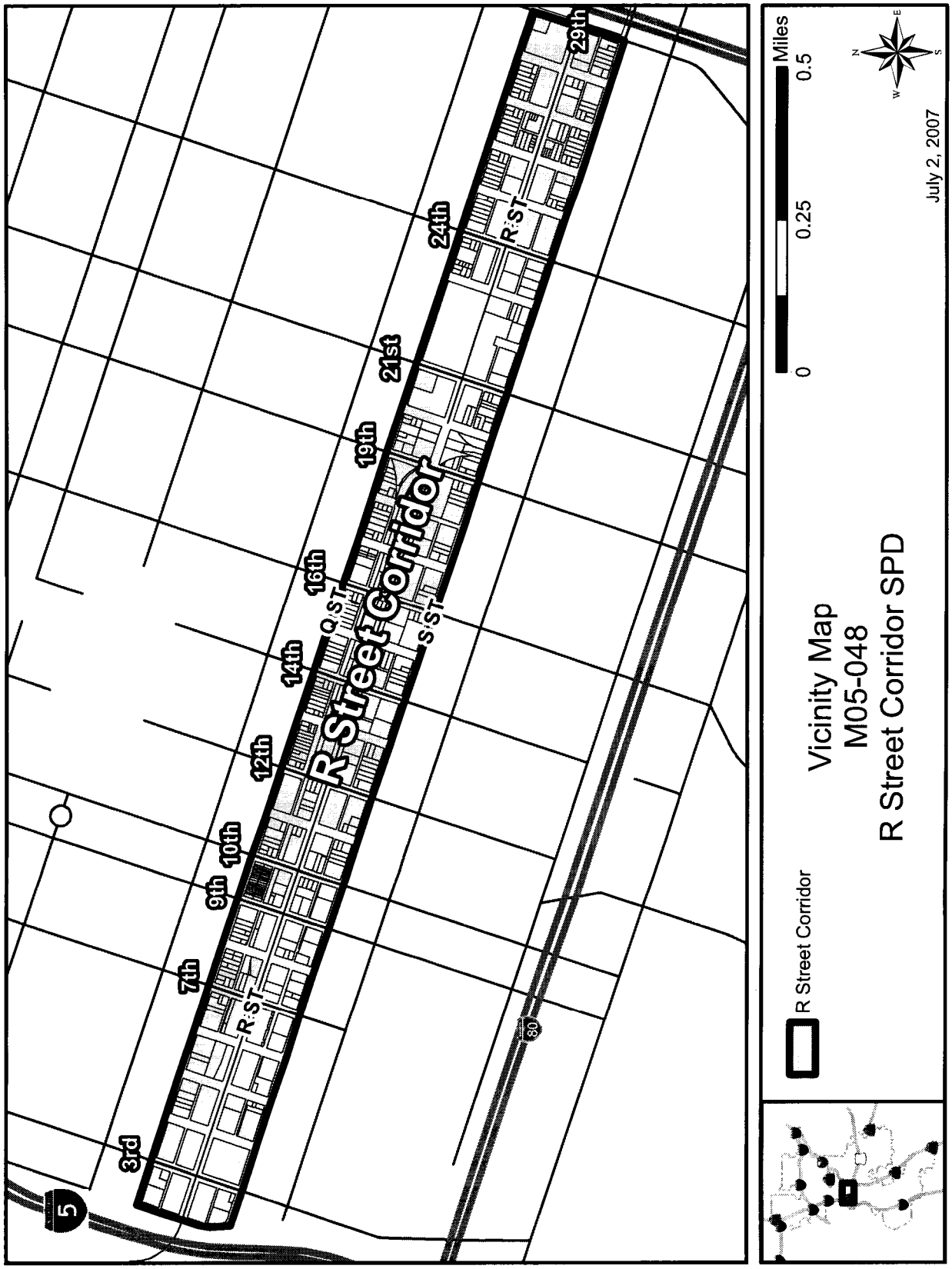
The following matrix summarizes the significant amendments proposed in this ordinance.

DESCRIPTION	WHAT THE CODE SAYS NOW	WHAT THE CODE CHANGES WILL DO	JUSTIFICATION
Apartments in the OB-SPD Zone.	Apartments are not allowed in the OB-SPD zone.	Apartments permitted subject to footnote 75 of the land use chart.	Consistency within the R Street Corridor, promotes residential development.
Apartments in the C2-SPD Zone.	Apartments permitted subject to footnote 76 of the land use chart.	Apartments permitted subject to footnote 75 of the land use chart, which is less restrictive than footnote 76.	Consistency within the R Street Corridor, less restrictive guidelines, promotes more residential development.
Reuse of Existing Buildings in the OB-SPD Zone.	Reuse of existing buildings would trigger retail and housing requirements same as new development.	Allow reuse and minor expansions (less than 10%) without triggering new retail or housing requirements.	Discourage vacancy, encourage development and reuse of existing buildings.
OB-SPD Open Space.	Public open space for residential units must occur on site.	Planning Commission may approve a special permit to locate up to 20% of required residential open space off-site but still within the R Street Corridor SPD.	Removes barriers to successful residential mixed use development.
C2-SPD Ground Floor Retail Waiver.	20% of ground floor must be retail development in any building containing office development.	Requirement may be waived with a Zoning Administrator special permit for reuse projects if ground floor retail is found to be unviable.	More flexibility in mixed-use development, discourages vacancy.
C2-SPD Stepbacks.	Buildings in the C2-SPD zone exceeding 45 feet must be stepped back 23 feet at 40 feet high.	Stepback occurs at 45 feet rather than 40 feet high.	Consistency with OB-SPD stepbacks and clarifies language so that any building exceeding 45 feet steps back at that point.

DESCRIPTION	WHAT THE CODE SAYS NOW	WHAT THE CODE CHANGES WILL DO	JUSTIFICATION
Heights, Stepbacks and Setbacks in General.	Height and stepbacks are contained in the language of the code under each land use.	Language removed and all height, stepbacks and setbacks consolidated in a Development Standards Table.	Simplify and clarify requirements in the code and makes the code easier to use by citizens, customers, and City staff.
RMX-SPD Residential Density.	Maximum 36 dwelling units per acre.	Additional density allowed with Planning Commission Special Permit.	Removes barriers to successful residential mixed use development.
RMX-SPD Setbacks.	RMX-SPD minimum front setback of 12 feet along Q and S streets.	RMX-SPD front setback average of the two nearest buildings, but in no event greater than 12 feet or less than 5 feet.	Removes barriers to successful residential mixed use development.
RMX-SPD Open Space.	RMX-SPD open space requirements apply to the reuse of existing buildings. 50 square feet of private open space is required for each unit. 80 square feet of common open space is required for each unit.	RMX-SPD open space requirements shall not apply to the reuse of existing buildings, and 50 square feet of private open space is required for 50% of new residential units. 80 square feet of common open space is required for each unit.	Removes barriers to successful residential mixed use development.
RMX-SPD Parking Requirements.	Max off-street parking for commercial uses is one space per 450 square feet. Parcels fronting on R Street between 10th and 13th may request a Zoning Administrator variance to waive required parking or to locate parking off-site.	Increase the max off-street parking for commercial uses to one space per 250 square feet. Parcels fronting on R Street between 10th and 13th may request a Zoning Administrator special permit instead of a variance to waive required parking or to locate parking off-site.	Removes barriers to successful residential mixed use development and addresses parking needs in the corridor.
Heights and Stepbacks in the RMX-SPD Zone.	Various different height and stepbacks throughout the corridor. *See ATTACHMENT 7*	Increase allowed maximum heights in some areas, apply stepbacks along Q, S and all numbered streets. *See ATTACHMENT 7*	Encourage greater residential mixed-use development, especially near light rail stations and establishes stepbacks to address building mass and tree canopy.

DESCRIPTION	WHAT THE CODE SAYS NOW	WHAT THE CODE CHANGES WILL DO	JUSTIFICATION
Historic Structure Stepback.	N/A	RMX-SPD development adjacent to historic buildings must step back 20 feet from the nearest wall at the highest point of the historic building.	Soften visual impact of new development on adjacent existing landmarks and contributing resources.
Design and Preservation Review Flexibility of Required Stepbacks and Setbacks	N/A	Design and Preservation review process at the Director or Commission level may modify the required stepbacks and setbacks if certain findings are made.	Projects are evaluated on individual merits considering the diversity of conditions within the corridor thus promoting creative and well-designed projects.
Allowed Expansion of Non-Conforming Use.	N/A	A non-conforming use within an existing building may expand by up to 25% of gross square footage within the building upon approval of a Zoning Administrator special permit.	Discourage vacancy, encourage economic development and reuse of existing buildings.

ATTACHMENT 2



ATTACHMENT 3

RESOLUTION NO.

Adopted by the Sacramento City Council

ADOPTING THE MITIGATED NEGATIVE DECLARATION ADDENDUM AND THE MITIGATION MONITORING PLAN FOR THE R STREET CORRIDOR SPECIAL PLANNING DISTRICT AMENDMENTS (M05-048)

BACKGROUND

A. In September 2007, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the R Street Corridor Special Planning District Amendments Project.

B. On December 11, 2007, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code sections 17.208.010 and 17.200.010(C)(2)(a)(publication), and received and considered evidence concerning the R Street Corridor Special Planning District Amendments.

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

Section 1. The City Council finds as follows:

A. On September 5, 2006, pursuant to 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, the City Council adopted a mitigated negative declaration (MND) and a mitigation monitoring program for the R Street Urban Design and Development Project and approved the Project with the exception of proposed amendments to the R Street Corridor Special Planning District.

B. The R Street Corridor Special Planning District Amendments [M05-048] (Project Modification) proposes to modify the originally proposed amendments to the R Street Corridor Special Planning District as follows:

- No height increases in the RMX-SPD zone on the south side of Q Street between 13th , 14th, 15th, and 16th Streets;

- Special stepbacks apply to all development in the RMX-SPD zone of projects adjoining historic buildings (landmarks or contributing resources in historic districts). Upper floors shall set back so that within 20 feet of the nearest wall of the historic

building, and new construction shall not exceed the highest point of the historic building;

- Except for the block bounded by R Street, S Street, 3rd Street, and 4th Street, all development in the RMX-SPD zone will be stepped back 25 feet from the property line at the façade's 25 feet height line along Q Street or S Street;

- Except for the block bounded by R Street, S Street, 3rd Street, and 4th Street, all development in the RMX-SPD zone will be stepped back 20 feet from the property line at the façade's 25 feet height line along all numbered streets;

- Language will be included that allows the design review or preservation review conducted on a development project in the R Street corridor special planning district to address and modify the required yard area and stepbacks to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban 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; provided, that the design or preservation review is performed at the director or commission level;

- When stepbacks are called for in the RMX-SPD zone along R Street, they will be at 25 feet rather than 45 feet. Where the stepback depths in the RMX-SPD zone were previously 30 feet, the revised changes will apply a 25 foot stepback depth.

- The RMX-SPD zone on R Street between 10th and 18th Streets (Capitol Area) will continue to have no stepback requirements except to preserve existing trees.

- The RMX-SPD zone on R Street between 18th and 19th Streets will be proposed as a maximum height of 75 feet.

C. The initial study on the Project Modification determined that the proposed changes to the original Project did not require the preparation of a subsequent environmental impact report or negative declaration. An addendum to the previously adopted MND was then prepared to address the modification to the Project.

Section 2. The City Council has reviewed and considered the information contained in the previously adopted MND for the Project, the addendum, and all oral and documentary evidence received during the hearing on the Project Modification. The City Council had determined that the previously adopted MND and the addendum constitute an adequate, accurate, objective, and complete review of the proposed Project Modification and finds that no additional environmental review is required based on the reasons set forth below:

A. No substantial changes are proposed by the Project Modification that will require major revisions of the previously adopted MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

B. No substantial changes have occurred with respect to the circumstances under which the Project Modification will be undertaken which will require major revisions to the previously adopted MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

C. No new information of substantial importance has been found that shows any of the following:

1. The Project Modification will have one or more significant effects not discussed in the previously adopted MND;

2. Significant effects previously examined will be substantially more severe than shown in the previously adopted MND;

3. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Project Modification; or

4. Mitigation measures which are considerably different from those analyzed in the previously adopted MND would substantially reduce one or more significant effects on the environment.

Section 3. Based on its review of the previously adopted MND for the Project, the addendum, and all oral and documentary evidence received during the hearing on the Project Modification, the City Council finds that the MND and addendum reflect the City Council's independent judgment and analysis and adopts the MND and the addendum for the Project Modification and readopts the findings of fact in support of the MND.

Section 4. The mitigation monitoring program for the Project is adopted for the Project Modification, and the mitigation measures shall be implemented and monitored as set forth in the program, based on the following findings of fact:

1. The mitigation monitoring program has been adopted and implemented as part of the Project;

2. The addendum to the MND does not include any new mitigation measures, and has not eliminated or modified any of the mitigation measures included in the mitigation monitoring program;

3. The mitigation monitoring plan meets the requirements of CEQA section 21081.6 and CEQA Guidelines section 15074.

Section 5. Upon approval of the Project, the City's Environmental Planning Services shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State

Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

Section 6. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

Table of Contents:

Exhibit A: Mitigation Monitoring Program

Exhibit A

Mitigation Monitoring Program

R Street Urban Design Guidelines and Related Actions

The Mitigation Monitoring Program includes:

- A list of mitigation measures with a space for the monitoring progress and completion dates,
- The full text of the mitigation measures, and
- Monitoring details, including:
    a. Agency responsible for implementation,
    b. Timing, and
    c. Standards of success

MITIGATION MEASURE #1: Parking.

At the design phase of implementation of new street improvements along R Street between 9th and 19th Streets, a block by block parking evaluation shall be undertaken to ensure that the loss of designated parking spaces is minimized and to ensure continued access to any loading docks, loading areas or driveways essential to existing businesses.

Party Responsible For Mitigation:	City of Sacramento Department of Transportation for public street improvements, and private development sponsors for frontage improvements.
Monitoring Agency:	City of Sacramento Environmental Planning Services
Timing Process:	As part of the design phase for each phase of street improvements, and as part of the preliminary and final design plan check.
Standards of Success:	This mitigation measure will be deemed successful when new on-street parking which meets City standards has been installed and the loss of existing casual parking spaces and loading area access has been minimized.
Monitoring Notes and Dates:	

MITIGATION MEASURE #2: Tree Resources

1. At the design phase of street improvement projects for the area between 9th and 19th of the R Street area, the City of Sacramento Arborist shall be consulted regarding the dimension of tree planters for street segments which include tree plantings. Adequate light and growing space shall be provided for designated areas planned for planting in the Urban Design Guidelines.

2. In addition, prior to and during construction of any street improvement project, the City, CADA or development sponsor shall comply with all permitting and mitigation requirements as specified by the City's Urban Forest Division, Department of Parks and Recreation to protect existing public trees. These requirements are designed to reduce and mitigate impacts to the urban forest.

Party Responsible For Mitigation:	City of Sacramento Department of Transportation for public street improvements, and private development sponsors for frontage improvements and building improvements.
Monitoring Agency:	City of Sacramento Environmental Planning Services and City Urban Forest Division
Timing Process:	As part of the design phase for each phase of street improvements, and private frontage improvement projects, the City Arborist shall be consulted the preliminary and final design plan check.
Standards of Success:	This mitigation measure will be deemed successful when final street designs are completed showing planting spaces with adequate space and light for tree survival.
Monitoring Notes and Dates:	

MITIGATION MEASURE #3: Impacts to Historically Important Streetscape Elements (revised August 10, 2006).

1. During the design phase for the implementation of any streetscape improvements in the roadbed of the R Street Corridor between 9th and 19th Streets, the City of Sacramento shall consider whether it is feasible to preserve the rail tracks and related historic features (cobblestones, spurs or related rail elements) in place during construction or if the tracks and related features will need to be temporarily removed and re-installed during construction.

2. In the event it is determined during the design phase that it is not technically feasible to retain the central line of the rail or spurs in place during the construction, the project sponsor shall consult with the City's Preservation Director to make a preliminary determination regarding the eligibility of the contributing features to be removed, pending any required additional cultural research for the streetscape project as described in Section 3 of this Mitigation Measure (below).

3. Prior to construction of any streetscape improvements in the roadbed of the R Street Corridor between 9th and 19th Street, the City shall require a field study by a qualified historian to record and document in both document and photo media any exposed elements of the railroad line and any features to be removed or disturbed by the project. Documentation shall follow to the extent applicable the procedures outlined for a HABS report, State Department of Parks and Recreation 523 form or equivalent.

4. During construction or excavation of the street bed in the R Street Corridor, a qualified historian or archeologist shall be present to monitor and identify any subsurface resources unearthed. Works shall stop for recovery of significant resources and such resources shall be cataloged and stored in accordance with Section 3 of this Mitigation Measure (above).

5. Final post-construction treatment of identified historic resources shall be reviewed and confirmed with the City Preservation Director, and a post-project completion City maintenance program for the improved segment of R Street shall ensure the continued protection of historic resources in the right-of-way (i.e. avoid paving or resurfacing over any exposed resources or other maintenance activities that would damage or alter the historic integrity of the resources).

Party Responsible For Mitigation:	City of Sacramento Department of Transportation for public street improvements, and private development sponsors for frontage improvements.
Monitoring Agency:	City of Sacramento Environmental Planning Services and the City Preservation Director.

Timing Process: The City Preservation Director shall be review all preliminary designs, plans and methods of construction and shall consult during the design phase of street and frontage improvements as to the best methods for preservation of historic railroad artifacts including rail tracks and spurs. The Preservation Director shall also consult with the engineer responsible for street improvement projects regarding the selection of a qualified archeologist and historic resources assess and monitor for construction phases of the project. The City Preservation Director shall also be notified when work is completed to conduct a post-construction inspection of the project and the treatment of historic features.

Standards of Success: This mitigation measure will be deemed successful when street improvement projects have been successfully completed with minimal disruption and or adequate restoration of historic railroad features.

Monitoring Notes and Dates:

MITIGATION MEASURE #4: Impacts to Subsurface Historic or Cultural Features

1. In the event cultural materials or potential cultural materials are encountered during excavation activities, work shall cease within 100 feet of the feature discovered until consultation with qualified archaeologist and Native American Heritage Commission (NAHC) representative. If necessary, further mitigation measures may be developed and implemented by the qualified archaeologist and NAHC representative.

2. Immediate cessation of work within the vicinity of finding human bone of unknown origin and immediate contact of County Coroner; the Coroner will notify the NAHC if the remains are determined to be Native American and NAHC will notify the person it believes to be the most likely descendant who will 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 in the immediate vicinity of the find until the appropriate actions have been carried out.

3. If human burials are encountered, all work in the area shall stop immediately and the County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5); Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98. The NAHC will notify the person it believes to be the most likely descendant who will 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 in the immediate vicinity of the find until the appropriate actions have been carried out.

Party Responsible For Mitigation:	City of Sacramento Department of Transportation for public street improvements, and private development sponsors for frontage improvements.
Monitoring Agency:	City of Sacramento Environmental Planning Services and the City Preservation Director.
Timing Process:	All construction documents for work involving excavation shall include the above language or similar language to require the contractor to comply with the mitigation language above.
Standards of Success:	This mitigation measure will be deemed successful when street improvement projects have been successfully completed with minimal disruption of and proper handling of any significant cultural resources.

Monitoring Notes and Dates:

ATTACHMENT 4

Redlined
ORDINANCE NO.

Adopted by the Sacramento City Council

Date Adopted

ADDING SECTION 17.128.035 TO, AND AMENDING SECTIONS 17.128.030 AND 17.128.040 OF CHAPTER 17.128 OF TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO THE R STREET CORRIDOR SPECIAL PLANNING DISTRICT (M05-048)

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

SECTION 1. Section 17.128.030 of Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.128.030 Land use zones and development standards.

A. General.

This section sets forth the boundaries, allowed uses and development standards for each zoning district in the R Street corridor special planning district.

1. Zoning Map.

The land use zones applicable in the R Street corridor special planning district are set forth in the zoning map set out at the end of this chapter as Exhibit 1.

2. Relationship Between Zoning and Land Use Designations.

The relationship between the community plan land use designations and the implementing SPD zone classifications are listed below:

Community Plan Land Use Designation		SPD Zone
INT-MU	Intensive Mixed Use	OB-SPD(W)
GC-MU	General Commercial Mixed Use	OB-SPD(C)
GC	General Commercial	C-2-SPD
HC	Heavy Commercial	C-4-SPD
MF	Multiple Family	R-3A-SPD
RES-MU	Residential Mixed Use	RMX-SPD

3. Allowed Uses.

The uses allowed ("allowed uses") within the R Street corridor special planning district vary for each zoning district. Allowed uses are either permitted uses or conditionally permitted uses, as described below:

a. Permitted Uses.

Permitted uses are uses permitted as a matter of right in the specified zone, subject to compliance with the development standards and other requirements of this chapter.

b. Conditionally Permitted Uses.

Conditionally permitted uses are uses permitted as a matter of discretion, and require approval of a special permit by the planning director, zoning administrator, or planning commission pursuant to ~~Section~~Chapter 17.~~128.040 of this chapter~~212.

B. Boundaries, Allowed Uses and Development Standards.

The boundaries, allowed uses and specific development standards for each land use zone in the R Street corridor special planning district are set forth below.

1. Office Building (OB) Zone.

Within the office building (OB) zone in the R Street corridor special planning district, there are two geographic areas, designated West (W) and Central (C). The boundaries of these two areas, shown on Exhibit 1, set out at the end of this chapter, are as follows: (1) West is the area bounded generally by 2nd and 8th Streets between Q and R Streets, excluding the half-blocks on the north side of R Street between 6th Street and 8th Street; and (2) Central is the area located between 16th and 17th Streets from the half-block north of R Street to S Street. The development standards differ slightly for the two areas. The West OB zone is intended to encourage more intensive mixed uses within the west end of the corridor, while the Central OB zone is intended to encourage moderately intensive mixed uses adjacent to the 16th Street light rail station.

a. Allowed Uses.

Except as otherwise provided ~~hereinin~~ subsections (i) and (ii), below, (1) uses permitted by this title in the OB zone outside of the R Street corridor special planning district but within the central city ~~by this title~~ shall be permitted in the OB zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the OB zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

The following additional uses are permitted uses in the OB zone in the R Street corridor planning district:

(A) Retail and Personal Service Uses. The retail and personal service uses specified in Table 1 of Section 17.96.070 of this title shall be permitted uses.

(B) Apartments. Apartments shall be a permitted use subject to footnote (75) of Section 17.24.050.

ii. Conditionally Permitted Uses.

The following uses are conditionally permitted uses in the OB zone:

(A) Office Use. Office use is permitted in the OB zone subject to approval of a special permit by the planning commission.

(B) Residential Use. ~~Residential use is allowed in the OB zone subject to approval of a special permit by the planning commission or zoning administrator, as specified below~~Alternative ownership housing is permitted subject to footnote (8) of Section 17.24.050.

b. Special Permit Required—Larger Development Projects.

Notwithstanding subsection (B)(1)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess, and if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.

i. ~~Projects Requiring Planning Commission Approval~~Nonresidential Development Exceeding 40,000 Square Feet.

A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for ~~the following projects in the OB zone:~~

~~(A) Projects exceeding forty thousand (40,000) square feet. A planning commission special permit shall be required for new~~ new nonresidential development, including additions to or expansions of existing buildings, ~~which~~that exceeds forty thousand (40,000) square feet.

~~(B) Residential Projects Involving More Than Ten Dwelling Units. A planning commission special permit shall be required for all new development of more than ten (10) dwelling units.~~

ii. ~~Projects Requiring Zoning Administrator Approval~~Nonresidential Development Exceeding 10,000 Square Feet.

A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for ~~the following projects in the OB zone:~~

~~(A) Projects Exceeding Ten Thousand Square Feet But Not More Than Forty Thousand Square Feet. A zoning administrator special permit shall be required for new~~new nonresidential development, including additions to or expansions of existing buildings, ~~which~~that exceeds ten thousand (10,000) square feet but ~~which~~that does not exceed forty thousand (40,000) square feet.

~~(B) Residential Projects Involving Ten or Fewer Dwelling Units. A zoning administrator special permit shall be required for residential development projects of ten (10) or fewer dwelling units.~~

c. Development Standards.

Except as provided below, development in the OB zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the OB zone outside of the R Street corridor special planning district.

i. Office Development~~—~~-Residential and Ground Floor Retail Requirements.

Except as provided in subsection (B)(1)(c)(i)(C) of this section, ~~new development projects, including expansions or additions to existing buildings, which contain office development shall include~~ a residential component and a ground floor retail component ~~which satisfy~~complying with the ~~following~~ requirements~~:~~ of subsections (B)(1)(c)(i)(A) and (B)(1)(c)(i)(B) of this section shall be required for new construction of buildings on vacant sites or on sites where the existing building will be demolished; for reuse projects utilizing buildings that have been vacant for over three (3) years; and for additions of greater than ten percent (10%) of gross floor area to existing buildings.

(A) Residential Component Required for Office Development. Projects containing office development shall provide residential development at a rate of either one dwelling unit for every three thousand (3,000) square feet of office development or one square foot of housing for every three square feet of office development, whichever is less.

(1) Location of Residential Development. The residential component required for an office development project pursuant to subsection (B)(1)(c)(i)(A) of this section shall either be included in, and constructed as part of, the same development project as the office development; or located in an adjacent residential district within the R Street corridor special planning district.

(2)_ Timing of Residential Development._ Except as provided below in subsection (B)(1)(c)(i)(A)(3), the residential component shall either be constructed prior to, or concurrently with, the office development, and appropriate conditions shall be included at the time of approval of the special permit for the development project to ensure that this requirement is satisfied.

(3)_ Development Agreement._ Subject to the execution of a development agreement or other agreement that ensures the construction of the residential component within a reasonable period of time not to exceed two years following completion of the office development, the city council may authorize the construction and occupancy of the office development prior to construction of the residential component.

(4)_ Satisfaction of Housing Trust Fund "Housing Construction Requirement." The residential development, provided to meet the residential requirements for office development in this zone, may be applied to meet the "housing construction requirement" as described in Section 17.188.050(A) and calculated in Appendix B of Chapter 17.188 of this title. The twenty (20) percent fee, as described in Section 17.188.050(A) and calculated in Appendix B of Chapter 17.188 of this title, shall be required prior to the issuance of any building permits for the office project.

(B)_ Ground Floor Retail Requirement._ A minimum of twenty (20) percent of the length of the ground floor street frontage of any building containing office development shall be occupied by or devoted to retail or personal service business uses, as specified below; provided that the area of the ground floor devoted to retail or personal business uses must consist of a space with a minimum interior depth of not less than thirty (30) feet or with a size of not less than one thousand (1,000) square feet, whichever is less. The retail and personal service uses shall be limited to the ground floor.

(1)_ Ground Floor Street Frontage. For purposes of this requirement, ground floor street frontage shall mean the interior floor area within a structure that has the same elevation, or the nearest corresponding elevation, as the public street providing principal access to the building.

(2)_ Permissible Retail and Personal Service Uses. The retail and personal service uses permitted in the OB zone to satisfy the ground floor requirement set forth in subsection (B)(1)(c)(~~1~~i)(B) of this section are the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.

(C)_ Exception—~~Essential~~Landmarks and ~~Priority Structures.~~Contributing Resources. Subject to approval of a special permit by the

planning commission, all or a portion of a building in the OB zone which is ~~either an essential~~a landmark or a ~~priority structure~~contributing resource on the ~~city's official~~Sacramento register established pursuant to Chapter 17.~~132 of this title~~134 may be devoted to office use without satisfying either the residential component or the ground floor retail requirement set forth in subsections (B)(1)(c)(1)(A) and (B)(1)(c)(1)(B) of this section.

ii. Density and Intensity.

(A) Office—Floor Area Ratio (FAR). ~~Office~~ Offices shall be developed in the OB zone with the following minimum and maximum floor area ratios (FARs).

(1) ~~Minimum Floor~~West (W) Area ~~Ratio (FAR).~~

~~(a) General.~~ Buildings in the West area in the OB zone shall be developed with a minimum FAR of 1.0~~;~~ and a maximum FAR of 3.0.

~~(b) Development in the~~ 2) Central (C) Area. Buildings in the ~~central~~Central area ~~with~~in the OB zone shall be developed with a minimum FAR of 2.0~~.~~

~~(2) Maximum Floor Area Ratio (FAR). Office development in the OB zone shall be developed with~~ and a maximum FAR of 3.0.

(B) Residential—Density. Residential development in the OB zone shall be developed with the following density ranges.

(1) West (W) Area. Residential development within the ~~west~~West area of the OB zone shall be developed with a density range of sixty (60) to one hundred (100) dwelling units per net acre.

(2) Central (C) Area. Residential development within the ~~central~~Central area of the OB zone shall be developed with a density range of thirty (30) to sixty (60) dwelling units per net acre.

iii. Height, Yard, and Stepback Standards.

~~(A) General. Except as provided below, buildings shall have a maximum~~The height ~~of seventy-five (75) feet~~, yard, and stepback standards for the OB zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

~~(B) Buildings along R Street in the West Area. Buildings along R Street in the west area shall not exceed one hundred (100) feet.~~

iv. ~~Setbacks and Stepbacks.~~

~~(A) Street Setbacks. A minimum eight foot setback from the front, side street and alley shall be provided for development in the OB zone.~~

~~(B) Stepbacks for Buildings Exceeding Forty-Five (45) Feet. For buildings exceeding forty-five (45) feet, that portion of the building exceeding forty feet shall be stepped back not less than twenty-three (23) feet from the front, side street and alley.~~

~~(C) Interior Sideyard Setbacks. Buildings shall be set back ten (10) feet from the interior side property line if the property is adjacent to residential uses or property zoned RMX.~~

~~v.~~ Open Space Requirements.

(A) Office.

(1) Open space shall be provided for ~~residential and~~ office development at a ratio of one square foot of open space per fifteen (15) square feet of the total square footage of development.

(2) Open space shall be provided on site; provided, that the planning commission ~~or zoning administrator~~ may approve a ~~project with~~special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than twenty (20) percent of the required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district.

(3) Open space shall be in the form of courtyards or public plazas.

(B) Residential.

(1) Areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

(2) A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

(3) A minimum of fifty (50) square feet of private usable open space per unit is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible.

~~(C~~4) Open space shall be ~~in~~provided on site; provided, that the ~~form~~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) percent of ~~courtyards or public plazas~~the total required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between common usable open space and private usable open space.

v~~i~~. Parking Requirements.

(A) Office/Retail.

(1) Maximum Off-Street Parking. Parking shall be a maximum of one space for every five hundred (500) gross square feet of floor area.

(2) Minimum Off-Street Parking. Parking shall be a minimum of one space for every six hundred (600) gross square feet of floor area.

(3) Parking Reduction Related to Trip Reduction Measures. Parking may be reduced to a minimum ratio of one parking space for every one thousand (1,000) gross square feet of floor area provided that additional transportation systems management (TSM) trip reduction measures beyond those mandated by the TSM regulations set forth in Chapter 17.184 of this title shall be implemented to justify the minimum parking requirements. The developer transportation management plan must be submitted concurrently with the special permit application to justify the requested parking reduction, pursuant to Division VI of this title.

(4) Surface Parking Lots. ~~Surface parking lots are permitted as follows:~~

~~(a) Projects of Ten Thousand Square Feet or Less.~~ Parking for projects of ten thousand (10,000) square feet or less may be provided by means of a surface parking lot.

~~(b) Projects of More Than Ten Thousand Square Feet.~~ The planning commission may approve a special permit for the use of a surface parking lot for parking for projects of more than ten thousand (10,000) square feet.

(B) Commercial/Retail. Vehicle parking shall not be required for these uses if included as part of an office or residential project.

~~(C) Off-Site Parking. Parking shall be provided on-site; provided that the planning commission may approve a special permit for off-site parking.~~

~~vii~~vi. Bicycle Parking~~. Bicycle parking shall be provided as specified below:~~ Requirements.

(A) Office. One space is required for every six thousand (6,000) square feet of building area. Fifty (50) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(B) Commercial. One space is required for every six thousand (6,000) square feet of occupied space. Twenty-five (25) percent of the required facilities shall be Class I. The remaining facilities shall be Class I, Class II or Class III facilities.

(C) Restaurant. One (1) space is required for every fifty (50) seats. Twenty-five (25) percent of the required facilities shall be Class I. The remaining facilities shall be Class I, Class II or Class III facilities.

(D) Residential. One space is required for every ten (10) units. Seventy-five (75) percent of the required facilities shall be Class I. The remaining facilities shall be Class I, Class II or Class III facilities.

(E) Class I bicycle parking facilities should be located inside buildings near showers and lockers. If it is necessary to locate bicycle lockers outside, they shall be securely fastened and be designed in a manner integral to building design. For multi-story buildings, facilities should be located as close to the ground floor as possible or adjacent to an elevator large enough to allow bicycles.

(F) Class II and Class III facilities shall be located at the main entrance to the building and shall be visible to the occupants of the building.

(G) A minimum of two bicycle parking spaces shall be provided regardless of the size of development.

(H) If part of the building design includes signage to tell automobile drivers where to park, the sign shall also indicate where bike parking can be found.

2. General Commercial C-2-SPD.

This zone is found adjacent to the 13th, 16th, 23rd, and 29th Street light rail stations, as well as south of R Street between 2nd and 6th Streets, and between Q and S, 19th and 20th Streets. This zone includes locations where newer office buildings already exist or where residential land uses are not deemed appropriate or feasible.

a. Allowed Uses.

Except as otherwise provided ~~herein~~in subsections (i) and (ii), below, (1) uses permitted by this title in the C-2 zone outside of the R Street corridor special planning district but within the central city ~~by this title~~ shall be permitted in the C-2 zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the C-2 zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

The following additional uses are permitted uses in the C-2 zone in the R Street corridor special planning district:

~~(A) Retail and Personal Service Uses. Upon development of an office development project for which a special permit has been issued and for which there is a requirement for ground floor retail or personal service uses, the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title shall be permitted uses; provided that such uses shall only be permitted to the extent necessary to satisfy the ground floor requirement~~Apartments. Apartments shall be a permitted use subject to footnote (75) of Section 17.24.050.

ii. Prohibited Uses.

The following uses are prohibited in the C-2 zone in the R Street corridor special planning district:

(A) Auto sales, service, storage, rental;

(B) Commercial cleaning plant;

(C) Drive-in restaurant or food stand~~ or restaurant with drive-through service~~;

(D) Equipment rental and sales yard;

(E) Laundry, commercial plant;

(F) Recycling ~~center~~facility;

(G) Service station;

(H) Shop for building contractor;

(I) Tire shop;

(J) Trailer sales yard;

(K) Used car lot;

(L) Wholesale stores and distributors;

(M) Commercial or recreational vehicle storage;

(N) Mini-storage;

(O) Towing service and vehicle storage yard;

(P) Reverse vending machine;

(Q) ~~Small recyclable material collection facility;~~

~~(R)~~ Drive-~~up~~through service facility;

(~~S~~R) Other auto-oriented uses;

(~~T~~S) Retail and personal service uses, other than grocery stores, in excess of ten thousand (10,000) square feet.

b. Special Permit Required—Larger Development Projects.

Notwithstanding subsection (B)(2)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess and, if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.

i. ~~Projects Requiring Planning Commission Approval.~~Nonresidential Development Exceeding 40,000 Square Feet.

A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for ~~the following projects in the C-2 zone:~~

~~(A) Projects exceeding forty thousand (40,000) square feet. A planning commission special permit shall be required for~~ new nonresidential development, including additions to or expansions of existing buildings, ~~which~~that exceeds forty thousand (40,000) square feet.

~~(B) Residential Projects Involving More Than Ten Dwelling Units. A planning commission special permit shall be required for new development of more than ten (10) dwelling units.~~

ii. ~~Projects Requiring Zoning Administrator Approval.~~Nonresidential Development Exceeding 10,000 Square Feet.

A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for ~~the following projects in the C-2 zone:~~

~~(A) Projects Exceeding Ten Thousand Square Feet But Not More Than Forty Thousand Square Feet. A zoning administrator special permit shall be required for new~~new nonresidential development, including additions to or expansions of existing buildings, ~~which~~that exceeds ten thousand (10,000) square feet but ~~which~~that does not exceed forty thousand (40,000) square feet.

~~(B) Residential Projects Involving Ten or Fewer Dwelling Units. A zoning administrator special permit shall be required for residential development projects of ten (10) or fewer dwelling units.~~

c. Development Standards.

Except as provided below, development within the C-2 zone within the R Street special planning district shall be subject to the same development standards that govern development in the C-2 zone outside of the R Street corridor special planning district.

i. Office Development—Ground Floor Retail Requirement.

~~A~~ Subject to the additional requirements in subsection (B)(2)(c)(ii), below, a minimum of twenty (20) percent of the length of the ground floor street frontage of any building containing office development shall be occupied by or devoted to retail or personal service business uses, as specified below; provided that for existing buildings being converted to office use, the requirements of this subsection 17.128.030(B)(2)(c)(i) may be modified or waived upon the issuance of a zoning administrator's special permit pursuant to and subject to the findings required by Chapter 17.212. In granting a special permit to modify or waive the requirements of this subsection, and in addition to the findings required by Chapter 17.212, the zoning administrator shall find that the required retail or personal service business use is not viable due to constraints created by the physical characteristics of the building, such as the presence of a loading dock, accessibility barriers, and the absence of windows.

(A) Minimum Dimensions and Area. The area of the ground floor devoted to retail or personal business uses must consist of a space with ~~a minimum~~an interior depth of not less than thirty (30) feet or with a size of not less than one thousand (1,000) square feet, whichever is less. The retail and personal service uses shall be limited to the ground floor.

~~(A)~~

(B) Ground Floor Street Frontage. For purposes of this requirement, ground floor street frontage means the interior floor area within a structure that has the same elevation, or the nearest corresponding elevation, as the public street providing principal access to the building.

~~(B)~~

(C) Permissible Retail and Personal Service Uses. The retail and personal service uses permitted in the C-2 zone to satisfy the ground floor requirement set forth in this subsection (B)(2)(c)(i)~~(A) of this section~~ are the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.

ii. Ground Floor Retail Requirement—Development at Certain Specified Locations.

~~Development in the C-2 zone~~The ground floor retail and personal service uses requirement in subsection (B)(2)(c)(i), above, shall apply to all buildings located along the street segments and at the street corners designated below ~~shall include a ground floor retail and personal service uses ("ground floor retail") component as specified below. The street segments~~ and ~~street corners~~shall comply with the additional requirements in ~~the C-2 subject to the ground floor retail requirement are shown on Exhibit 1, set out at the end~~subsections (C) and (D) of this ~~chapter~~subsection.

(A) Street Segments and Street Corners ~~Subject to Ground Floor Retail Requirement. Development along the following street segments and at the following corners shall be subject to the ground floor retail requirement:~~.

(1) Street Segments.

(a) 5th Street, Between R Street and the Alley. Development on each side of 5th Street between R Street and the alley to the south;

(b) Whitney, Between 12th and 13th Streets. Development on each side of Whitney between 12th Street and 13th Street;

(c) R Street, Between 23rd and 24th Streets. Development on each side of R Street, between 23rd Street and 24th Street.

(2) Street Corners.

(a) 5th and R Streets. Development at the southwest and southeast corners of 5th Street and R Street;

(b) 12th Street and Whitney. Development at the northwest and northeast corners of 12th Street and Whitney;

(c) 16th and R Streets. Development at the northwest and southwest corners of 16th Street and R Street;

(d) 19th and R Streets. Development at the northeast and southeast corners of 19th Street and R Street;

(e) 23rd and R Streets. Development at the northeast and southeast corners of 23rd Street and R Street;

(f) 24th and R Streets. Development at the northwest and southwest corners of 24th Street and R Street;

(g) 29th and R Streets. Development at the northwest and southwest corners of 29th Street and R Street.

(B) ~~Ground Floor Requirement. For buildings~~Buildings with ~~street frontage on one of the street segments or at one of the corners specified above, a minimum of twenty (20) percent of the ground floor street frontage of such building shall be occupied by or devoted to retail or personal business uses, as specified below; provided that the area of the ground floor containing retail or personal business uses must consist of a space with a minimum interior depth of not less than thirty (30) feet or with a size of not less than one thousand (1,000) square feet, whichever is less.~~

~~(1)~~ Street Frontage at Corners.

For purposes of this subsection (B)(2)(c)(ii), buildings with street frontage on either of the streets forming one of the corners specified in subsection (B)(2)(c)(ii)(A)(2) ~~of this section~~ and ~~which~~ that are located within one-half block of such corners in the relevant direction shall be subject to ~~the ground floor retail requirement.~~this subsection. For purposes of this ~~provision~~subsection, the half-block of a given street shall mean the street from the corner to the nearest alley in the relevant direction; or the street from the property line adjacent and parallel to the other designated street at the corner for a distance of one hundred seventy (170) feet in the relevant direction, whichever is less.

~~(2) Permissible Retail and Personal Uses. The retail and personal uses permitted in the C-2 zone to satisfy the ground floor retail requirement are the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.~~

~~(3)~~ Location of Ground Floor Retail and Personal Service Uses at Corners.

To promote activity at the corners identified above, not less than fifty (50) percent of the building space devoted to satisfaction of the ground floor retail requirement shall be located in that half of the building street frontage located closest to the designated corner; provided that if there is more than one building within the half-block which is subject to the ground floor retail requirement, the building located closest to the corner shall be required to locate all of the space necessary to satisfy the ground floor retail requirement within the half of the building street frontage closest to the designated corner.

(4D) Buildings with Partial Frontage.

Buildings ~~which~~that have only a portion of their street frontage within the half-block of one of the corners subject to the ground floor retail requirement shall comply with the requirement for its full street frontage.

iii. Intensity.

~~(A) Minimum Floor Area Ratio (FAR).~~ Buildings ~~in this zone~~ shall be developed in the C-2 zone with ~~a~~the following minimum ~~FAR of 1.0.~~

~~(B) Maximum Floor Area Ratio (FAR). Buildings in this zone shall be developed with a~~ and maximum ~~FAR of 2.0~~floor area ratios (FARs).

~~iv. Height.~~

~~(A) General. Buildings within the general commercial zone shall have a maximum height of forty-five (45) feet.~~

~~(B) Buildings Near a Light Rail Station. Subject to approval of a special permit by the planning commission, buildings in the C-2 zone which are within six hundred sixty (660) feet of a light rail station may have a maximum height of seventy-five (75) feet. For purposes of this provision, the distance between the building and the~~

~~light rail station means the distance between the center of the main entrance to the building and the nearest platform of the light rail station.~~

~~v. Setbacks and Stepbacks.~~

~~(A) Street Setbacks. A minimum eight foot setback from the front, side street, and alley shall be provided for development in the C-2 zone.~~

~~(B) Stepbacks for Buildings Exceeding Forty-Five (45) Feet. For buildings exceeding forty (40) feet, that portion of the building exceeding forty-five (45) feet shall be stepped back twenty-three (23) feet from the front, side street, and alley.~~

~~(C) Interior Sideyard Setbacks. Buildings shall be set back ten (10) feet from the interior side property line if the property is adjacent to residential uses or property zoned RMX.~~

(A) The minimum floor area ratio (FAR) shall be 1.0.

(B) The maximum floor area ratio (FAR) shall be 2.0.

iv. Height, Yard, and Stepback Standards.

The height, yard, and stepback standards for the C-2 zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

v. Open Space Requirements.

~~(A) Open space shall be provided at a ratio of one square foot of open space per fifteen (15) gross square feet of office development.~~

~~(B) Open space shall be provided on site; provided that the planning commission or zoning administrator may approve a project with not more than twenty (20) percent of the required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district.~~

~~(C) Open space shall be in the form of courtyards or public plazas.~~

~~vii. Parking Requirements.~~

(A) Office.

(1) Open space shall be provided for office development at a ratio of one square foot of open space per fifteen (15) square feet of the total square footage of development.

(2) Open space shall be provided on site; 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) percent of the required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district.

(3) Open space shall be in the form of courtyards or public plazas.

(B) Residential.

(1) Areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

(2) A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

(3) A minimum of fifty (50) square feet of private usable open space per unit is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible.

(4) Open space shall be provided on site; 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) percent of the total required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between common usable open space and private usable open space.

vi. Parking Requirements.

(A) Office.

(1) Maximum Off-Street Parking. Parking shall be a maximum of one space for every five hundred (500) gross square feet of floor area.

(2) Minimum Off-Street Parking. Parking shall be a minimum of one space for every six hundred (600) gross square feet of floor area.

(3) Parking Reduction Related to Trip Reduction Measures. Parking may be reduced to a minimum ratio of one parking space for every one thousand (1,000) gross square feet of floor area provided that additional TSM measures, beyond those mandated by the developer TSM ordinance, shall be implemented in order to support the minimum parking requirements. The developer transportation management plan must be submitted concurrently with the special permit application to justify the requested parking reduction, per Division VI of this title.

(4) Projects of Ten Thousand Square Feet or Less. Parking for projects of ten thousand (10,000) square feet or less may be provided by means of a surface parking lot.

(5) Projects of More Than Ten Thousand Square Feet. The planning commission may approve a special permit for the use of a surface parking lot for projects of more than ten thousand (10,000) square feet.

(B) Commercial/Retail. Vehicle parking shall not be required for these uses as defined in Table 1 of Section 17.96.070 of this title.

~~(C) Parking shall be provided on-site; provided that the planning commission may approve a special permit for off-site parking.~~

~~viii~~vii. Bicycle Parking Requirements.

(A) Office. One space is required for every six thousand (6,000) square feet of building area. Fifty (50) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(B) Commercial. One space is required for every six thousand (6,000) square feet of occupied space. Twenty-five (25) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(C) Restaurant. One space is required for every fifty (50) seats. Twenty-five (25) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(D) Residential. One space is required for every ten (10) units. Seventy-five (75) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(E) Class I Bicycle parking facilities should be located inside buildings near showers and lockers. If it is necessary to locate bicycle lockers outside, they shall be securely fastened and be designed in a manner integral to building design. For multi-story buildings, facilities should be located as close to the ground floor as possible or adjacent to an elevator large enough to allow bicycles.

(F) Class II and Class III facilities shall be located at the main entrance to the building and be visible to the occupants of the building.

(G) A minimum of two bicycle parking spaces shall be provided, regardless of the size of development.

(H) If part of the building design includes signage to tell automobile drivers where to park, the sign shall also indicate where bike parking can be found.

3. Heavy Commercial C-4-SPD.

This zone is found in the area bounded by 20th, 23rd and Q Streets, and the alley south of R Street. The heavy commercial zone in the R Street corridor special planning district consists of property currently zoned and used for heavy commercial purposes, which is not anticipated to transition to residential mixed use in the foreseeable future.

a. Allowed Uses.

Except as otherwise provided ~~hereinin~~ in subsection (i), below, (1) uses permitted by this title in the C-4 zone outside of the R Street corridor special planning district but within the central city ~~by this title~~ shall be permitted in the C-4 zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the C-4 zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Prohibited Uses.

The following uses are prohibited in the C-4 zone within the R Street corridor:

(A) Auto wrecking;

(B) Beverage bottling plant;

(C) Cement or clay products manufacturing;

(D) Dairy products processing;

(E) Fuel yard;

(F) Bus and other transit vehicle maintenance and storage;

(G) Boat building;

(H) Concrete batch plant;

(I) Food processing;

(J) Junk yard;

(K) Lumber yard;

(L) Machine shop;

(M) Material recovery facility/yard waste composting facility (recycling plant);

(N) Monument works—stone;

(O) Office use not related to the commercial or industrial use located on the site;

(P) Office use related to the commercial or industrial use on the site ~~which~~that exceeds twenty-five (25) percent of the gross floor area of the building(s) on the parcel on which they are located;

(Q) Petroleum storage;

(R) Planing mill;

(S) Public utility yard;

(T) Railroad yard ~~of~~or shop;

(U) Terminal yard, trucking;

(V) Towing service and storage yard;

(W) Truck and tractor repair.

b. Special Permit Required—Larger Development Projects.

Notwithstanding subsection (B)(3)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess and, if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.

i. ~~Projects Requiring Planning Commission Approval.~~ Development Exceeding 40,000 Square Feet.

A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for new development, including additions to or expansions of existing buildings, ~~which~~that exceeds forty thousand (40,000) square feet.

ii. ~~Projects Requiring Zoning Administrator Approval.~~ Development Exceeding 10,000 Square Feet.

A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for new development, including additions to or expansions of existing buildings, ~~which~~that exceeds ten thousand (10,000) square feet but ~~which~~that does not exceed forty thousand (40,000) square feet.

c. Development Standards.

Except as provided below, development in the C-4 zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the C-4 zone outside of the R Street corridor special planning district.

i. Height~~.~~, Yard, and Stepback Standards.

~~Development within the C-4 zone shall not exceed forty-five (45) feet~~

The height, yard, and stepback standards for the C-4 zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

~~ii. Rear setback—Adjacent to RMX Zone.~~

~~A minimum eight foot setback from the rear property line shall be provided for development on parcels in the C-4 zone which abut at the rear property line one or more parcels zoned RMX; provided that no minimum setback shall be required if the C-4 parcel is separated from any abutting RMX parcel by an alley or other public right-of-way.~~

4. Multi-Family R-3A Zone.

This zone is found along portions of Q and S Streets.

a. Allowed Uses.

Except as otherwise provided ~~hereinin~~ subsection (i), below, (1) uses permitted by this title in the R-3A zone outside of the R Street corridor special planning district but within the central city ~~by this title~~ shall be permitted in the R-3A zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the R-3A zone outside of the R Street corridor special planning district but within the

central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

Single-family residences, halfplexes, townhouses, row houses, and other similar types of housing units are allowed in the R-3A zone in the R Street corridor special planning district~~; provided the density requirements set forth herein are satisfied~~.

b. Development Standards.

Except as provided below and in the Height, Yard, and Stepback Standards Table in Section 17.128.035, development in the R-3A zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the R-3A zone outside of the R Street corridor special planning district.

i. Noise.

Development shall comply with the noise standards for development in the RMX zone set forth in ~~Section 17.28.030(D~~subsection (B)(5)(c) of this ~~title~~section.

ii. Accessory Structures.

Up to two hundred twenty-five (225) square feet of land may be covered with a detached accessory structure within the rear yard setback area, provided that a six-foot setback from the main building is maintained, a six-foot setback from the alley right-of-way is maintained for a detached garage which has its access from said alley, and a maximum of forty (40) percent overall lot coverage is maintained.

5. Residential Mixed Use (RMX).

Properties in this zone are designated as residential mixed use in the ~~R Street~~Central City community plan and are generally located throughout the R Street corridor special planning district to reinforce and expand adjacent residential uses. This designation is intended to result in mixed use development which is primarily residential but which may include a ground floor retail component consisting of neighborhood serving commercial retail or service uses.

a. Allowed Uses.

Except as otherwise provided ~~hereinin~~ in subsections (i), (ii), and (iii), below, (1) uses permitted by this title in the RMX zone outside of the R Street corridor special planning district but within the central city ~~by this title~~ shall be permitted in the RMX zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the RMX zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

The following additional uses are permitted uses in the RMX zone in the R Street corridor planning district:

(A) Commercial Uses. The commercial uses specified in Section 17.28.020~~(A)(3)~~ and the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title shall be permitted uses, provided that (i) such uses are located on the ground floor of a building; and (ii) the square footage of a building devoted to such commercial uses does not exceed twenty (20) percent of the total square footage of the building.

~~(B) Commercial Uses at Transit-Oriented Locations—Additional Retail and Personal Service Uses. In addition to the uses specified in Section 17.28.020(A)(3) of this title, the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title are permitted uses in the RMX zone in buildings with street frontage on the transit-oriented street segments and street corners specified below. Development at such transit-oriented locations shall be subject to all development standards and requirements otherwise applicable in the RMX zone, including the ground floor requirement and the twenty (20) percent maximum commercial component provisions set forth in subsection (B)(5)(a)(i)(A) of this section. The street segments and street corners are illustrated in Exhibit 1, set out at the end of this chapter.~~

~~(1) Street Segments and Street Corners at Which Retail and Personal Service Uses Allowed. The retail and personal service uses specified in Table 1 of Section 17.96.070 of this title are allowed uses in buildings with street frontage along the following street segments and at the following corners:~~

~~(a) Street Segments.~~

~~(i) 5th Street, Between S Street and the Alley. Development on each side of 5th Street between S Street and the alley to the north;~~

~~(ii) Whitney, Between 12th and 13th Streets. Development on each side of Whitney between 12th Street and 13th Street;~~

~~(iii) R Street, Between 23rd and 24th Streets. Development on each side of R Street, between 23rd Street and 24th Street.~~

~~(b) Street Corners.~~

~~(i) 13th Street and Whitney. Development at the northeast and southeast corners of 12th Street and Whitney;~~

~~(ii) 19th and R Streets. Development at the northwest and southwest corners of 19th Street and R Street;~~

~~(iii) 24th and R Streets. Development at the northeast and southeast corners of 24th Street and R Street.~~

~~(c) Street Frontage at Corners. For purposes of this subsection, buildings with street frontage at the corners specified above shall mean buildings on either of the streets forming one of the corners specified in subsection (B)(5)(a)(i)(B)(1)(b) of this section which are located within one-half block of such corners in the relevant direction. For purposes of this provision, the half-block of a given street shall mean the street from the corner to the nearest alley in the relevant direction; or the street from the property line adjacent and parallel to the other designated street at the corner for a distance of one hundred seventy (170) feet in the relevant direction, whichever is less.~~

~~(d) Buildings with Partial Frontage. Buildings which have a portion of their street frontage within the half-block of one of the corners specified above may establish the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.~~

~~(e) Development on R Street Between 10th and 13th Streets—Retail and Personal Service Uses. Except for automotive sales and liquor stores, which shall be prohibited, the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title are permitted uses in the RMX zone on parcels fronting on R Street between 10th Street and 13th Street, and such retail and personal service uses may occupy one hundred (100) percent of the ground floor square footage of a building.~~

ii. Conditionally Permitted Uses.

The following uses are conditionally permitted uses in the RMX zone in the R Street corridor special planning district:

(A) Grocery stores;

(B) Commercial Uses on Parcels Not Exceeding Three Thousand Two Hundred Square Feet. Subject to approval of a special permit by the zoning administrator, one hundred (100) percent of development on parcels consisting of not more than three thousand two hundred (3,200) square feet in area may be used for the commercial uses specified in Section 17.28.020~~(A)(3)~~ of this title.

(C) ~~Essential~~Landmarks and ~~Priority Structures—Office and Commercial Uses. Subject to approval of a special permit by the planning commission, all or a portion of a building in the RMX zone which is either an essential or a priority structure on the city's official register established pursuant to Chapter 15.124 of this code may be devoted to office use or to the commercial uses specified in Sections 17.28.020(A)(3) and 17.28.020(B) of this title or the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.~~

~~(1) Essential and Priority Structures~~Contributing Resources on Parcels Not More Than Forty Feet by One Hundred Sixty Feet—Additional Development Allowed. For parcels with a width not greater than forty (40) feet and a depth not greater than one hundred sixty (160) feet; (2) which abut a major street; and (3) on which there is located ~~an essential~~a landmark or ~~priority structure~~a contributing resource on the ~~city's official~~Sacramento register established pursuant to Chapter 17.~~132~~134 of this title, the planning commission may approve a special permit to allow for additional development on the parcel, including additions to or expansions of the ~~essential and/or priority structure~~landmark or contributing resource; and may authorize the use of such development for office use, the commercial uses specified in Section 17.28.020~~(A) and (B)~~ of this title, or the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title. For purposes of this provision, major streets mean the major streets as defined in the central city community plan.

iii. Prohibited Uses.

Unattended uses, such as self-service laundromats, shall be prohibited in the RMX zone.

b. ~~Special Permit Required—Larger Development Projects~~Reserved.

~~Notwithstanding subsection (B)(5)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess, and if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.~~

~~i. Projects Requiring Planning Commission Approval—More than Twenty Dwelling Units.~~

~~A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for development in the RMX zone of a project involving more than twenty (20) dwelling units.~~

~~ii. Projects Requiring Zoning Administrator Approval—Five to Twenty Dwelling Units.~~

~~A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for development in the RMX zone of a project involving five to twenty (20) dwelling units.~~

c. Development Standards.

Except as provided below, development in the RMX zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the RMX zone outside of the R Street corridor special planning district.

i. ~~Building Height—General Rule.~~ Height, Yard, and Stepback Standards.

~~Except as provided below, a building in the RMX zone shall not exceed four and one-half stories or forty-five (45) feet in height, whichever is greater~~ The height, yard, and stepback standards for the RMX zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

~~(A) Building Height—Specified Locations Between 2nd and 16th Streets. As set forth below, development in the RMX zone at certain specified locations between 2nd Street and 16th Street shall be subject to different height limitations than that generally allowed in the RMX zone; it is also subject to compliance with certain additional design standards. The different height limits and the additional design standards are illustrated in Exhibit 3, set out at the end of this chapter.~~

~~(1) Development on S Street—General Rule. Development in the RMX zone along S Street shall not exceed three and one-half stories or thirty-five (35) feet, whichever is greater; provided that the building may step up above said height at not more than a twenty (20) degree angle to a maximum of four and one-half stories or forty-five (45) feet, whichever is greater.~~

~~(2) Development on S Street Between 2nd and 3rd Streets and Between 4th and 6th Streets. Notwithstanding subsection (B)(5)(c)(i)(A)(1) of this section, development in the RMX zone on S Street between 2nd Street and 3rd Street and between 4th Street and 6th Street shall not exceed three and one-half stories or thirty-five (35) feet, whichever is greater; provided that the building may step up above said height at not more than a twenty (20) degree angle to a maximum height of seventy-five (75) feet.~~

~~(3) Development on the North Side of R Street Between 6th and 8th Streets. Development in the RMX zone which fronts on the north side of R Street between 6th Street and 8th Street shall not exceed four and one-half stories or forty-five (45) feet, whichever is higher; provided that the building may step up above said height at not more than a twenty (20) degree angle to a maximum height of seventy-five (75) feet.~~

~~(B) Building Height—Specified Locations Between 16th and 19th Streets. As set forth below, development in the RMX zone at certain specified locations between 16th Street and 19th Street shall be subject to different height limits than that generally applicable in the RMX zone; it is also subject to compliance with certain additional design standards. The different height limits and the additional design standards are illustrated in Exhibit 2, set out at the end of this chapter.~~

~~(1) Development on the South Side of Q Street. Development in the RMX zone on the south side of Q Street between 16th Street and 19th Street shall not exceed three and one-half stories or thirty-five (35) feet, whichever is greater, provided that the building may step up above said height at not more than a twenty (20) degree angle to a maximum of seventy-five (75) feet; and provided further that development abutting or adjacent to an alley shall be subject to the additional restrictions set forth in subsection (B)(5)(c)(i)(B)(5) of this section.~~

~~(2) Development on the North Side of R Street. Development in the RMX zone which fronts on the north side of R Street between 16th Street and 19th Street shall not exceed four and one-half stories or forty-five (45) feet, whichever is greater; provided that the building may step up above said height at not more than a twenty (20) degree angle to a maximum height of seventy-five (75) feet; and provided further that development abutting or adjacent to an alley shall be subject to the additional restrictions set forth in subsection (B)(5)(c)(i)(B)(5) of this section.~~

~~(3) Development on the South Side of R Street. Development in the RMX zone which fronts on the south side of R Street between 16th Street and 19th Street shall not exceed four and one-half stories or forty-five (45) feet, whichever is greater; provided the building may step up above that height at an angle of not more than twenty-five (25) degrees to a maximum height of seventy-five (75) feet, and provided further that development abutting or adjacent to an alley shall be subject to the additional restrictions set forth in subsection (B)(5)(c)(i)(B)(5) of this section.~~

~~(4) Development on S Street. Development in the RMX zone along S Street between 16th Street and 19th Street shall not exceed three and one-half stories or thirty-five (35) feet, whichever is greater, provided that the building may step up not more than at a twenty (20) degree angle from the minimum setback line or the build-to line, whichever is closer to the street, to a maximum of seventy-five (75) feet; and provided further that development abutting or adjacent to an alley shall be subject to the additional restrictions set forth in subsection (B)(5)(c)(i)(B)(5) of this section.~~

~~(5) Development at the Alleys. Development in the RMX zone between 16th Street and 19th Street which is adjacent to or abutting an alley shall not exceed two and one-half stories or twenty-five (25) feet at the alley, whichever is greater, provided that the building may step up at not more than a seventy (70) degree angle as measured from the build-to line or the minimum setback line from the alley, whichever if closer to the alley, to the maximum heights specified in subsections (B)(5)(c)(i)(B)(1) through (B)(5)(c)(i)(B)(4) of this section.~~

~~(C) Building Height. S Street Between 20th and 23th Streets. As set forth below, development in the RMX zone along S Street between 20th Street and 23rd Street shall be subject to different height limits than that generally applicable in the RMX zone; it is also subject to compliance with certain additional design standards. The different height limits and the additional design standards are illustrated in Exhibit 4, set out at the end of this chapter.~~

~~(1) Development along S Street. Development in the RMX zone along S Street between 20th Street and 23rd Street shall not exceed three and one-half stories or thirty-five (35) feet, whichever is greater, provided that the building may step up above said height at not more than a twenty (20) degree angle, as measured from~~

~~the minimum setback line or the build-to line, whichever is closer to the street, to a maximum of seventy-five (75) feet.~~

~~(D) Building Height—Development at Specified Locations Between 23rd and 28th Streets. As set forth below, development in the RMX zone at specified locations between 23rd Street and 28th Street shall be subject to different height limits than that generally applicable in the RMX zone; it is also subject to compliance with certain additional design standards. The different height limits and the additional design standards are illustrated in Exhibit 5, set out at the end of this chapter.~~

~~(1) Development North of R Street. Development in the RMX zone north of R Street between 23rd Street and 28th Street shall not exceed four and one-half stories or forty-five (45) feet, whichever is greater, provided that development abutting or adjacent to an alley shall step down to two and one-half stories or twenty-five (25) feet, whichever is greater, at the alley.~~

~~(2) Development South of R Street. Development in the RMX zone south of R Street between 23rd Street and 28th Street shall not exceed four and one-half stories or forty-five (45) feet, provided that development abutting or adjacent to an alley shall step down to two and one-half stories or twenty-five (25) feet, whichever is greater, at the alley.~~

ii. Residential Density.

(A) Sites Within Six Hundred Sixty (660) Feet of a Light Rail Station.

Density range shall be thirty (30) to sixty (60) units per net acre.

(B) Sites Not Within Six Hundred Sixty (660) Feet of a Light Rail Station.

Density range shall be fifteen (15) to sixty (60) units per net acre.

(C) Additional Density with Planning Commission Special Permit.

The planning commission may approve residential density exceeding that specified in this subsection (B)(5)(c)(ii) upon issuance of a special permit under Chapter 17.212.

~~iii. Setbacks.~~

~~(A) Front Setbacks.~~

~~(1) Front setbacks shall be a minimum of eight feet along R Street; provided that no more than seventy (70) percent of the R Street frontage shall be set back more than eight feet.~~

~~(2) Front setbacks along Q and S Streets shall be a minimum of twelve (12) feet.~~

~~(3) Permissible Encroachments. Stairways, awnings and other similar features attached to a building may encroach within the front setbacks.~~

~~(B) Rear Setbacks.~~

~~(1) Rear yard (alley) setbacks shall be six feet.~~

~~(2) Interior side yard setbacks shall be five feet from the property line.~~

~~(C) Sideyard Setbacks. Sideyard setbacks shall be either a minimum of five feet or the average of the sideyard setbacks of the two adjacent uses, whichever is less.~~

~~(D) Staggered Setbacks. Along Q Street between 8th and 23rd Streets, S Street, and Numbered Streets, buildings shall have a staggered setbackwith no face being less than ten (10) feet nor greater than twenty-four (24) feet. The setback between faces shall be a minimum of four feet.~~

~~(E) Encroachment into Setback Area Allowed. At corners along R Street, a projection of six feet is allowed to encroach into the setback within thirty (30) feet of each side of the corner on the second floor and above. Columns that do not exceed fifteen (15) percent of the face length of the projection are allowed at the ground floor~~

~~iv~~iii. Open Space Requirements.

(A) Areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential ~~development.~~construction. Open space requirements shall not apply to the reuse of existing buildings.

(1) A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

(2) A minimum of fifty (50) square feet of private usable open space ~~per unit~~for not less than fifty percent (50%) of the residential units is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible from the associated unit.

iv. Entrances from Alleys. Dwelling units(s) located on an alley may have main entrances off the alley.

v~~i~~. Parking~~.~~ Requirements. Off-street parking requirements shall be provided as follows:

(A) General.

(1) No parking shall be required for a commercial retail or service use, provided that the use is a component of a residential project and provided that the nonresidential component for the project does not exceed twenty (20) percent of the total building square footage for the project and ~~the use~~ does not exceed nine thousand six hundred (9,600) square feet. If parking is provided for the commercial retail or service use, the maximum amount of off-street vehicle parking allowed for such use shall be one space per ~~four~~two hundred fifty (~~450~~250) gross square feet of floor area. Reciprocal agreements for shared maneuvering space, and for daytime commercial use and night-time residential use may be used to satisfy parking requirements.

(2) No parking shall be required for a restaurant use, provided that the use is a component of a residential project and provided that the nonresidential component for the project does not exceed twenty (20) percent of the total building square footage for the project. The maximum amount of off-street vehicle parking allowed shall be one space per ~~four~~two hundred fifty (~~450~~250) gross square feet of floor area.

(3) Other nonresidential uses or nonresidential uses not a component of a residential project shall be required to provide parking as set forth in Chapter 17.64 of this title.

(B) Grocery Stores. Grocery stores in the RMX zone parking shall provide parking at a minimum of one space per six hundred (600) gross square feet of floor area and a maximum of one space per ~~four~~two hundred fifty (~~450~~250) gross square feet of floor area.

(C) Parcels fronting on R Street between 10th and 13th Streets. Projects on parcels in the RMX zone which front on R Street between 10th and 13th Streets shall provide parking pursuant to Chapter 17.64 of this title; provided that the Zoning Administrator shall have the authority to approve requests for ~~variances~~ a special permit to waive required parking or to provide parking off-site.

~~(D) Off-Site Parking. Parking shall be provided on-site; provided that the planning commission may approve a special permit for off-site parking.~~

~~vii~~vi. Minimum Bicycle Parking Requirements.

(A) Multi-Family and Artist Live-Work Space. One bicycle parking facility is required for every ten (10) units. Fifty (50) percent of the required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II or Class III facilities.

(B) Commercial. One bicycle parking facility is required for every six thousand (6,000) gross square feet of occupied space. Seventy-five (75) percent of the required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II or Class III facilities.

(C) Restaurant. One bicycle parking facility is required for every fifty (50) seats. (25) Twenty-five percent of the required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II or Class III facilities.

~~viii~~. Fence Height Limit in Parking Areas.

Where existing parking is located adjacent to parking on abutting properties, and where fencing is erected, fences between properties shall not exceed three feet.

~~ix~~viii. Noise Attenuation.

Where residential occupancies are horizontally attached to or located over commercial spaces, acoustical separation shall be provided as follows:

(A) Floor-ceiling and wall assemblies (where uses adjoin each other horizontally) with a sound coefficient (STC) of sixty (60) or greater.

(B) The use of resilient assemblies to acoustically isolate finishes on concrete and steel columns from the columns supporting second-floor framing (or the framing between commercial and residential levels).

ix. Vertical Chase Requirements for Mixed-Use Projects.

To eliminate the need for future installation of ducts, pipes and conduit on the exterior of a building, provisions shall be made at a maximum of sixty (60) feet on center for one-hour rated vertical chases through the residential floors to accommodate commercial utilities that must circuit to the roof. The chases shall have an interior clear dimension of twenty-four (24) inches by twenty-four (24) inches to accommodate a Class A exhaust hood for restaurant uses.

SECTION 2. Section 17.128.035 is added to Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) to read as follows:

17.128.035 Height, yard, and stepback standards.

A. The Height, Yard, and Stepback Standards Table.

The following table and text are adopted as the R Street corridor special planning district height, yard, and stepback standards. Except as specifically set forth below, the maximum height, minimum yard, and minimum stepback requirements set forth in Chapter 17.60 of this title shall apply. Additional development standards other than maximum height, minimum yard, and minimum stepback requirements are set forth in Section 17.128.030. The height, yard, and stepback standards table is comprised of four tables beginning with development within the half block fronting on the south side of Q street and concluding with the development within the half block fronting on the north side of S street. Maximum heights are measured to the building plate line. Stepback height is the point on a building's façade, above which upper floors must be setback to the respective stepback depth. Stepback depth is measured from the property line. Requirements represented by a letter in parenthesis correspond to the footnotes in subsection (B) of this section.

1. Development Within the Half Block Fronting on the South Side of Q Street

			Stepback Height			Stepback Depth			Minimum Yard Requirements			
Block	SPD Zone	Maximum Height	Q Street	# Street	Alley	Q Street	# Street	Alley	Q Street	# Street	Interior Side	Alley
2nd to 3rd	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
3rd to 4th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
4th to 5th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
5th to 6th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
6th to 7th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
7th to 8th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
9th to 10th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
10th to 11th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
11th to 12th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
12th to 13th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
15th to 16th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
16th to 17th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
17th to 18th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
21st to 22nd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
22nd to 23rd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
23rd to 24th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
24th to 25th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
25th to 26th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
26th to 27th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
27th to 28th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

2. Development Within the Half Block Fronting on the North Side of R Street

			Stepback Height			Stepback Depth			Minimum Yard Requirements			
Block	SPD Zone	Maximum Height	R Street	# Street	Alley	R Street	# Street	Alley	R Street	# Street	Interior Side	Alley
2nd to 3rd	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
3rd to 4th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
4th to 5th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
5th to 6th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
6th to 7th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
7th to 8th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
8th to 9th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
9th to 10th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
10th to 11th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
11th to 12th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
12th to 13th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
15th to 16th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
17th to 18th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
21st to 22nd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
22nd to 23rd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
23rd to 24th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
25th to 26th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
26th to 27th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
27th to 28th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

3. Development Within the Half Block Fronting on the South Side of R Street

			Stepback Height			Stepback Depth			Minimum Yard Requirements			
Block	SPD Zone	Maximum Height	R Street	# Street	Alley	R Street	# Street	Alley	R Street	# Street	Interior Side	Alley
2nd to 3rd	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
3rd to 4th	RMX-SPD	(b)	0'	0'	0'	0'	0'	0'	0'	0'	(i),(j)	(f)
4th to 5th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
5th to 6th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
6th to 7th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
7th to 8th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
9th to 10th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
10th to 11th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
11th to 12th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
12th to 13th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
15th to 16th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
17th to 18th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
21st to 22nd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
22nd to 23rd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
23rd to 24th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
25th to 26th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
26th to 27th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
27th to 28th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

4. Development Within the Half Block Fronting on the North Side of S Street

			Stepback Height			Stepback Depth			Minimum Yard Requirements			
Block	SPD Zone	Maximum Height	S Street	# Street	Alley	S Street	# Street	Alley	S Street	# Street	Interior Side	Alley
2nd to 3rd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
3rd to 4th	RMX-SPD	75'	0'	0'	0'	0'	0'	0'	0'	0'	(i),(j)	(f)
4th to 5th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
5th to 6th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
6th to 7th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
7th to 8th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
9th to 10th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
10th to 11th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
11th to 12th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
12th to 13th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
15th to 16th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
17th to 18th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
21st to 22nd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
22nd to 23rd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
23rd to 24th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
25th to 26th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
26th to 27th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
27th to 28th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

B. Footnotes to the Height, Yard, and Stepback Standards Table

The following footnotes apply to those requirements indicated by corresponding letter in the Height, Yard, and Stepback Standards Matrix.

a. The maximum height in the C-2 zone at this location is forty-five (45) feet, except the planning commission may approve a special permit pursuant to and subject to the findings required by chapter 17.121 to allow additional height up to a maximum height of seventy-five (75) feet for buildings located within six hundred sixty (660) feet of a light rail station,. For purposes of this subsection, the distance between the building and the light rail station means the distance between the center of the main entrance to the building and the center of the nearest platform of the light rail station.

b. The maximum height in the RMX zone at this location is seventy-five (75) feet, except the planning commission may approve a special permit pursuant to and subject to the findings required by chapter 17.212 to allow additional height up to a maximum height of ninety (90) feet for residential buildings or mixed use buildings with at least eighty percent (80%) of the gross building square footage devoted to residential use.

c. A minimum eight (8) foot setback from the front, side street and alley shall be provided.

d. A minimum ten (10) foot setback from the interior side property line shall be provided if the property is adjacent to residential uses or property zoned RMX.

e. A minimum eight (8) foot setback from the rear property line shall be provided for development on parcels in the C-4 zone which abut at the rear property line one or more parcels zoned RMX; provided that no minimum setback shall be required if the C-4 parcel is separated from any abutting RMX parcel by an alley or other public right-of-way.

f. Development at this location shall be subject to the same setback requirements that govern development in this zone outside of the R Street corridor special planning district.

g. Setbacks along Q and S Streets shall be the average of the two (2) setbacks of the nearest buildings on the two (2) adjacent parcels fronting on Q or S Street, or, in the case of a corner lot, the adjacent parcel fronting on Q or S Street. If one or both adjacent parcels are vacant, the setback shall be five (5) feet. In no event shall the setback be less than five (5) feet or greater than twelve (12) feet.

h. Setbacks shall be either a minimum of five feet or the average of the setbacks of the two adjacent uses, whichever is less.

i. Interior side yard setbacks shall be five feet from the property line.

j. For development adjacent to a listed historic resource, upper floors shall be set back so that within twenty (20) feet of the nearest wall of the historic building, new construction shall not exceed the highest point of a listed historic resource.

C. Modification of Required Yard and Stepbacks by Design or Preservation Review Approval.

The design review or preservation review conducted on a development project in the R Street corridor special planning district under chapter 17.132 or chapter 17.134 of this title may address and modify the required yard area and stepbacks listed in the Height, Yard, and Stepback Standards Table in subsection (A) to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban 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; provided, that the design or preservation review is performed at the director or commission level.

SECTION 3. Section 17.128.040 of Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. Subsection (B) of section 17.128.040 is amended to read as follows:

B. Restoration of Damaged or Destroyed Buildings.

Subject to the restrictions set forth below, and notwithstanding the provisions of Section 17.88.030 of this title, a nonconforming building or structure, or any portion thereof, or a building or structure lawfully used for a nonconforming use, which is damaged or destroyed, either partially or completely, by fire, flood, wind, earthquake or other calamity or by the public enemy may be restored and the occupation or use of that building, structure or part thereof, which lawfully existed at the time of damage or destruction, may be rebuilt, restored or replaced, and devoted to the same use or uses that were in use prior to the damage or destruction. The restoration or replacement shall be commenced within a period of three years following the date of damage or destruction and shall be diligently prosecuted to completion, provided that, pursuant to subsection ~~C~~(B)(3) of this section, the planning commission may extend this period by a maximum of two years, for a total of five years. Commencement shall be deemed to occur when a building permit is obtained and construction thereunder physically commences. Any reconstruction or restoration shall be in accordance with the regulations of the building code existing at the time of reconstruction or restoration.

1. Same Level of Development.

The right to rebuild, restore or replace shall be limited to rebuilding or replacing the building or structure with a building or structure that is of the same size as the original building or structure. Nothing in this provision shall prevent a property owner from rebuilding or replacing a damaged or destroyed building or structure with a building

or structure which differs in terms of height, lot coverage, design or other feature but which has the same or less square footage than the original building or structure; and provided further that if the footprint of the building is changed from the footprint that existed prior to the event causing the damage or destruction, it shall comply with the development standards for new development in the R Street SPD, including but not limited to set back and lot coverage requirements.

2. Design Review.

The reconstruction, restoration or replacement of a building or structure pursuant to this provision shall be subject to design review pursuant to Chapter 17.132 of this title.

3. Extension of Time for Restoration of Damaged or Destroyed Buildings.

Upon showing of good cause, and upon a determination that the applicant has made reasonable and diligent efforts to restore the damaged or destroyed building, the planning commission may grant one extension of time for a maximum of two years of the time specified above for the restoration of a damaged or destroyed building. An application for extension of the time period in which a nonconforming use may be restored must be filed not less than thirty (30) days prior to expiration of the time period. An application for extension of time pursuant to this provision shall be noticed and heard, and shall be subject to appeal, in the same manner as an application for a planning commission special permit.

B. Subsection (C) of section 17.128.040 is amended to read as follows:

C. Discontinuance of Nonconforming Uses.

Notwithstanding the provisions of Section 17.88.030 of this title, a nonconforming use of a lot, building or structure, or portion thereof, in the R Street corridor SPD may be restored and resumed if the period of vacancy and ~~un~~non-occupancy does not exceed three continuous years; provided that pursuant to (C)(1) of this section, the planning commission may extend this period by a maximum of four additional years, for a total of seven years. If the lot, building or structure becomes vacant and remains unoccupied for a continuous period of more than three years or, if the planning commission has extended the time period pursuant to subsection (C)(1) of this section, such longer period as approved, the lot building or structure shall not be thereafter occupied except by a use which conforms to the use regulations of the zone in which it is located.

1. Extension of Time for Restoration of Nonconforming Use.

Upon a showing of good cause and upon a determination that the applicant has made reasonable and diligent efforts to restore the nonconforming use, the planning commission may grant two extensions of time of not more than two years each, for a maximum of four years, of the time specified above for restoration of a nonconforming use. An application for extension of the time period in which a nonconforming use may be restored must be filed not less than thirty (30) days prior to expiration of the time period. An application for extension of time pursuant to this provision shall be noticed and heard, and shall be subject to appeal, in the same manner as an application for a planning commission special permit.

C. Subsection (E) is added to section 17.128.040 to read as follows:

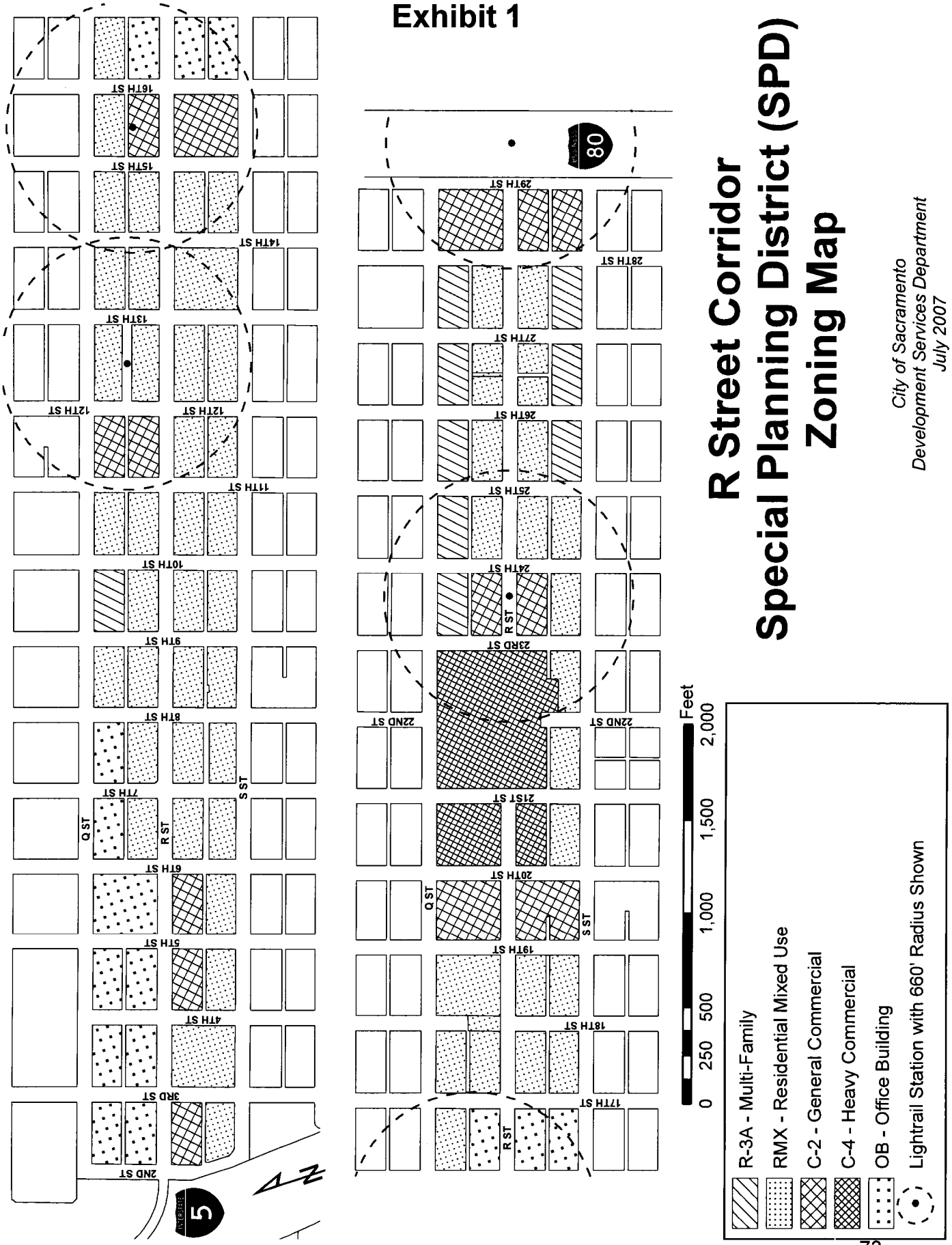
E. Allowed Expansion of Nonconforming Use.

Notwithstanding the provisions of Section 17.88.030 of this title, a nonconforming use within an existing building may be expanded to occupy up to an additional twenty-five percent (25%) of its gross square footage within the building upon approval of a zoning administrator special permit pursuant to and subject to the findings required by chapter 17.212.

SECTION 4. Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended by replacing the exhibit set forth at the end of the chapter entitled "Exhibit 1 R Street Corridor Special Planning District (SPD) Zoning Map" with the diagram attached as Exhibit A to this ordinance.

SECTION 5. Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended by deleting Exhibits 2, 3, 4, and 5 as set forth at the end of the chapter.

Exhibit 1


R Street Corridor
Special Planning District (SPD)
Zoning Map
City of Sacramento
Development Services Department
July 2007
0 250 500 1,000 1,500 2,000
Feet
R-3A - Multi-Family
RMX - Residential Mixed Use
C-2 - General Commercial
C-4 - Heavy Commercial
OB - Office Building
Lightrail Station with 660' Radius Shown
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST
11TH ST
12TH ST
13TH ST
14TH ST
15TH ST
16TH ST
17TH ST
18TH ST
19TH ST
20TH ST
21ST ST
22ND ST
23RD ST
24TH ST
25TH ST
26TH ST
27TH ST
28TH ST
29TH ST
Q ST
R ST
S ST
5
80

ATTACHMENT 5

ORDINANCE NO.

Adopted by the Sacramento City Council

Date Adopted

ADDING SECTION 17.128.035 TO, AND AMENDING SECTIONS 17.128.030 AND 17.128.040 OF CHAPTER 17.128 OF TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO THE R STREET CORRIDOR SPECIAL PLANNING DISTRICT (M05-048)

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

SECTION 1. Section 17.128.030 of Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.128.030 Land use zones and development standards.

A. General.

This section sets forth the boundaries, allowed uses and development standards for each zoning district in the R Street corridor special planning district.

1. Zoning Map.

The land use zones applicable in the R Street corridor special planning district are set forth in the zoning map set out at the end of this chapter as Exhibit 1.

2. Relationship Between Zoning and Land Use Designations.

The relationship between the community plan land use designations and the implementing SPD zone classifications are listed below:

Community Plan Land Use Designation	SPD Zone

INT-MU	Intensive Mixed Use	OB-SPD(W)
GC-MU	General Commercial Mixed Use	OB-SPD(C)
GC	General Commercial	C-2-SPD
HC	Heavy Commercial	C-4-SPD
MF	Multiple Family	R-3A-SPD
RES-MU	Residential Mixed Use	RMX-SPD

3. Allowed Uses.

The uses allowed ("allowed uses") within the R Street corridor special planning district vary for each zoning district. Allowed uses are either permitted uses or conditionally permitted uses, as described below:

a. Permitted Uses.

Permitted uses are uses permitted as a matter of right in the specified zone, subject to compliance with the development standards and other requirements of this chapter.

b. Conditionally Permitted Uses.

Conditionally permitted uses are uses permitted as a matter of discretion, and require approval of a special permit by the planning director, zoning administrator, or planning commission pursuant to Chapter 17.212.

B. Boundaries, Allowed Uses and Development Standards.

The boundaries, allowed uses and specific development standards for each land use zone in the R Street corridor special planning district are set forth below.

1. Office Building (OB) Zone.

Within the office building (OB) zone in the R Street corridor special planning district, there are two geographic areas, designated West (W) and Central (C). The boundaries of these two areas, shown on Exhibit 1, set out at the end of this chapter, are as follows: (1) West is the area bounded generally by 2nd and 8th Streets between Q and R Streets, excluding the half-blocks on the north side of R Street between 6th Street and 8th Street; and (2) Central is the area located between 16th and 17th Streets from the half-block north of R Street to S Street. The development standards differ slightly for the two areas. The West OB zone is intended to encourage more intensive mixed uses within the west end of the corridor, while the Central OB zone is intended to encourage moderately intensive mixed uses adjacent to the 16th Street light rail station.

a. Allowed Uses.

Except as otherwise provided in subsections (i) and (ii), below, (1) uses permitted by this title in the OB zone outside of the R Street corridor special planning district but within the central city shall be permitted in the OB zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the OB zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

The following additional uses are permitted uses in the OB zone in the R Street corridor planning district:

(A) Retail and Personal Service Uses. The retail and personal service uses specified in Table 1 of Section 17.96.070 of this title shall be permitted uses.

(B) Apartments. Apartments shall be a permitted use subject to footnote (75) of Section 17.24.050.

ii. Conditionally Permitted Uses.

The following uses are conditionally permitted uses in the OB zone:

(A) Office Use. Office use is permitted in the OB zone subject to approval of a special permit by the planning commission.

(B) Residential Use. Alternative ownership housing is permitted subject to footnote (8) of Section 17.24.050.

b. Special Permit Required—Larger Development Projects.

Notwithstanding subsection (B)(1)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess, and if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.

i. Nonresidential Development Exceeding 40,000 Square Feet.

A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for new nonresidential development, including additions to or expansions of existing buildings, that exceeds forty thousand (40,000) square feet.

ii. Nonresidential Development Exceeding 10,000 Square Feet.

A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for new nonresidential development, including additions to or expansions of existing buildings, that exceeds ten thousand (10,000) square feet but that does not exceed forty thousand (40,000) square feet.

c. Development Standards.

Except as provided below, development in the OB zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the OB zone outside of the R Street corridor special planning district.

i. Office Development--Residential and Ground Floor Retail Requirements.

Except as provided in subsection (B)(1)(c)(i)(C) of this section, a residential component and a ground floor retail component complying with the requirements of subsections (B)(1)(c)(i)(A) and (B)(1)(c)(i)(B) of this section shall be required for new

construction of buildings on vacant sites or on sites where the existing building will be demolished; for reuse projects utilizing buildings that have been vacant for over three (3) years; and for additions of greater than ten percent (10%) of gross floor area to existing buildings.

(A) Residential Component Required for Office Development. Projects containing office development shall provide residential development at a rate of either one dwelling unit for every three thousand (3,000) square feet of office development or one square foot of housing for every three square feet of office development, whichever is less.

(1) Location of Residential Development. The residential component required for an office development project pursuant to subsection (B)(1)(c)(i)(A) of this section shall either be included in, and constructed as part of, the same development project as the office development; or located in an adjacent residential district within the R Street corridor special planning district.

(2) Timing of Residential Development. Except as provided below in subsection (B)(1)(c)(i)(A)(3), the residential component shall either be constructed prior to, or concurrently with, the office development, and appropriate conditions shall be included at the time of approval of the special permit for the development project to ensure that this requirement is satisfied.

(3) Development Agreement. Subject to the execution of a development agreement or other agreement that ensures the construction of the residential component within a reasonable period of time not to exceed two years following completion of the office development, the city council may authorize the construction and occupancy of the office development prior to construction of the residential component.

(4) Satisfaction of Housing Trust Fund "Housing Construction Requirement." The residential development, provided to meet the residential requirements for office development in this zone, may be applied to meet the "housing construction requirement" as described in Section 17.188.050(A) and calculated in Appendix B of Chapter 17.188 of this title. The twenty (20) percent fee, as described in Section 17.188.050(A) and calculated in Appendix B of Chapter 17.188 of this title, shall be required prior to the issuance of any building permits for the office project.

(B) Ground Floor Retail Requirement. A minimum of twenty (20) percent of the length of the ground floor street frontage of any building containing office development shall be occupied by or devoted to retail or personal service business uses, as specified below; provided that the area of the ground floor devoted to retail or

personal business uses must consist of a space with a minimum interior depth of not less than thirty (30) feet or with a size of not less than one thousand (1,000) square feet, whichever is less. The retail and personal service uses shall be limited to the ground floor.

(1) Ground Floor Street Frontage. For purposes of this requirement, ground floor street frontage shall mean the interior floor area within a structure that has the same elevation, or the nearest corresponding elevation, as the public street providing principal access to the building.

(2) Permissible Retail and Personal Service Uses. The retail and personal service uses permitted in the OB zone to satisfy the ground floor requirement set forth in subsection (B)(1)(c)(i)(B) of this section are the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.

(C) Exception—Landmarks and Contributing Resources. Subject to approval of a special permit by the planning commission, all or a portion of a building in the OB zone which is a landmark or a contributing resource on the Sacramento register established pursuant to Chapter 17.134 may be devoted to office use without satisfying either the residential component or the ground floor retail requirement set forth in subsections (B)(1)(c)(1)(A) and (B)(1)(c)(1)(B) of this section.

ii. Density and Intensity.

(A) Office—Floor Area Ratio (FAR). Offices shall be developed in the OB zone with the following minimum and maximum floor area ratios (FARs).

(1) West (W) Area. Buildings in the West area in the OB zone shall be developed with a minimum FAR of 1.0 and a maximum FAR of 3.0.

(2) Central (C) Area. Buildings in the Central area in the OB zone shall be developed with a minimum FAR of 2.0 and a maximum FAR of 3.0.

(B) Residential—Density. Residential development in the OB zone shall be developed with the following density ranges.

(1) West (W) Area. Residential development within the West area of the OB zone shall be developed with a density range of sixty (60) to one hundred (100) dwelling units per net acre.

(2) Central (C) Area. Residential development within the Central area of the OB zone shall be developed with a density range of thirty (30) to sixty (60) dwelling units per net acre.

iii. Height, Yard, and Stepback Standards.

The height, yard, and stepback standards for the OB zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

iv. Open Space Requirements.

(A) Office.

(1) Open space shall be provided for office development at a ratio of one square foot of open space per fifteen (15) square feet of the total square footage of development.

(2) Open space shall be provided on site; 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) percent of the required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district.

(3) Open space shall be in the form of courtyards or public plazas.

(B) Residential.

(1) Areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

(2) A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

(3) A minimum of fifty (50) square feet of private usable open space per unit is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible.

(4) Open space shall be provided on site; 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) percent of the total required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between common usable open space and private usable open space.

v. Parking Requirements.

(A) Office/Retail.

(1) Maximum Off-Street Parking. Parking shall be a maximum of one space for every five hundred (500) gross square feet of floor area.

(2) Minimum Off-Street Parking. Parking shall be a minimum of one space for every six hundred (600) gross square feet of floor area.

(3) Parking Reduction Related to Trip Reduction Measures. Parking may be reduced to a minimum ratio of one parking space for every one thousand (1,000) gross square feet of floor area provided that additional transportation systems management (TSM) trip reduction measures beyond those mandated by the TSM regulations set forth in Chapter 17.184 of this title shall be implemented to justify the minimum parking requirements. The developer transportation management plan must be submitted concurrently with the special permit application to justify the requested parking reduction, pursuant to Division VI of this title.

(4) Surface Parking Lots. Parking for projects of ten thousand (10,000) square feet or less may be provided by means of a surface parking lot. The planning commission may approve a special permit for the use of a surface parking lot for parking for projects of more than ten thousand (10,000) square feet.

(B) Commercial/Retail. Vehicle parking shall not be required for these uses if included as part of an office or residential project.

vi. Bicycle Parking Requirements.

(A) Office. One space is required for every six thousand (6,000) square feet of building area. Fifty (50) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(B) Commercial. One space is required for every six thousand (6,000) square feet of occupied space. Twenty-five (25) percent of the required facilities shall be Class I. The remaining facilities shall be Class I, Class II or Class III facilities.

(C) Restaurant. One (1) space is required for every fifty (50) seats. Twenty-five (25) percent of the required facilities shall be Class I. The remaining facilities shall be Class I, Class II or Class III facilities.

(D) Residential. One space is required for every ten (10) units. Seventy-five (75) percent of the required facilities shall be Class I. The remaining facilities shall be Class I, Class II or Class III facilities.

(E) Class I bicycle parking facilities should be located inside buildings near showers and lockers. If it is necessary to locate bicycle lockers outside, they shall be securely fastened and be designed in a manner integral to building design. For multi-story buildings, facilities should be located as close to the ground floor as possible or adjacent to an elevator large enough to allow bicycles.

(F) Class II and Class III facilities shall be located at the main entrance to the building and shall be visible to the occupants of the building.

(G) A minimum of two bicycle parking spaces shall be provided regardless of the size of development.

(H) If part of the building design includes signage to tell automobile drivers where to park, the sign shall also indicate where bike parking can be found.

2. General Commercial C-2-SPD.

This zone is found adjacent to the 13th, 16th, 23rd, and 29th Street light rail stations, as well as south of R Street between 2nd and 6th Streets, and between Q and S, 19th and 20th Streets. This zone includes locations where newer office buildings already exist or where residential land uses are not deemed appropriate or feasible.

a. Allowed Uses.

Except as otherwise provided in subsections (i) and (ii), below, (1) uses permitted by this title in the C-2 zone outside of the R Street corridor special planning district but within the central city shall be permitted in the C-2 zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the C-2 zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

The following additional uses are permitted uses in the C-2 zone in the R Street corridor special planning district:

(A) Apartments. Apartments shall be a permitted use subject to footnote (75) of Section 17.24.050.

ii. Prohibited Uses.

The following uses are prohibited in the C-2 zone in the R Street corridor special planning district:

(A) Auto sales, service, storage, rental;

(B) Commercial cleaning plant;

(C) Drive-in restaurant or food stand;

(D) Equipment rental and sales yard;

(E) Laundry, commercial plant;

(F) Recycling facility;

(G) Service station;

(H) Shop for building contractor;

(I) Tire shop;

(J) Trailer sales yard;

(K) Used car lot;

(L) Wholesale stores and distributors;

(M) Commercial or recreational vehicle storage;

(N) Mini-storage;

(O) Towing service and vehicle storage yard;

(P) Reverse vending machine;

(Q) Drive-through service facility;

(R) Other auto-oriented uses;

(S) Retail and personal service uses, other than grocery stores, in excess of ten thousand (10,000) square feet.

b. Special Permit Required—Larger Development Projects.

Notwithstanding subsection (B)(2)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess and, if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.

i. Nonresidential Development Exceeding 40,000 Square Feet.

A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for new nonresidential development, including

additions to or expansions of existing buildings, that exceeds forty thousand (40,000) square feet.

ii. Nonresidential Development Exceeding 10,000 Square Feet.

A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for new nonresidential development, including additions to or expansions of existing buildings, that exceeds ten thousand (10,000) square feet but that does not exceed forty thousand (40,000) square feet.

c. Development Standards.

Except as provided below, development within the C-2 zone within the R Street special planning district shall be subject to the same development standards that govern development in the C-2 zone outside of the R Street corridor special planning district.

i. Office Development—Ground Floor Retail Requirement.

Subject to the additional requirements in subsection (B)(2)(c)(ii), below, a minimum of twenty (20) percent of the length of the ground floor street frontage of any building containing office development shall be occupied by or devoted to retail or personal service business uses, as specified below; provided that for existing buildings being converted to office use, the requirements of this subsection 17.128.030(B)(2)(c)(i) may be modified or waived upon the issuance of a zoning administrator's special permit pursuant to and subject to the findings required by Chapter 17.212. In granting a special permit to modify or waive the requirements of this subsection, and in addition to the findings required by Chapter 17.212, the zoning administrator shall find that the required retail or personal service business use is not viable due to constraints created by the physical characteristics of the building, such as the presence of a loading dock, accessibility barriers, and the absence of windows.

(A) Minimum Dimensions and Area. The area of the ground floor devoted to retail or personal business uses must consist of a space with an interior depth of not less than thirty (30) feet or with a size of not less than one thousand (1,000) square feet, whichever is less. The retail and personal service uses shall be limited to the ground floor.

(B) Ground Floor Street Frontage. For purposes of this requirement, ground floor street frontage means the interior floor area within a structure that has the same elevation, or the nearest corresponding elevation, as the public street providing principal access to the building.

(C) Permissible Retail and Personal Service Uses. The retail and personal service uses permitted in the C-2 zone to satisfy the ground floor requirement set forth in this subsection (B)(2)(c)(i) are the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.

ii. Ground Floor Retail Requirement—Development at Certain Specified Locations.

The ground floor retail and personal service uses requirement in subsection (B)(2)(c)(i), above, shall apply to all buildings located along the street segments and at the street corners designated below and shall comply with the additional requirements in subsections (C) and (D) of this subsection.

(A) Street Segments and Street Corners.

(1) Street Segments.

(a) 5th Street, Between R Street and the Alley. Development on each side of 5th Street between R Street and the alley to the south;

(b) Whitney, Between 12th and 13th Streets. Development on each side of Whitney between 12th Street and 13th Street;

(c) R Street, Between 23rd and 24th Streets. Development on each side of R Street, between 23rd Street and 24th Street.

(2) Street Corners.

(a) 5th and R Streets. Development at the southwest and southeast corners of 5th Street and R Street;

(b) 12th Street and Whitney. Development at the northwest and northeast corners of 12th Street and Whitney;

(c) 16th and R Streets. Development at the northwest and southwest corners of 16th Street and R Street;

(d) 19th and R Streets. Development at the northeast and southeast corners of 19th Street and R Street;

(e) 23rd and R Streets. Development at the northeast and southeast corners of 23rd Street and R Street;

(f) 24th and R Streets. Development at the northwest and southwest corners of 24th Street and R Street;

(g) 29th and R Streets. Development at the northwest and southwest corners of 29th Street and R Street.

(B) Buildings with Street Frontage at Corners.

For purposes of this subsection (B)(2)(c)(ii), buildings with street frontage on either of the streets forming one of the corners specified in subsection (B)(2)(c)(ii)(A)(2) and that are located within one-half block of such corners in the relevant direction shall be subject to this subsection. For purposes of this subsection, the half-block of a given street shall mean the street from the corner to the nearest alley in the relevant direction; or the street from the property line adjacent and parallel to the other designated street at the corner for a distance of one hundred seventy (170) feet in the relevant direction, whichever is less.

(C) Location of Ground Floor Retail and Personal Service Uses at Corners.

To promote activity at the corners identified above, not less than fifty (50) percent of the building space devoted to satisfaction of the ground floor retail requirement shall be located in that half of the building street frontage located closest to the designated corner; provided that if there is more than one building within the half-block which is subject to the ground floor retail requirement, the building located closest to the corner shall be required to locate all of the space necessary to satisfy the ground floor retail requirement within the half of the building street frontage closest to the designated corner.

(D) Buildings with Partial Frontage.

Buildings that have only a portion of their street frontage within the half-block of one of the corners subject to the ground floor retail requirement shall comply with the requirement for its full street frontage.

iii. Intensity.

Buildings shall be developed in the C-2 zone with the following minimum and maximum floor area ratios (FARs).

(A) The minimum floor area ratio (FAR) shall be 1.0.

(B) The maximum floor area ratio (FAR) shall be 2.0.

iv. Height, Yard, and Stepback Standards.

The height, yard, and stepback standards for the C-2 zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

v. Open Space Requirements.

(A) Office.

(1) Open space shall be provided for office development at a ratio of one square foot of open space per fifteen (15) square feet of the total square footage of development.

(2) Open space shall be provided on site; 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) percent of the required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district.

(3) Open space shall be in the form of courtyards or public plazas.

(B) Residential.

(1) Areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

(2) A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

(3) A minimum of fifty (50) square feet of private usable open space per unit is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible.

(4) Open space shall be provided on site; 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) percent of the total required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between common usable open space and private usable open space.

vi. Parking Requirements.

(A) Office.

(1) Maximum Off-Street Parking. Parking shall be a maximum of one space for every five hundred (500) gross square feet of floor area.

(2) Minimum Off-Street Parking. Parking shall be a minimum of one space for every six hundred (600) gross square feet of floor area.

(3) Parking Reduction Related to Trip Reduction Measures. Parking may be reduced to a minimum ratio of one parking space for every one thousand (1,000) gross square feet of floor area provided that additional TSM measures, beyond those mandated by the developer TSM ordinance, shall be implemented in order to support the minimum parking requirements. The developer transportation management plan must be submitted concurrently with the special permit application to justify the requested parking reduction, per Division VI of this title.

(4) Projects of Ten Thousand Square Feet or Less. Parking for projects of ten thousand (10,000) square feet or less may be provided by means of a surface parking lot.

(5) Projects of More Than Ten Thousand Square Feet. The planning commission may approve a special permit for the use of a surface parking lot for projects of more than ten thousand (10,000) square feet.

(B) Commercial/Retail. Vehicle parking shall not be required for these uses as defined in Table 1 of Section 17.96.070 of this title.

vii. Bicycle Parking Requirements.

(A) Office. One space is required for every six thousand (6,000) square feet of building area. Fifty (50) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(B) Commercial. One space is required for every six thousand (6,000) square feet of occupied space. Twenty-five (25) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(C) Restaurant. One space is required for every fifty (50) seats. Twenty-five (25) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(D) Residential. One space is required for every ten (10) units. Seventy-five (75) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(E) Class I Bicycle parking facilities should be located inside buildings near showers and lockers. If it is necessary to locate bicycle lockers outside, they shall be securely fastened and be designed in a manner integral to building design. For multi-story buildings, facilities should be located as close to the ground floor as possible or adjacent to an elevator large enough to allow bicycles.

(F) Class II and Class III facilities shall be located at the main entrance to the building and be visible to the occupants of the building.

(G) A minimum of two bicycle parking spaces shall be provided, regardless of the size of development.

(H) If part of the building design includes signage to tell automobile drivers where to park, the sign shall also indicate where bike parking can be found.

3. Heavy Commercial C-4-SPD.

This zone is found in the area bounded by 20th, 23rd and Q Streets, and the alley south of R Street. The heavy commercial zone in the R Street corridor special planning district consists of property currently zoned and used for heavy commercial purposes, which is not anticipated to transition to residential mixed use in the foreseeable future.

a. Allowed Uses.

Except as otherwise provided in subsection (i), below, (1) uses permitted by this title in the C-4 zone outside of the R Street corridor special planning district but within the central city shall be permitted in the C-4 zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the C-4 zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Prohibited Uses.

The following uses are prohibited in the C-4 zone within the R Street corridor:

(A) Auto wrecking;

(B) Beverage bottling plant;

(C) Cement or clay products manufacturing;

(D) Dairy products processing;

(E) Fuel yard;

(F) Bus and other transit vehicle maintenance and storage;

(G) Boat building;

(H) Concrete batch plant;

(I) Food processing;

(J) Junk yard;

(K) Lumber yard;

(L) Machine shop;

(M) Material recovery facility/yard waste composting facility (recycling plant);

(N) Monument works—stone;

(O) Office use not related to the commercial or industrial use located on the site;

(P) Office use related to the commercial or industrial use on the site that exceeds twenty-five (25) percent of the gross floor area of the building(s) on the parcel on which they are located;

(Q) Petroleum storage;

(R) Planing mill;

(S) Public utility yard;

(T) Railroad yard or shop;

(U) Terminal yard, trucking;

(V) Towing service and storage yard;

(W) Truck and tractor repair.

b. Special Permit Required—Larger Development Projects.

Notwithstanding subsection (B)(3)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess and, if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.

i. Development Exceeding 40,000 Square Feet.

A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for new development, including additions to or expansions of existing buildings, that exceeds forty thousand (40,000) square feet.

ii. Development Exceeding 10,000 Square Feet.

A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for new development, including additions to or expansions of existing buildings, that exceeds ten thousand (10,000) square feet but that does not exceed forty thousand (40,000) square feet.

c. Development Standards.

Except as provided below, development in the C-4 zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the C-4 zone outside of the R Street corridor special planning district.

i. Height, Yard, and Stepback Standards.

The height, yard, and stepback standards for the C-4 zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

4. Multi-Family R-3A Zone.

This zone is found along portions of Q and S Streets.

a. Allowed Uses.

Except as otherwise provided in subsection (i), below, (1) uses permitted by this title in the R-3A zone outside of the R Street corridor special planning district but within the central city shall be permitted in the R-3A zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the R-3A zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

Single-family residences, halfplexes, townhouses, row houses, and other similar types of housing units are allowed in the R-3A zone in the R Street corridor special planning district.

b. Development Standards.

Except as provided below and in the Height, Yard, and Stepback Standards Table in Section 17.128.035, development in the R-3A zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the R-3A zone outside of the R Street corridor special planning district.

i. Noise.

Development shall comply with the noise standards for development in the RMX zone set forth in subsection (B)(5)(c) of this section.

ii. Accessory Structures.

Up to two hundred twenty-five (225) square feet of land may be covered with a detached accessory structure within the rear yard setback area, provided that a six-foot setback from the main building is maintained, a six-foot setback from the alley right-of-way is maintained for a detached garage which has its access from said alley, and a maximum of forty (40) percent overall lot coverage is maintained.

5. Residential Mixed Use (RMX).

Properties in this zone are designated as residential mixed use in the Central City community plan and are generally located throughout the R Street corridor special

planning district to reinforce and expand adjacent residential uses. This designation is intended to result in mixed use development which is primarily residential but which may include a ground floor retail component consisting of neighborhood serving commercial retail or service uses.

a. Allowed Uses.

Except as otherwise provided in subsections (i), (ii), and (iii), below, (1) uses permitted by this title in the RMX zone outside of the R Street corridor special planning district but within the central city shall be permitted in the RMX zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the RMX zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

The following additional uses are permitted uses in the RMX zone in the R Street corridor planning district:

(A) Commercial Uses. The commercial uses specified in Section 17.28.020 and the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title shall be permitted uses, provided that (i) such uses are located on the ground floor of a building; and (ii) the square footage of a building devoted to such commercial uses does not exceed twenty (20) percent of the total square footage of the building.

ii. Conditionally Permitted Uses.

The following uses are conditionally permitted uses in the RMX zone in the R Street corridor special planning district:

(A) Grocery stores;

(B) Commercial Uses on Parcels Not Exceeding Three Thousand Two Hundred Square Feet. Subject to approval of a special permit by the zoning administrator, one hundred (100) percent of development on parcels consisting of not more than three thousand two hundred (3,200) square feet in area may be used for the commercial uses specified in Section 17.28.020 of this title.

(C) Landmarks and Contributing Resources on Parcels Not More Than Forty Feet by One Hundred Sixty Feet—Additional Development Allowed. For parcels with a width not greater than forty (40) feet and a depth not greater than one hundred sixty (160) feet; (2) which abut a major street; and (3) on which there is located a landmark or a contributing resource on the Sacramento register established pursuant to Chapter 17.134 of this title, the planning commission may approve a special permit to allow for additional development on the parcel, including additions to or expansions of the landmark or contributing resource; and may authorize the use of such development for office use, the commercial uses specified in Section 17.28.020 of this title, or the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title. For purposes of this provision, major streets mean the major streets as defined in the central city community plan.

iii. Prohibited Uses.

Unattended uses, such as self-service laundromats, shall be prohibited in the RMX zone.

b. Reserved.

c. Development Standards.

Except as provided below, development in the RMX zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the RMX zone outside of the R Street corridor special planning district.

i. Height, Yard, and Stepback Standards.

The height, yard, and stepback standards for the RMX zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

ii. Residential Density.

(A) Sites Within Six Hundred Sixty (660) Feet of a Light Rail Station.

Density range shall be thirty (30) to sixty (60) units per net acre.

(B) Sites Not Within Six Hundred Sixty (660) Feet of a Light Rail Station.

Density range shall be fifteen (15) to sixty (60) units per net acre.

(C) Additional Density with Planning Commission Special Permit.

The planning commission may approve residential density exceeding that specified in this subsection (B)(5)(c)(ii) upon issuance of a special permit under Chapter 17.212.

iii. Open Space Requirements.

(A) Areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential construction. Open space requirements shall not apply to the reuse of existing buildings.

(1) A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

(2) A minimum of fifty (50) square feet of private usable open space for not less than fifty percent (50%) of the residential units is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible from the associated unit.

iv. Entrances from Alleys. Dwelling units(s) located on an alley may have main entrances off the alley.

v. Parking Requirements. Off-street parking requirements shall be provided as follows:

(A) General.

(1) No parking shall be required for a commercial retail or service use, provided that the use is a component of a residential project and provided that the nonresidential component for the project does not exceed twenty (20) percent of the total building square footage for the project and does not exceed nine thousand six hundred (9,600) square feet. If parking is provided for the commercial retail or service use, the maximum amount of off-street vehicle parking allowed for such use shall be

one space per two hundred fifty (250) gross square feet of floor area. Reciprocal agreements for shared maneuvering space, and for daytime commercial use and night-time residential use may be used to satisfy parking requirements.

(2) No parking shall be required for a restaurant use, provided that the use is a component of a residential project and provided that the nonresidential component for the project does not exceed twenty (20) percent of the total building square footage for the project. The maximum amount of off-street vehicle parking allowed shall be one space per two hundred fifty (250) gross square feet of floor area.

(3) Other nonresidential uses or nonresidential uses not a component of a residential project shall be required to provide parking as set forth in Chapter 17.64 of this title.

(B) Grocery Stores. Grocery stores in the RMX zone parking shall provide parking at a minimum of one space per six hundred (600) gross square feet of floor area and a maximum of one space per two hundred fifty (250) gross square feet of floor area.

(C) Parcels fronting on R Street between 10th and 13th Streets. Projects on parcels in the RMX zone which front on R Street between 10th and 13th Streets shall provide parking pursuant to Chapter 17.64 of this title; provided that the Zoning Administrator shall have the authority to approve requests for a special permit to waive required parking or to provide parking off-site.

vi. Minimum Bicycle Parking Requirements.

(A) Multi-Family and Artist Live-Work Space. One bicycle parking facility is required for every ten (10) units. Fifty (50) percent of the required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II or Class III facilities.

(B) Commercial. One bicycle parking facility is required for every six thousand (6,000) gross square feet of occupied space. Seventy-five (75) percent of the required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II or Class III facilities.

(C) Restaurant. One bicycle parking facility is required for every fifty (50) seats. (25) Twenty-five percent of the required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II or Class III facilities.

vii. Fence Height Limit in Parking Areas.

Where existing parking is located adjacent to parking on abutting properties, and where fencing is erected, fences between properties shall not exceed three feet.

viii. Noise Attenuation.

Where residential occupancies are horizontally attached to or located over commercial spaces, acoustical separation shall be provided as follows:

(A) Floor-ceiling and wall assemblies (where uses adjoin each other horizontally) with a sound coefficient (STC) of sixty (60) or greater.

(B) The use of resilient assemblies to acoustically isolate finishes on concrete and steel columns from the columns supporting second-floor framing (or the framing between commercial and residential levels).

ix. Vertical Chase Requirements for Mixed-Use Projects.

To eliminate the need for future installation of ducts, pipes and conduit on the exterior of a building, provisions shall be made at a maximum of sixty (60) feet on center for one-hour rated vertical chases through the residential floors to accommodate commercial utilities that must circuit to the roof. The chases shall have an interior clear dimension of twenty-four (24) inches by twenty-four (24) inches to accommodate a Class A exhaust hood for restaurant uses.

SECTION 2. Section 17.128.035 is added to Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) to read as follows:

17.128.035 Height, yard, and stepback standards.

A. The Height, Yard, and Stepback Standards Table.

The following table and text are adopted as the R Street corridor special planning district height, yard, and stepback standards. Except as specifically set forth below, the maximum height, minimum yard, and minimum stepback requirements set forth in Chapter 17.60 of this title shall apply. Additional development standards other than maximum height, minimum yard, and minimum stepback requirements are set forth in Section 17.128.030. The height, yard, and stepback standards table is comprised of four tables beginning with development within the half block fronting on the south side of

Q street and concluding with the development within the half block fronting on the north side of S street. Maximum heights are measured to the building plate line. Stepback height is the point on a building's façade, above which upper floors must be setback to the respective stepback depth. Stepback depth is measured from the property line. Requirements represented by a letter in parenthesis correspond to the footnotes in subsection (B) of this section.

1. Development Within the Half Block Fronting on the South Side of Q Street

			Stepback Height			Stepback Depth			Minimum Yard Requirements			
Block	SPD Zone	Maximum Height	Q Street	# Street	Alley	Q Street	# Street	Alley	Q Street	# Street	Interior Side	Alley
2nd to 3rd	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
3rd to 4th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
4th to 5th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
5th to 6th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
6th to 7th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
7th to 8th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
9th to 10th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
10th to 11th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
11th to 12th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
12th to 13th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
15th to 16th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
16th to 17th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
17th to 18th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
21st to 22nd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
22nd to 23rd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
23rd to 24th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
24th to 25th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
25th to 26th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
26th to 27th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
27th to 28th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

2. Development Within the Half Block Fronting on the North Side of R Street

			Stepback Height			Stepback Depth			Minimum Yard Requirements			
Block	SPD Zone	Maximum Height	R Street	# Street	Alley	R Street	# Street	Alley	R Street	# Street	Interior Side	Alley
2nd to 3rd	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
3rd to 4th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
4th to 5th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
5th to 6th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
6th to 7th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
7th to 8th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
8th to 9th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
9th to 10th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
10th to 11th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
11th to 12th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
12th to 13th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
15th to 16th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
17th to 18th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
21st to 22nd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
22nd to 23rd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
23rd to 24th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
25th to 26th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
26th to 27th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
27th to 28th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

3. Development Within the Half Block Fronting on the South Side of R Street

			Stepback Height			Stepback Depth			Minimum Yard Requirements			
Block	SPD Zone	Maximum Height	R Street	# Street	Alley	R Street	# Street	Alley	R Street	# Street	Interior Side	Alley
2nd to 3rd	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
3rd to 4th	RMX-SPD	(b)	0'	0'	0'	0'	0'	0'	0'	0'	(i),(j)	(f)
4th to 5th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
5th to 6th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
6th to 7th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
7th to 8th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
9th to 10th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
10th to 11th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
11th to 12th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
12th to 13th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
15th to 16th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
17th to 18th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
21st to 22nd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
22nd to 23rd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
23rd to 24th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
25th to 26th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
26th to 27th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
27th to 28th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

4. Development Within the Half Block Fronting on the North Side of S Street

			Stepback Height			Stepback Depth			Minimum Yard Requirements			
Block	SPD Zone	Maximum Height	S Street	# Street	Alley	S Street	# Street	Alley	S Street	# Street	Interior Side	Alley
2nd to 3rd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
3rd to 4th	RMX-SPD	75'	0'	0'	0'	0'	0'	0'	0'	0'	(i),(j)	(f)
4th to 5th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
5th to 6th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
6th to 7th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
7th to 8th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
9th to 10th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
10th to 11th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
11th to 12th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
12th to 13th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
15th to 16th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
17th to 18th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
21st to 22nd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
22nd to 23rd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
23rd to 24th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
25th to 26th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
26th to 27th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
27th to 28th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

B. Footnotes to the Height, Yard, and Stepback Standards Table

The following footnotes apply to those requirements indicated by corresponding letter in the Height, Yard, and Stepback Standards Matrix.

a. The maximum height in the C-2 zone at this location is forty-five (45) feet, except the planning commission may approve a special permit pursuant to and subject to the findings required by chapter 17.121 to allow additional height up to a maximum height of seventy-five (75) feet for buildings located within six hundred sixty (660) feet of a light rail station,. For purposes of this subsection, the distance between the building and the light rail station means the distance between the center of the main entrance to the building and the center of the nearest platform of the light rail station.

b. The maximum height in the RMX zone at this location is seventy-five (75) feet, except the planning commission may approve a special permit pursuant to and subject to the findings required by chapter 17.212 to allow additional height up to a maximum height of ninety (90) feet for residential buildings or mixed use buildings with at least eighty percent (80%) of the gross building square footage devoted to residential use.

c. A minimum eight (8) foot setback from the front, side street and alley shall be provided.

d. A minimum ten (10) foot setback from the interior side property line shall be provided if the property is adjacent to residential uses or property zoned RMX.

e. A minimum eight (8) foot setback from the rear property line shall be provided for development on parcels in the C-4 zone which abut at the rear property line one or more parcels zoned RMX; provided that no minimum setback shall be required if the C-4 parcel is separated from any abutting RMX parcel by an alley or other public right-of-way.

f. Development at this location shall be subject to the same setback requirements that govern development in this zone outside of the R Street corridor special planning district.

g. Setbacks along Q and S Streets shall be the average of the two (2) setbacks of the nearest buildings on the two (2) adjacent parcels fronting on Q or S Street, or, in the case of a corner lot, the adjacent parcel fronting on Q or S Street. If one or both adjacent parcels is vacant, the setback shall be five (5) feet. In no event shall the setback be less than five (5) feet or greater than twelve (12) feet.

h. Setbacks shall be either a minimum of five feet or the average of the setbacks of the two adjacent uses, whichever is less.

i. Interior side yard setbacks shall be five feet from the property line.

j. For development adjacent to a listed historic resource, upper floors shall be set back so that within twenty (20) feet of the nearest wall of the historic building, new construction shall not exceed the highest point of a listed historic resource.

C. Modification of Required Yard and Stepbacks by Design or Preservation Review Approval.

The design review or preservation review conducted on a development project in the R Street corridor special planning district under chapter 17.132 or chapter 17.134 of this title may address and modify the required yard area and stepbacks listed in the Height, Yard, and Stepback Standards Table in subsection (A) to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban 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; provided, that the design or preservation review is performed at the director or commission level.

SECTION 3. Section 17.128.040 of Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. Subsection (B) of section 17.128.040 is amended to read as follows:

B. Restoration of Damaged or Destroyed Buildings.

Subject to the restrictions set forth below, and notwithstanding the provisions of Section 17.88.030 of this title, a nonconforming building or structure, or any portion thereof, or a building or structure lawfully used for a nonconforming use, which is damaged or destroyed, either partially or completely, by fire, flood, wind, earthquake or other calamity or by the public enemy may be restored and the occupation or use of that building, structure or part thereof, which lawfully existed at the time of damage or destruction, may be rebuilt, restored or replaced, and devoted to the same use or uses that were in use prior to the damage or destruction. The restoration or replacement shall be commenced within a period of three years following the date of damage or destruction and shall be diligently prosecuted to completion, provided that, pursuant to subsection (B)(3) of this section, the planning commission may extend this period by a maximum of two years, for a total of five years. Commencement shall be deemed to occur when a building permit is obtained and construction thereunder physically commences. Any reconstruction or restoration shall be in accordance with the regulations of the building code existing at the time of reconstruction or restoration.

1. Same Level of Development.

The right to rebuild, restore or replace shall be limited to rebuilding or replacing the building or structure with a building or structure that is of the same size as the original building or structure. Nothing in this provision shall prevent a property owner from rebuilding or replacing a damaged or destroyed building or structure with a building

or structure which differs in terms of height, lot coverage, design or other feature but which has the same or less square footage than the original building or structure; and provided further that if the footprint of the building is changed from the footprint that existed prior to the event causing the damage or destruction, it shall comply with the development standards for new development in the R Street SPD, including but not limited to set back and lot coverage requirements.

2. Design Review.

The reconstruction, restoration or replacement of a building or structure pursuant to this provision shall be subject to design review pursuant to Chapter 17.132 of this title.

3. Extension of Time for Restoration of Damaged or Destroyed Buildings.

Upon showing of good cause, and upon a determination that the applicant has made reasonable and diligent efforts to restore the damaged or destroyed building, the planning commission may grant one extension of time for a maximum of two years of the time specified above for the restoration of a damaged or destroyed building. An application for extension of the time period in which a nonconforming use may be restored must be filed not less than thirty (30) days prior to expiration of the time period. An application for extension of time pursuant to this provision shall be noticed and heard, and shall be subject to appeal, in the same manner as an application for a planning commission special permit.

B. Subsection (C) of section 17.128.040 is amended to read as follows:

C. Discontinuance of Nonconforming Uses.

Notwithstanding the provisions of Section 17.88.030 of this title, a nonconforming use of a lot, building or structure, or portion thereof, in the R Street corridor SPD may be restored and resumed if the period of vacancy and non-occupancy does not exceed three continuous years; provided that pursuant to (C)(1) of this section, the planning commission may extend this period by a maximum of four additional years, for a total of seven years. If the lot, building or structure becomes vacant and remains unoccupied for a continuous period of more than three years or, if the planning commission has extended the time period pursuant to subsection (C)(1) of this section, such longer period as approved, the lot building or structure shall not be thereafter occupied except by a use which conforms to the use regulations of the zone in which it is located.

1. Extension of Time for Restoration of Nonconforming Use.

Upon a showing of good cause and upon a determination that the applicant has made reasonable and diligent efforts to restore the nonconforming use, the planning commission may grant two extensions of time of not more than two years each, for a maximum of four years, of the time specified above for restoration of a nonconforming use. An application for extension of the time period in which a nonconforming use may be restored must be filed not less than thirty (30) days prior to expiration of the time period. An application for extension of time pursuant to this provision shall be noticed and heard, and shall be subject to appeal, in the same manner as an application for a planning commission special permit.

C. Subsection (E) is added to section 17.128.040 to read as follows:

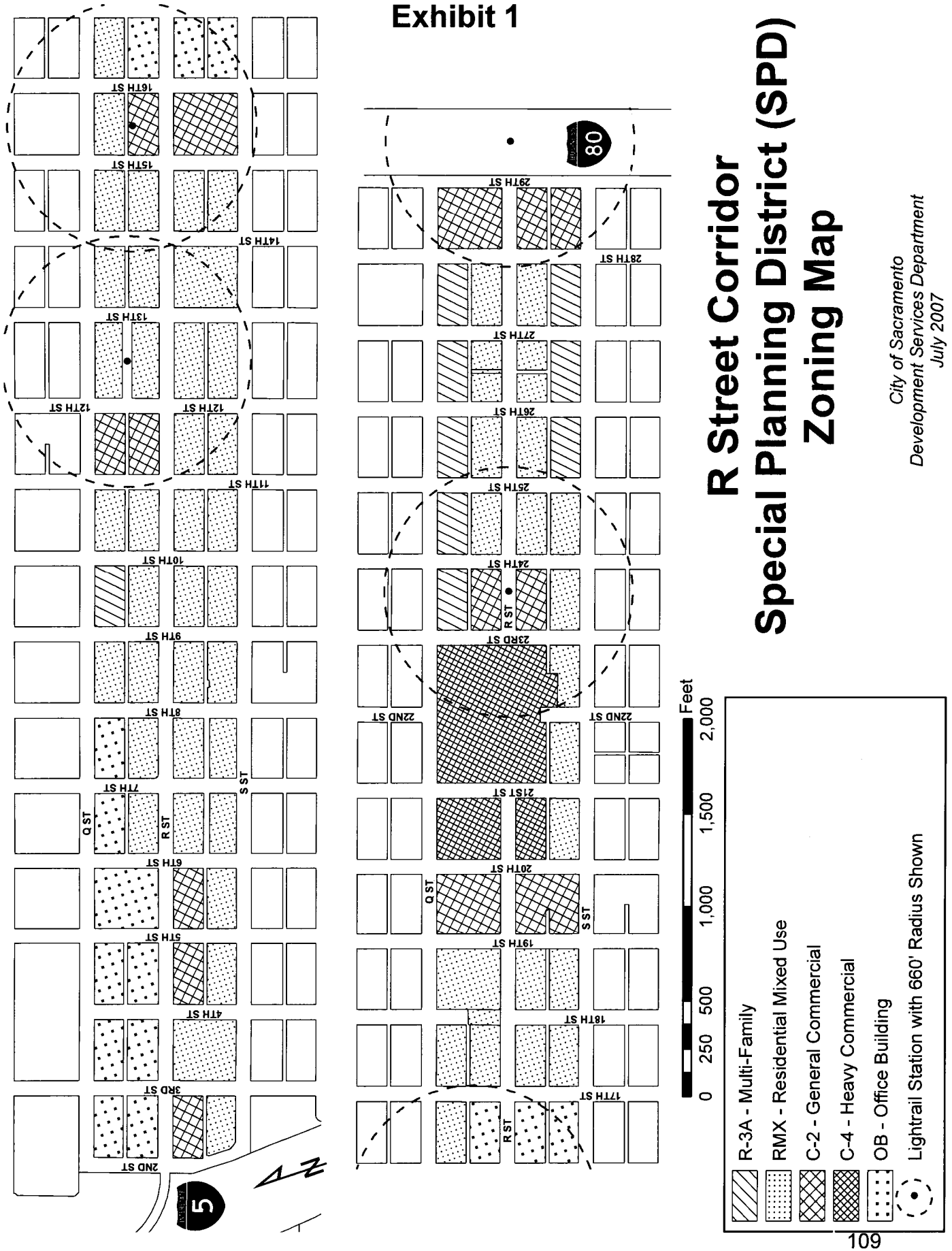
E. Allowed Expansion of Nonconforming Use.

Notwithstanding the provisions of Section 17.88.030 of this title, a nonconforming use within an existing building may be expanded to occupy up to an additional twenty-five percent (25%) of its gross square footage within the building upon approval of a zoning administrator special permit pursuant to and subject to the findings required by chapter 17.212.

SECTION 4. Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended by replacing the exhibit set forth at the end of the chapter entitled "Exhibit 1 R Street Corridor Special Planning District (SPD) Zoning Map" with the diagram attached as Exhibit A to this ordinance.

SECTION 5. Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended by deleting Exhibits 2, 3, 4, and 5 as set forth at the end of the chapter.

Exhibit 1


R Street Corridor
Special Planning District (SPD)
Zoning Map
City of Sacramento
Development Services Department
July 2007
R-3A - Multi-Family
RMX - Residential Mixed Use
C-2 - General Commercial
C-4 - Heavy Commercial
OB - Office Building
Lightrail Station with 660' Radius Shown
0 250 500 1,000 1,500 2,000
Feet
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST
11TH ST
12TH ST
13TH ST
14TH ST
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16TH ST
17TH ST
18TH ST
19TH ST
20TH ST
21ST ST
22ND ST
23RD ST
24TH ST
25TH ST
26TH ST
27TH ST
28TH ST
29TH ST
Q ST
R ST
S ST
5
80

ATTACHMENT 6

Addendum to Previously Adopted Mitigated Negative Declaration

DEVELOPMENT SERVICES
CURRENT PLANNING DIVISION

CITY OF SACRAMENTO
CALIFORNIA

NORTH PERMIT CENTER
2101 ARENA BLVD., SECOND FLOOR
SACRAMENTO, CA 95834

ENVIRONMENTAL PLANNING SERVICES

916-808-2762
FAX 916-566-3968

ADDENDUM TO AN ADOPTED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish this Addendum to an Adopted Negative Declaration for the following described project:

R Street Corridor Special Planning District Amendments (M05-048) - Ordinance amending various sections of chapter 17.128 of title 17 of the Sacramento City Code (the zoning code) relating to the R Street Special Planning District.

The City of Sacramento, Development Services Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Initial Study, will have a significant effect on the environment. This Addendum to an Adopted Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Addendum to an Adopted Negative Declaration has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the North Natomas Permit Center, 2101 Arena Boulevard, Second Floor, Sacramento, California 95834, between 7:30 AM and 3:30 PM (except holidays).

Environmental Services Manager, City of Sacramento, California, a municipal corporation

By: June 11, 2007

CONCLUSION TO PREPARE AN ADDENDUM TO AN

ADOPTED NEGATIVE DECLARATION

An Addendum to an Adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary. The City has decided to prepare an Addendum in that none of the following findings necessary to prepare a Subsequent Negative Declaration have been made:

1. No substantial changes are proposed to the project which will require major revisions of the previous Negative Declaration.

   The Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments Project (M04-053 and M05-048), adopted by City Council on September 5, 2006, evaluated the Central Community Plan Amendments relating to streetscape cross sections, pedestrian circulation, and open space between 9th and 19th Streets in the R Street Corridor; Central City Neighborhood Design Guidelines Amendment to adopt new design guidelines for the R Street area from 9th to 19th Street; and, Ordinance amending various sections of Chapter 17. 128 of Title 17 of the Sacramento City Code (the zoning code) relating to the R Street Special Planning District. However, City Council did not take action on the Ordinance amending various sections of Chapter 17.128 of Title 17. During an earlier review and comment of the proposed Urban Design Plan and Special Planning District Amendments (SPDA) by the Planning Commission in August 2006, the Planning Commission recommended that further analysis of community concerns in areas such as on height increases made in the Residential Mixed Use (RMX-SPD) zone and its potential impacts on historic landmarks or contributing resources in historic districts, creation of "a wall of tall buildings along R Street" and step-back impacts on tree canopy; therefore, no action at City Council should be made on the SPDA until such further analysis was prepared.

   The project description for the Mitigated Negative Declaration included evaluation of amendments to the existing R Street Special Planning District (SPD) Ordinance to remove unnecessary barriers to development and to ensure consistency between the R Street Urban Design Plan and Guidelines and the R Street Corridor Plan of the Central City Community Plan. Specifically in the RMX-SPD zone, some modifications to the height and step-back requirements were proposed to simplify the interpretation of the step-back requirements and to more clearly specify areas where certain height limits are appropriate. Setbacks were changed to allow for zero front setbacks on R Street to be consistent with the streetscape envisioned in the Urban Design Guidelines. Front setbacks on Q and S Streets were proposed to be from 5 to 12 feet depending on the setbacks of adjacent buildings. Setbacks of buildings and step-backs for upper floors did allow for the option to preserving tree canopy.

   The current request for an Ordinance amending various sections of Chapter 17.128 of Title 17 of the Sacramento City Code (the zoning code) relating to the R Street Special Planning District is the result of feedback from community meetings that specifically addressed the community's concerns. Staff is proposing several modifications of the initially proposed changes to development standards for new construction in the RMX-SPD zone. The revised changes are being proposed for development standards only within the RMX-SPD zone. These changes are not considered substantial changes which will require major revisions of the previous Negative Declaration.

2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous Negative Declaration.

   All of the new information and evaluations are considered to be technical changes providing more clarification of previously raised concerns and do not include any new impacts that have not already been discussed in the previous Initial Study/Mitigated Negative Declaration.

3. No new information of substantial importance has been found that shows any of the following:

a) The project will have one or more significant effects not discussed in the previous Negative Declaration and EIRs;

b) Significant effects previously examined will be substantially more severe than shown in the previous Negative Declaration and EIRs;

c) Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the proposed project; or

d) Mitigation measures which are considerably different from those analyzed in the previous Negative Declaration and EIRs would substantially reduce one or more significant effects on the environment.

   The Initial Study project description is being modified to include the changes to the "Proposed Amendments to the SPD Related to Residential Mixed Use (RMX) Designated Properties", "Height and Step-back Requirements", "Table 2: Comparison of Existing and Proposed Height and Step-back Requirements (RMX Zone)" and checklist sections that require revisions to the answers.

   The proposed revised project description and checklist sections will not result in effects any more severe than what is evaluated in the Initial Study/Mitigated Negative Declaration and mitigation measures adopted for the Initial Study/Mitigated Negative Declaration are consistent with what has been previously analyzed.

R Street Corridor Special Planning District Amendments (M05-048) Addendum to an Adopted Negative Declaration

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The following information is provided as a minor revision in the language of the Initial Study/Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments Project. All responses to the California Environmental Quality Act (CEQA) Guidelines checklist questions, project impact analysis, and mitigation measures contained in the original Initial Study/Mitigated Negative Declaration remain the same unless modified or replaced by the addendum information provided below.

PROJECT INFORMATION

File Number/Project Name: M05-048/ R Street Corridor Special Planning District Amendments

Project Location:

The proposed project is located in the Central City of the City of Sacramento. R Street is part of the Central City's grid system of streets. R Street extends from the Sacramento River (and Interstate 5) at the west to the Business 80 freeway at the east. The R Street Corridor is a section of the Central City which extends from the south side of Q Street on the north to the north side of S Street on the south, 1-5 on the west and 29th Street on the east.

The R Street Special Planning District (SPD) encompasses the fifty-four (54) blocks bounded by Q Street on the north, S Street on the south, 2nd Street on the west, and 29th Street on the east.

Existing Plan Designations and Zoning:

The R Street Special Planning District (SPD) area is within the Central City Community Plan (CCCP) and R Street in particular is designated by the R Street Corridor Plan, which is a component of the CCCP. Zoning in the area consists of General Commercial (C-2), Heavy Commercial (C-4), Office Building (OB), Multi-Family (R-3A), and Residential Mixed Use (RMX).

Project Background:

The Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments Project (M04-053 and M05-048), adopted by City Council on September 5, 2006, evaluated the Central Community Plan Amendments relating to streetscape cross sections, pedestrian circulation, and open space between 9th and 19th Streets in the R Street Corridor; Central City Neighborhood Design Guidelines Amendment to adopt new design guidelines for the R Street area from 9th to 19th Street; and, Ordinance amending various sections of Chapter 17.128 of Title 17 of the Sacramento City Code (the zoning code) relating to the R Street Special Planning District. However, City Council did not take action on the Ordinance amending section of Chapter 17.128 of Title 17. During an earlier review and comment of the proposed Urban Design Plan and Special Planning District Amendments (SPDA) by the Planning Commission in August 2006, the Planning Commission recommended that further analysis of community concerns in specific areas such as on height

increases made in the Residential Mixed Use (RMX-SPD) zone and its potential impacts on historic landmarks or contributing resources in historic districts, creation of "a wall of tall buildings along R Street", and step-back impacts on tree canopy; therefore, no action at City Council should be made on the SPDA until such further analysis was prepared.

In November 2006 and February 2007, City staff held community workshops to receive feedback on the proposed R Street SPDA. The summary of the comments from the November 2006 workshop showed support for:

- Measures to ensure character of R Street be retained
- Proposed height increases, especially along R Street and at Light Rail Stations; increase proposed heights at west end of R Street so that both sides of the street heights mach
- Setback/Step-back measures ensure street tree canopies and shade
- More public open space, especially if reducing private open space requirements
- Measures to ensure a walkable neighborhood
- Preservation of historic buildings.

Concerns were raised regarding the following:

- Impact of proposed heights on historic buildings and historic districts
- Creating a wall of tall buildings along R Street

In February 2007, staff held a follow up community meeting detailing how staff used the input from the previous community meeting to make recommendations for development standards for new construction in the RMX-SPD Zone. These recommendations are listed below under Project Components.

Project Purpose:

Amendments to the existing R Street SPD Ordinance are proposed to remove unnecessary barriers to development and to ensure consistency between the proposed R Street Urban Design Plan and Guidelines and the R Street Corridor Plan of the Central City Community Plan.

Project Components:

Several modifications of the initially proposed changes to development standards for new construction in the RMX-SPD zone are now being recommended for approval through Ordinance to Amend the SPD Related to Residential Mixed Use Designated Properties and the Height and Step-back Requirements, in combination with the previously proposed changes to the General Commercial (C-2) Zone and the proposed changes to the Office Building (OB) Zone.

The modifications to the initially proposed development standards include the following:

- No height increases in the RMX-SPD zone on the south side of Q Street between 13th -14th and 15th – 16th Streets.

- Special stepback apply to all development in the RMX-SPD zone of projects adjoining historic buildings (landmarks or contributing resources in historic districts). Upper floors shall set back so that within twenty (20) feet of the nearest wall of the historic

building, and new construction shall not exceed the highest point of the historic building.

- Except for the block bounded by R, S, 3rd and 4th Streets, all development in the RMX-SPD zone will be stepped back 25 feet from the property line at the façade's 25 feet height line along Q or S Street.

- Except for the block bounded by R, S, 3rd and 4th Streets, all development in the RMX-SPD zone will be stepped back 20 feet from the property line at the façade's 25 feet height line along all numbered streets.

- Language will be included that allows the design review or preservation review conducted on a development project in the R Street corridor special planning district to address and modify the required yard area and stepbacks to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban 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; provided, that the design or preservation review is performed at the director or commission level.

- When stepbacks are called for in the RMX-SPD zone along R Street, they will be at 25 feet rather than 45 feet. Where the stepback depths in the RMX-SPD zone were previously 30 feet, the revised changes will apply a 25 foot stepback depth.

- The RMX-SPD zone on R Street between 10th and 18th Streets (Capitol Area) will continue to have no stepback requirements except to preserve existing trees.

- The RMX-SPD zone on R Street between 18th and 19th Streets will be proposed as a maximum height of 75 feet.

Attachments:

Appendix A – R Street Special Planning District Amendments

Appendix B – Shadow Overlay

Appendix C – Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments Project (M04-053 and M05-048)

The Initial Study project description is being modified to include the changes to the "Proposed Amendments to the SPD Related to Residential Mixed Use (RMX) Designated Properties", "Height and Step-back Requirements", "Table 2: Comparison of Existing and Proposed Height and Step-back Requirements (RMX Zone)" and checklist sections that require revisions to the answers.

Project Components and Elements

c. Amendments to the R Street Special Planning District Ordinance (SPD).

Amendments to the existing R Street SPD Ordinance are proposed as a component of this project to remove unnecessary barriers to development and to ensure consistency between the proposed R Street Urban Design Plan and Guidelines and the R Street Corridor Plan of the Central City Community Plan. The Draft Ordinance Amending Various Sections of Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is incorporated by reference as part of this project description. As noted above, the R Street SPD covers the area bounded by Q Street on the north, S Street on the south, 2nd Street on the west, and 29th Street on the east. **The proposed language of the amended SPD is attached as Appendix A.**

Proposed Amendments to the SPD Related to Residential Mixed Use (RMX) Designated Properties:

Several changes are proposed to sections of the SPD governing RMX designated properties. This zoning designation allows for mixed uses and is designed to encourage residential uses.

Some modifications to the height and step-back requirements have been made to simplify the interpretation of the step-back requirements and to more clearly specify areas where certain height limits are appropriate. The current step-back requirements involve a complicated calculation of angles. The proposed amendments to the SPD would simplify the step-back requirements and allow height increases in certain areas. Specific changes proposed in the amended ordinance include:

- No height increases in the RMX-SPD zone on the south side of Q Street between 13th -14th and 15th – 16th Streets.
- Special stepback apply to all development in the RMX-SPD zone of projects adjoining historic buildings (landmarks or contributing resources in historic districts). Upper floors shall set back so that within twenty (20) feet of the nearest wall of the historic building, new construction shall not exceed the highest point of the historic building.
- Except for the block bounded by R, S, 3rd and 4th Streets, all development in the RMX-SPD zone will be stepped back 25 feet from the property line at the façade's 25 feet height line along Q or S Street.

- Except for the block bounded by R, S, 3rd and 4th Streets, all development in the RMX-SPD zone will be stepped back 20 feet from the property line at the façade's 25 feet height line along all numbered streets.

- Language will be included that allows the design review or preservation review conducted on a development project in the R Street corridor special planning district to address and modify the required yard area and stepbacks to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban 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; provided, that the design or preservation review is performed at the director or commission level.
- When stepbacks are called for in the RMX-SPD zone along R Street, they will be at 25 feet rather than 45 feet. Where the stepback depths in the RMX-SPD zone were previously 30 feet, the revised changes will apply a 25 foot stepback depth.
- The RMX-SPD zone on R Street between 10th and 18th Streets (Capitol Area) will continue to have no stepback requirements except to preserve existing trees.
- The RMX-SPD zone on R Street between 18th and 19th Streets will be proposed as a maximum height of 75 feet.
- Amend the Historic Building description terms from Essential and Priority Structures to Contributing Resources and Landmarks (respectively) in order to be consistent with the terminology used in the City of Sacramento Historic Preservation Ordinance (Chapter 15.124 of the Sacramento City Code).
- Eliminate the Special Permit requirement for large residential developments (which includes any project with more than 10 units). Instead larger residential projects would be subject to the Zoning Code provisions and approval requirements, specifically footnotes 8 and 75 of Section 17.24.050 of the Zoning Code.
- Allow an increase in the maximum residential density of a project with approval of a Planning Commission Special Permit.
- Open space requirements eliminated for existing buildings.
- Reduce the number of residential units required to contain private usable open space from 100% to 50%.
- Increase the maximum off street parking requirement for commercial uses in RMX zones from 1 space per 450 gross square feet to 1 space per 250 gross square feet.
- Allow the waiver of off street parking requirements from 10th to 13th Street with approval of a Zoning Administrator Special Permit rather than a variance.
- Allow a non-conforming use within an existing building to expand and occupy up to an additional twenty-five percent of its gross square footage within a building upon approval of a zoning administrator special permit.

Height and Step-back Requirements. Some modifications to the height and step-back requirements have been made to simplify the interpretation of the step-back requirements and to more clearly specify areas where certain height limits are appropriate. The current step-back requirements involve a complicated calculation of angles. The proposed amendments to

the SPD would simplify the step-back requirements and allow height increases in certain areas. Specific changes proposed in the amended ordinance include:

The Proposed SPD would change the maximum height for selected areas in the R Street Corridor particularly those areas near the 13th Street or 16th Street light rail stations. The increase in height is summarized on Table 1. Although heights are proposed to increase, no change in density is entitled. The increase in height will allow more flexibility in achieving housing and mixed use development.

For all areas in the RMX zones with a step-back requirement, the proposed SPD clarifies how the step-back, when required, is calculated. The current SPD specifies the step-back distance through calculation of an angle at a specified degree. The proposed SPD changes the calculation to a specified number of feet. This simplifies how the step-back is calculated but does not substantially change the amount of step-back in areas where it is required.

The requirement for alley step-backs in the RMX zones for R, S and Q Streets between 10th and 19th Streets would be removed.

Table 1 provides a summary of current and proposed changes in height and step-back under the revised SPD. Table 1 is to be used in place of "Table 2: Comparison of Existing and Proposed Height and Step-Back Requirements (RMX Zone)" in the Initial Study.

TABLE 1

Comparison of Existing and Proposed Height and Step-back Requirements

This table is comprised of four sections beginning with development fronting on the south side of Q street and concluding with the development fronting on the north side of S street. Requirements are represented by a number indicating the measurement in feet. **Bold red text indicates where there is a change from the height or stepback requirements in the existing SPD.**

South Side of Q Street

		Existing SPD		Proposed	
Block	Zoning	Height	Stepback	Height	Stepback**
2nd to 3rd	OB-SPD(W)	100	40 F,SS,A	100	**45 F,SS,A**
3rd to 4th	OB-SPD(W)	100	40 F,SS,A	100	**45 F,SS,A**
4th to 5th	OB-SPD(W)	100	40 F,SS,A	100	**45 F,SS,A**
5th to 6th	OB-SPD(W)	100	40 F,SS,A	100	**45 F,SS,A**
6th to 7th	OB-SPD(W)	100	40 F,SS,A	100	**45 F,SS,A**
7th to 8th	OB-SPD(W)	100	40 F,SS,A	100	**45 F,SS,A**
8th to 9th	RMX-SPD	45	none	45	**25 F,SS**
9th to 10th	R3-A-SPD	35	none	35	none
10th to 11th	RMX-SPD	45	none	**75**	**25 F,SS**
11th to 12th	C2-SPD	75	45 F,SS,A	75	45 F,SS,A
12th to 13th	RMX-SPD	45	none	**75**	**25 F,SS**
13th to 14th	RMX-SPD	45	none	45	**25 F,SS**
14th to 15th	RMX-SPD	45	none	**75**	**25 F,SS**
15th to 16th	RMX-SPD	45	none	45	**25 F,SS**
16th to 17th	RMX-SPD	75	35 F / 25 A	75	**25 F,SS**
17th to 18th	RMX-SPD	75	35 F / 25 A	75	**25 F,SS**
18th to 19th	RMX-SPD	75	35 F / 25 A	75	**25 F,SS**
19th to 20th	C2-SPD	45	none	45	none
20th to 21st	C4-SPD	45	none	45	none
21st to 22nd	C4-SPD	45	none	45	none
22nd to 23rd	C4-SPD	45	none	45	none
23rd to 24th	R3-A-SPD	35	none	35	none
24th to 25th	R3-A-SPD	35	none	35	none
25th to 26th	R3-A-SPD	35	none	35	none
26th to 27th	R3-A-SPD	35	none	35	none
27th to 28th	R3-A-SPD	35	none	35	none
28th to 29th	C2-SPD	75	45 F,SS,A	75	45 F,SS,A

North Side of R Street

		Existing SPD		Proposed	
Block	Zoning	Height	Stepback	Height	Stepback**
2nd to 3rd	OB-SPD(W)	100	40 F,SS,A	100	**45 F,SS,A**
3rd to 4th	OB-SPD(W)	100	40 F,SS,A	100	**45 F,SS,A**
4th to 5th	OB-SPD(W)	100	40 F,SS,A	100	**45 F,SS,A**
5th to 6th	OB-SPD(W)	100	40 F,SS,A	100	**45 F,SS,A**
6th to 7th	RMX-SPD	75	45 F	75	**25 F,SS**
7th to 8th	RMX-SPD	75	45 F	75	**25 F,SS**
8th to 9th	RMX-SPD	45	none	**75**	**25 F,SS**
9th to 10th	RMX-SPD	45	none	**75**	**25 F,SS**
10th to 11th	RMX-SPD	45	none	**90**	**25 SS**
11th to 12th	C2-SPD	75	45 F,SS,A	75	45 F,SS,A
12th to 13th	RMX-SPD	45	none	**90**	**25 SS**
13th to 14th	RMX-SPD	45	none	**90**	**25 SS**
14th to 15th	RMX-SPD	45	none	**90**	**25 SS**
15th to 16th	C2-SPD	75	45 F,SS,A	75	45 F,SS,A
16th to 17th	OB-SPD(C)	75	40 F,SS,A	75	**45 F,SS,A**
17th to 18th	RMX-SPD	75	45 F, 25 A	**90**	**25 SS**
18th to 19th	RMX-SPD	75	45 F, 25 A	75	**25 SS**
19th to 20th	C2-SPD	45	none	45	none
20th to 21st	C4-SPD	45	none	45	none
21st to 22nd	C4-SPD	45	none	45	none
22nd to 23rd	C4-SPD	45	none	45	none
23rd to 24th	C2-SPD	75	45 F,SS,A	75	45 F,SS,A
24th to 25th	RMX-SPD	45	none	45	**25 F,SS**
25th to 26th	RMX-SPD	45	none	45	**25 F,SS**
26th to 27th	RMX-SPD	45	none	45	**25 F,SS**
27th to 28th	RMX-SPD	45	none	45	**25 F,SS**
28th to 29th	C2-SPD	75	45 F,SS,A	75	45 F,SS,A

South Side of R Street

		Existing SPD		Proposed	
Block	Zoning	Height	Stepback	Height	Stepback**
2nd to 3rd	C2-SPD	45	none	45	none
3rd to 4th	RMX-SPD	45	none	**75, 90***	none
4th to 5th	C2-SPD	45	none	45	none
5th to 6th	C2-SPD	45	none	45	none
6th to 7th	RMX-SPD	45	none	45	**25 F, SS**
7th to 8th	RMX-SPD	45	none	45	**25 F, SS**
8th to 9th	RMX-SPD	45	none	45	**25 F, SS**
9th to 10th	RMX-SPD	45	none	45	**25 F, SS**
10th to 11th	RMX-SPD	45	none	**90**	**25 SS**
11th to 12th	RMX-SPD	45	none	**90**	**25 SS**
12th to 13th	RMX-SPD	45	none	**90**	**25 SS**
13th to 14th	RMX-SPD	45	none	**90**	**25 SS**
14th to 15th	RMX-SPD	45	none	**90**	**25 SS**
15th to 16th	C2-SPD	75	45 F,SS,A	75	45 F,SS,A
16th to 17th	OB-SPD(C)	75	40 F,SS,A	75	**45 F,SS,A**
17th to 18th	RMX-SPD	75	45 F, 25 A	**90**	**25 SS**
18th to 19th	RMX-SPD	75	45 F, 25 A	75	**25 SS**
19th to 20th	C2-SPD	45	none	45	none
20th to 21st	C4-SPD	45	none	45	none
21st to 22nd	C4-SPD	45	none	45	none
22nd to 23rd	C4-SPD	45	none	45	none
23rd to 24th	C2-SPD	75	45 F,SS,A	75	45 F,SS,A
24th to 25th	RMX-SPD	45	none	45	**25 F,SS**
25th to 26th	RMX-SPD	45	none	45	**25 F,SS**
26th to 27th	RMX-SPD	45	none	45	**25 F,SS**
27th to 28th	RMX-SPD	45	none	45	**25 F,SS**
28th to 29th	C2-SPD	75	45 F,SS,A	75	45 F,SS,A

North Side of S Street

		Existing SPD		Proposed	
Block	Zoning	Height	Stepback	Height	Stepback**
2nd to 3rd	RMX-SPD	75	35 F	75	**25 F,SS**
3rd to 4th	RMX-SPD	45	35 F	**75**	**none**
4th to 5th	RMX-SPD	75	35 F	75	**25 F,SS**
5th to 6th	RMX-SPD	75	35 F	75	**25 F,SS**
6th to 7th	RMX-SPD	45	none	45	**25 F,SS**
7th to 8th	RMX-SPD	45	none	45	**25 F,SS**
8th to 9th	RMX-SPD	45	none	45	**25 F,SS**
9th to 10th	RMX-SPD	45	none	45	**25 F,SS**
10th to 11th	RMX-SPD	45	none	**75**	**25 F,SS**
11th to 12th	RMX-SPD	45	none	**75**	**25 F,SS**
12th to 13th	RMX-SPD	45	none	**75**	**25 F,SS**
13th to 14th	RMX-SPD	45	none	**75**	**25 F,SS**
14th to 15th	RMX-SPD	45	none	**75**	**25 F,SS**
15th to 16th	C2-SPD	75	45 F,SS,A	75	45 F,SS,A
16th to 17th	OB-SPD(C)	75	40 F,SS,A	75	**45 F,SS,A**
17th to 18th	RMX-SPD	75	35 F, 25 A	75	**25 F,SS**
18th to 19th	RMX-SPD	75	35 F, 25 A	75	**25 F,SS**
19th to 20th	C2-SPD	45	none	45	none
20th to 21st	RMX-SPD	75	35 F	75	**25 F,SS**
21st to 22nd	RMX-SPD	75	35 F	75	**25 F,SS**
22nd to 23rd	RMX-SPD	75	35 F	75	**25 F,SS**
23rd to 24th	RMX-SPD	35	none	45	**25 F,SS**
24th to 25th	RMX-SPD	35	none	45	**25 F,SS**
25th to 26th	R3-A-SPD	35	none	35	none
26th to 27th	R3-A-SPD	35	none	35	none
27th to 28th	R3-A-SPD	35	none	35	none
28th to 29th	C2-SPD	75	45 F,SS,A	75	45 F,SS,A

* The maximum height in the RMX zone at this location is seventy-five (75) feet, except the planning commission may approve a special permit pursuant to and subject to the findings required by chapter 17.212 to allow additional height up to a maximum height of ninety (90) feet for residential buildings or mixed use buildings with at least eighty percent (80%) of the gross building square footage devoted to residential use.

** Stepbacks: The number indicates the height on a building's façade, above which upper floors must be setback.
F = Front, SS = Side Street, A = Alley

The following four tables represent the revised development standards related to height and stepbacks. Each table represents the height and stepback guidelines for the half blocks fronting on each lettered street, backing up to the alley, and bounded on the sides by numbered streets. The tables are labeled by the lettered street on which the half blocks front: 1) South Side of Q Street; 2) North Side of R Street; 3) South Side of R Street; and 4) North Side of S Street.

Table 2 - South Side of Q Street

			Stepback Height			Stepback Depth		
Block	**Land Use**	**Max Height**	**Q Street**	**# Street**	**Alley**	**Q Street**	**# Street**	**Alley**
2nd to 3rd	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'
3rd to 4th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'
4th to 5th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'
5th to 6th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'
6th to 7th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'
7th to 8th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
9th to 10th	R3-A-SPD	35'	0'	0'	0'	0'	0'	0'
10th to 11th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
11th to 12th	C2-SPD	45', 75'[1]	45'	45'	45'	23'	23'	23'
12th to 13th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
13th to 14th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
14th to 15th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
15th to 16th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
16th to 17th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
17th to 18th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
18th to 19th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
19th to 20th	C2-SPD	45'	45'	45'	45'	23'	23'	23'
20th to 21st	C4-SPD	45'	0'	0'	0'	0'	0'	0'
21st to 22nd	C4-SPD	45'	0'	0'	0'	0'	0'	0'
22nd to 23rd	C4-SPD	45'	0'	0'	0'	0'	0'	0'
23rd to 24th	R3-A-SPD	35'	0'	0'	0'	0'	0'	0'
24th to 25th	R3-A-SPD	35'	0'	0'	0'	0'	0'	0'
25th to 26th	R3-A-SPD	35'	0'	0'	0'	0'	0'	0'
26th to 27th	R3-A-SPD	35'	0'	0'	0'	0'	0'	0'
27th to 28th	R3-A-SPD	35'	0'	0'	0'	0'	0'	0'
28th to 29th	C2-SPD	45', 75'[1]	45'	45'	45'	23'	23'	23'

1. Development within 660' of a light rail station, with approval of a Planning Commission special permit, may have a maximum height of 75'.

Table 3 - North Side of R Street

			Stepback Height			Stepback Depth		
Block	Land Use	Max Height	R Street	# Street	Alley	R Street	# Street	Alley
2nd to 3rd	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'
3rd to 4th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'
4th to 5th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'
5th to 6th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'
6th to 7th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
7th to 8th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
8th to 9th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
9th to 10th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
10th to 11th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'
11th to 12th	C2-SPD	45', 75'[1]	45'	45'	45'	23'	23'	23'
12th to 13th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'
13th to 14th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'
14th to 15th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'
15th to 16th	C2-SPD	45', 75'[1]	45'	45'	45'	23'	23'	23'
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'
17th to 18th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'
18th to 19th	RMX-SPD	75'	0'	25'	0'	0'	20'	0'
19th to 20th	C2-SPD	45'	45'	45'	45'	23'	23'	23'
20th to 21st	C4-SPD	45'	0'	0'	0'	0'	0'	0'
21st to 22nd	C4-SPD	45'	0'	0'	0'	0'	0'	0'
22nd to 23rd	C4-SPD	45'	0'	0'	0'	0'	0'	0'
23rd to 24th	C2-SPD	45', 75'[1]	45'	45'	45'	23'	23'	23'
24th to 25th	RMX-SPD	45'	0'	25'	0'	0'	20'	0'
25th to 26th	RMX-SPD	45'	0'	25'	0'	0'	20'	0'
26th to 27th	RMX-SPD	45'	0'	25'	0'	0'	20'	0'
27th to 28th	RMX-SPD	45'	0'	25'	0'	0'	20'	0'
28th to 29th	C2-SPD	45', 75'[1]	45'	45'	45'	23'	23'	23'

1. Development within 660' of a light rail station, with approval of a Planning Commission special permit, may have a maximum height of 75'.

Table 4 - South Side of R Street

			Stepback Height			Stepback Depth		
Block	Land Use	Max Height	R Street	# Street	Alley	R Street	# Street	Alley
2nd to 3rd	C2-SPD	45'	45'	45'	45'	23'	23'	23'
3rd to 4th	RMX-SPD	75', 90'[2]	0'	0'	0'	0'	0'	0'
4th to 5th	C2-SPD	45'	45'	45'	45'	23'	23'	23'
5th to 6th	C2-SPD	45'	45'	45'	45'	23'	23'	23'
6th to 7th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
7th to 8th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
9th to 10th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
10th to 11th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'
11th to 12th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'
12th to 13th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'
13th to 14th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'
14th to 15th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'
15th to 16th	C2-SPD	45', 75'[1]	45'	45'	45'	23'	23'	23'
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'
17th to 18th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'
18th to 19th	RMX-SPD	75'	0'	25'	0'	0'	20'	0'
19th to 20th	C2-SPD	45'	45'	45'	45'	23'	23'	23'
20th to 21st	C4-SPD	45'	0'	0'	0'	0'	0'	0'
21st to 22nd	C4-SPD	45'	0'	0'	0'	0'	0'	0'
22nd to 23rd	C4-SPD	45'	0'	0'	0'	0'	0'	0'
23rd to 24th	C2-SPD	45', 75'[1]	45'	45'	45'	23'	23'	23'
24th to 25th	RMX-SPD	45'	25'	25'	0'	0'	20'	0'
25th to 26th	RMX-SPD	45'	25'	25'	0'	0'	20'	0'
26th to 27th	RMX-SPD	45'	25'	25'	0'	0'	20'	0'
27th to 28th	RMX-SPD	45'	25'	25'	0'	0'	20'	0'
28th to 29th	C2-SPD	45', 75'[1]	45'	45'	45'	23'	23'	23'

1. Development within 660' of a light rail station, with approval of a Planning Commission special permit, may have a maximum height of 75'.

2. The maximum height in the RMX zone at this location is seventy-five (75) feet, except the planning commission may approve a special permit pursuant to and subject to the findings required by chapter 17.212 to allow additional height up to a maximum height of ninety (90) feet for residential buildings or mixed use buildings with at least eighty percent (80%) of the gross building square footage devoted to residential use.

Table 5 - North Side of S Street

			Stepback Height			Stepback Depth		
Block	Land Use	Max Height	S Street	# Street	Alley	S Street	# Street	Alley
2nd to 3rd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
3rd to 4th	RMX-SPD	75'	0'	0'	0'	0'	0'	0'
4th to 5th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
5th to 6th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
6th to 7th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
7th to 8th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
9th to 10th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
10th to 11th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
11th to 12th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
12th to 13th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
13th to 14th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
14th to 15th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
15th to 16th	C2-SPD	45', 75'[1]	45'	45'	45'	23'	23'	23'
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'
17th to 18th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
18th to 19th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
19th to 20th	C2-SPD	45'	45'	45'	45'	23'	23'	23'
20th to 21st	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
21st to 22nd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
22nd to 23rd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'
23rd to 24th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'
25th to 26th	R3-A-SPD	35'	0'	0'	0'	0'	0'	0'
26th to 27th	R3-A-SPD	35'	0'	0'	0'	0'	0'	0'
27th to 28th	R3-A-SPD	35'	0'	0'	0'	0'	0'	0'
28th to 29th	C2-SPD	45', 75'[1]	45'	45'	45'	23'	23'	23'

1. Development within 660' of a light rail station, with approval of a Planning Commission special permit, may have a maximum height of 75'.

Environmental Checklist Discussion

7. BIOLOGICAL RESOURCES **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal result in impacts to: A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?			X
B) Locally designated species (e.g., heritage or City street trees)?		X	
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			X

ANSWERS TO CHECKLIST QUESTIONS

QUESTION B

The proposed project, a policy plan and ordinance amendments, does not result in any direct physical effects on street trees or heritage trees. The City of Sacramento Arborist has reviewed the proposed street cross sections and design guidelines and has commented that the proposed schematics where tree plantings are shown are not clear if adequate space is available to support canopy trees. The schematics are conceptual and included in the Design Guidelines which would be further refined at the design phase of any street improvement project. ***In response to concerns related to the preservation of tree canopy, staff is proposing that all development in the RMX-SPD zone (except the block bounded by R, S, 3rd and 4th Streets) be stepped back 25 feet from the property line at the façade's 25 foot height line along Q or S Street and stepped back 20 feet from the property line at the façade's 25 foot height line along all numbered streets. Additionally, language will be included that allows the design review or preservation review conducted on a development project in the R Street corridor special planning district to address and modify the required yard area and stepbacks to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban 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; provided, that the design or preservation review is performed at the director or commission level.*** Therefore, **with the proposed language in the SPD and** at the design level of the implementation of streetscape improvements the following programmatic mitigation measures are proposed:

MITIGATION MEASURE #2

1. At the design phase of street improvement projects for the area between 9th and 19th of the R Street area, the City of Sacramento Arborist shall be consulted regarding the dimension of tree planters for street segments which include tree plantings. Adequate

light and growing space shall be provided for designated areas planned for planting in the Urban Design Guidelines.

2. In addition, prior to and during construction of any street improvement project, the City, CADA or development sponsor shall comply with all permitting and mitigation requirements as specified by the City's Urban Forest Division, Department of Parks and Recreation to protect existing public trees. These requirements are designed to reduce and mitigate impacts to the urban forest.

FINDING

With inclusion of the above mitigation measures, impacts to the tree resources are determined to be less-than-significant.

13. AESTHETICS, LIGHT AND GLARE Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
Would the proposal: A) Affect a scenic vista or adopted view corridor?			X
B) Have a demonstrable negative aesthetic effect?			X
C) Create light or glare?			X
C) Create shadows on adjacent property?			X

ENVIRONMENTAL SETTING

The R Street Corridor is located in the Central City of Sacramento, a developed urbanized area. The terrain in the Central City is generally level and does not offer natural topographic heights which would create a vista point. Scenic or visual resources of significance in the area are views of the Sacramento River and the views of the State Capitol (the area surrounding the Capitol is subject to the Capitol View Protection Ordinance).

STANDARDS OF SIGNIFICANCE

Views and View Corridors. A significant impact would occur if a proposed project would block or substantially alter a designated public view corridor.

Shadows. New shadows from developments are generally considered to be significant if they would shade a recognized public gathering place (e.g., park) or place residences/child care centers in complete shade.

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The R Street Corridor subject to the proposed SPD Amendments falls outside the boundaries of the Capitol View Protection Ordinance (Chapter 17.96 Central Business District Special Planning District, 1992), and therefore is not subject to this ordinance nor would development as allowed under the proposed R Street SPD amendments block any established public view corridors of the State Capitol or the Sacramento River. Impacts of the proposed SPD amendments are estimated to be less-than-significant.

QUESTION B

The proposed SPD Amendments are designed in part to help implement the recently adopted R Street Urban Design Plan (UDP). The UDP was developed to establish design guidelines to preserve and enhance the character and design of the R Street Corridor. The SPD Amendments refine height and setbacks to support the land uses in the adopted R Street Corridor Master Plan (a portion of the Central City Community Plan). Additionally, new development in the R Street Corridor which would occur under the proposed SPD amendments is required to be reviewed by the City Design Review Board.

In response to concerns about creating "a wall of tall buildings along R Street," staff is proposing that when stepbacks are called for in the RMX-SPD zone along R Street, they be at 25' rather than 45'. The RMX-SPD zone on R Street between 10th and 18th Streets (Capitol Area) will continue to have no stepback requirements except to preserve existing trees. Additionally, the RMX-SPD zone on R Street between 18th and 19th will be proposed as a maximum height of 75' with a stepback at 25'. Where stepback depths in the RMX-SPD zone were previously 30', the revised changes will apply a 25' stepback depth. Impacts related to Urban Design and Aesthetics are estimated to be **less-than-significant**.

QUESTION C

The proposed SPD Amendments do not promote new sources of light or glare which would negatively impact the subject area. New or substantially renovated structures in the R Street Corridor which may be constructed as a result of the new SPD Amendments, will be subject to review by the City of Sacramento Design Review Board, and will be required to meet Title 24 and the Uniform Building Code. Generally, current energy efficient glass products are also designed to have low reflectivity and glare. Impacts to light and glare are therefore, estimated to be less-than-significant.

QUESTION D

The proposed SPD amendments would replace existing regulations for the R Street Corridor which calculate step backs for height based on angles. The proposed amendments to the SPD would simplify the implementation of step backs by specifying step back distance in feet rather than an angle.

Within the amendments for the SPD, the RMX-SPD Zone allows for new height and stepback guidelines for the half blocks fronting on each lettered street, backing up to the alley, and bounded on the sides by numbered streets (See Tables 2 - 5 above for details). A shadow

analysis was conducted to illustrate the shadow length of buildings at the current allowed height for each block along the R Street Corridor in relation to what is proposed for the RMX-SPD zone. For example, the Shadow Table (Table 6) below illustrates that on blocks that propose a height limit from 45 feet to 90 feet, the shadow length has increased by 100% and on blocks where the height limit changed from 45 feet to 75 feet, the shadow length increased by 67%.

In response to concerns about the impact of heights on historic buildings and historic districts, the proposed amendments require that no height increases be made in the RMX-SPD zone on the south side of Q Street between 13th - 14th and 15th - 16th Streets.

Additionally, staff is proposing a special stepback apply to all development in the RMX-SPD zone of projects adjoining historic buildings (landmarks or contributing resources in historic districts). Upper floors shall set back so that within twenty (20) feet of the nearest wall of the historic building, new construction shall not exceed the highest point of the historic building. It is anticipated that placing these restrictions on heights adjacent to historic buildings will reduce impact on shadows cast on these resources.

TABLE 6

Comparison of Shadow Lengths for Existing and Proposed R Street Corridor SPD

Study Evaluates shadows on December 21 Noon

Solar Data:				
	Deg	**Min**		
Longitude	121	30 W	**Altitude Angle**	28.05
Latitude	38	31 N	**Azmuth Angle**	180

South Side of Q Street

		Existing		Proposed		
Block	Zoning	Height	Shadow Length (ft)	Height	Shadow Length (ft)	% Increase
2nd to 3rd	OB-SPD(W)	100	187.7	100	187.7	0%
3rd to 4th	OB-SPD(W)	100	187.7	100	187.7	0%
4th to 5th	OB-SPD(W)	100	187.7	100	187.7	0%
5th to 6th	OB-SPD(W)	100	187.7	100	187.7	0%
6th to 7th	OB-SPD(W)	100	187.7	100	187.7	0%
7th to 8th	OB-SPD(W)	100	187.7	100	187.7	0%
8th to 9th	RMX-SPD	45	84.5	45	84.5	0%
9th to 10th	R3-A-SPD	35	65.7	35	65.7	0%
10th to 11th	RMX-SPD	45	84.5	75	140.8	67%
11th to 12th	C2-SPD	75	140.8	75	140.8	0%
12th to 13th	RMX-SPD	45	84.5	75	140.8	67%
13th to 14th	RMX-SPD	45	84.5	45	84.5	0%
14th to 15th	RMX-SPD	45	84.5	75	140.8	67%
15th to 16th	RMX-SPD	45	84.5	45	84.5	0%
16th to 17th	RMX-SPD	75	140.8	75	140.8	0%
17th to 18th	RMX-SPD	75	140.8	75	140.8	0%
18th to 19th	RMX-SPD	75	140.8	75	140.8	0%
19th to 20th	C2-SPD	45	84.5	45	84.5	0%
20th to 21st	C4-SPD	45	84.5	45	84.5	0%
21st to 22nd	C4-SPD	45	84.5	45	84.5	0%
22nd to 23rd	C4-SPD	45	84.5	45	84.5	0%
23rd to 24th	R3-A-SPD	35	65.7	35	65.7	0%
24th to 25th	R3-A-SPD	35	65.7	35	65.7	0%
25th to 26th	R3-A-SPD	35	65.7	35	65.7	0%
26th to 27th	R3-A-SPD	35	65.7	35	65.7	0%
27th to 28th	R3-A-SPD	35	65.7	35	65.7	0%
28th to 29th	C2-SPD	75	140.8	75	140.8	0%

North Side of R Street

		Existing		Proposed		
Block	Zoning	Height	Shadow Length (ft)	Height	Shadow Length (ft)	% Increase
2nd to 3rd	OB-SPD(W)	100	187.7	100	187.7	0%
3rd to 4th	OB-SPD(W)	100	187.7	100	187.7	0%
4th to 5th	OB-SPD(W)	100	187.7	100	187.7	0%
5th to 6th	OB-SPD(W)	100	187.7	100	187.7	0%
6th to 7th	RMX-SPD	75	140.8	75	140.8	0%
7th to 8th	RMX-SPD	75	140.8	75	140.8	0%
8th to 9th	RMX-SPD	45	84.5	75	140.8	67%
9th to 10th	RMX-SPD	45	84.5	75	140.8	67%
10th to 11th	RMX-SPD	45	84.5	90	168.9	100%
11th to 12th	C2-SPD	75	140.8	75	140.8	0%
12th to 13th	RMX-SPD	45	84.5	90	168.9	100%
13th to 14th	RMX-SPD	45	84.5	90	168.9	100%
14th to 15th	RMX-SPD	45	84.5	90	168.9	100%
15th to 16th	C2-SPD	75	140.8	75	140.8	0%
16th to 17th	OB-SPD(C)	75	140.8	75	140.8	0%
17th to 18th	RMX-SPD	75	140.8	90	168.9	20%
18th to 19th	RMX-SPD	75	140.8	75	140.8	0%
19th to 20th	C2-SPD	45	84.5	45	84.5	0%
20th to 21st	C4-SPD	45	84.5	45	84.5	0%
21st to 22nd	C4-SPD	45	84.5	45	84.5	0%
22nd to 23rd	C4-SPD	45	84.5	45	84.5	0%
23rd to 24th	C2-SPD	75	140.8	75	140.8	0%
24th to 25th	RMX-SPD	45	84.5	45	84.5	0%
25th to 26th	RMX-SPD	45	84.5	45	84.5	0%
26th to 27th	RMX-SPD	45	84.5	45	84.5	0%
27th to 28th	RMX-SPD	45	84.5	45	84.5	0%
28th to 29th	C2-SPD	75	140.8	75	140.8	0%

South Side of R Street

		Existing		Proposed		
Block	Zoning	Height	Shadow Length (ft)	Height	Shadow Length (ft)	% Increase
2nd to 3rd	C2-SPD	45	84.5	45	84.5	0%
3rd to 4th	RMX-SPD	45	84.5	75	140.8	67%
4th to 5th	C2-SPD	45	84.5	45	84.5	0%
5th to 6th	C2-SPD	45	84.5	45	84.5	0%
6th to 7th	RMX-SPD	45	84.5	45	84.5	0%
7th to 8th	RMX-SPD	45	84.5	45	84.5	0%
8th to 9th	RMX-SPD	45	84.5	45	84.5	0%
9th to 10th	RMX-SPD	45	84.5	45	84.5	0%
10th to 11th	RMX-SPD	45	84.5	90	168.9	100%
11th to 12th	RMX-SPD	45	84.5	90	168.9	100%
12th to 13th	RMX-SPD	45	84.5	90	168.9	100%
13th to 14th	RMX-SPD	45	84.5	90	168.9	100%
14th to 15th	RMX-SPD	45	84.5	90	168.9	100%
15th to 16th	C2-SPD	75	140.8	75	140.8	0%
16th to 17th	OB-SPD(C)	75	140.8	75	140.8	0%
17th to 18th	RMX-SPD	75	140.8	90	168.9	20%
18th to 19th	RMX-SPD	75	140.8	75	140.8	0%
19th to 20th	C2-SPD	45	84.5	45	84.5	0%
20th to 21st	C4-SPD	45	84.5	45	84.5	0%
21st to 22nd	C4-SPD	45	84.5	45	84.5	0%
22nd to 23rd	C4-SPD	45	84.5	45	84.5	0%
23rd to 24th	C2-SPD	75	140.8	75	140.8	0%
24th to 25th	RMX-SPD	45	84.5	45	84.5	0%
25th to 26th	RMX-SPD	45	84.5	45	84.5	0%
26th to 27th	RMX-SPD	45	84.5	45	84.5	0%
27th to 28th	RMX-SPD	45	84.5	45	84.5	0%
28th to 29th	C2-SPD	75	140.8	75	140.8	0%

North Side of S Street

		Existing		Proposed		
Block	Zoning	Height	Shadow Length (ft)	Height	Shadow Length (ft)	% Increase
2nd to 3rd	RMX-SPD	75	140.8	75	140.8	0%
3rd to 4th	RMX-SPD	45	84.5	75	140.8	67%
4th to 5th	RMX-SPD	75	140.8	75	140.8	0%
5th to 6th	RMX-SPD	75	140.8	75	140.8	0%
6th to 7th	RMX-SPD	45	84.5	45	84.5	0%
7th to 8th	RMX-SPD	45	84.5	45	84.5	0%
8th to 9th	RMX-SPD	45	84.5	45	84.5	0%
9th to 10th	RMX-SPD	45	84.5	45	84.5	0%
10th to 11th	RMX-SPD	45	84.5	75	140.8	67%
11th to 12th	RMX-SPD	45	84.5	75	140.8	67%
12th to 13th	RMX-SPD	45	84.5	75	140.8	67%
13th to 14th	RMX-SPD	45	84.5	75	140.8	67%
14th to 15th	RMX-SPD	45	84.5	75	140.8	67%
15th to 16th	C2-SPD	75	140.8	75	140.8	0%
16th to 17th	OB-SPD(C)	75	140.8	75	140.8	0%
17th to 18th	RMX-SPD	75	140.8	75	140.8	0%
18th to 19th	RMX-SPD	75	140.8	75	140.8	0%
19th to 20th	C2-SPD	45	84.5	45	84.5	0%
20th to 21st	RMX-SPD	75	140.8	75	140.8	0%
21st to 22nd	RMX-SPD	75	140.8	75	140.8	0%
22nd to 23rd	RMX-SPD	75	140.8	75	140.8	0%
23rd to 24th	RMX-SPD	45	84.5	45	84.5	0%
24th to 25th	RMX-SPD	45	84.5	45	84.5	0%
25th to 26th	R3-A-SPD	35	65.7	35	65.7	0%
26th to 27th	R3-A-SPD	35	65.7	35	65.7	0%
27th to 28th	R3-A-SPD	35	65.7	35	65.7	0%
28th to 29th	C2-SPD	75	140.8	75	140.8	0%

The attached appendix B illustrates the shadow cast by the blocks proposed for increased heights at 12 noon on the winter solstice, the longest shadow length cast during the year. As a result of the requirement that no height increases be made in the RMX-SPD zone on the south side of Q Street between 13th -14th and 15th - 16th Streets the historic structures between the 13th - 14th Street block and 15th - 16th Street block will not be shaded by the buildings on the southside of Q Street.

The proposed pocket parks at the 13th Street Station, R Street Market Green, and the 16th Street Light Rail Station Plaza are areas considered to be public gathering locations. These locations are anticipated to be shadowed during the winter solstice. However, these areas would be shadowed with the existing building heights regardless of the proposed allowed building heights. Therefore, no new shadow impact is anticipated with the approval of increased heights adjacent to these public open spaces.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The project is determined to have a less than significant visual impact on aesthetics, shadows, light and glare.

14. CULTURAL RESOURCES Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
Would the proposal: A) Disturb paleontological resources?			X
B) Disturb archaeological resources?		X	
C) Affect historical resources?		X	
C) Have the potential to cause a physical change which would affect unique ethnic cultural values?			X
D) Restrict existing religious or sacred uses within the potential impact area?			X

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS B THROUGH C

The proposed SPD Amendments would increase the maximum allowable heights in specified sections of the R Street Corridor including areas of the R Street Historic District. In this area, the SPD Amendments propose that the maximum height for new development would be increased from 45 feet to 75 feet. The majority of the existing historic buildings along R Street are less than 45 feet (approximately four and half stories). Thus, increases in height may indirectly lead to market force demand to remove historic buildings in order to build more intense development.

Figure 3-1 of the Urban Design Plan includes a map of historically or culturally significant structures which should be preserved. A number of these structures are located along R Street between 10th and 16th Streets in the RMX zone where the proposed SPD amendments would increase the height from 45 feet to 75 feet. Increased height may result in market pressures to significantly alter or demolish historic structures.

In response to the possibility of impacting historic buildings or structures within a historic district, staff is proposing that no height increases be made in the RMX-SPD zone on the south side of Q Street between 13th - 14th Streets and 15th -16th Streets.

Additionally, staff is proposing a special stepback apply to all development in the RMX·SPD zone of projects adjoining historic buildings (landmarks or contributing resources

in historic districts). Upper floors shall set back so that within twenty (20) feet of the nearest wall of the historic building, new construction shall not exceed the highest point of the historic building. Therefore, the SPDA includes amendments to support preservation of such historic resources, reducing the market pressures to significantly alter or demolish historic structures.

MITIGATION MEASURES

No mitigation is required.

APPENDIX A
R STREET CORRIDOR SPECIAL PLANNING DISTRICT AMENDMENTS

(*Redlined version to assist the reader in identifying proposed amendments to the Zoning Code*)

FIND REDLINED ORDINANCE ATTACHED TO THIS CITY COUNCIL REPORT

APPENDIX B
SHADOW OVERLAYS

Existing (2nd – 6th Street)

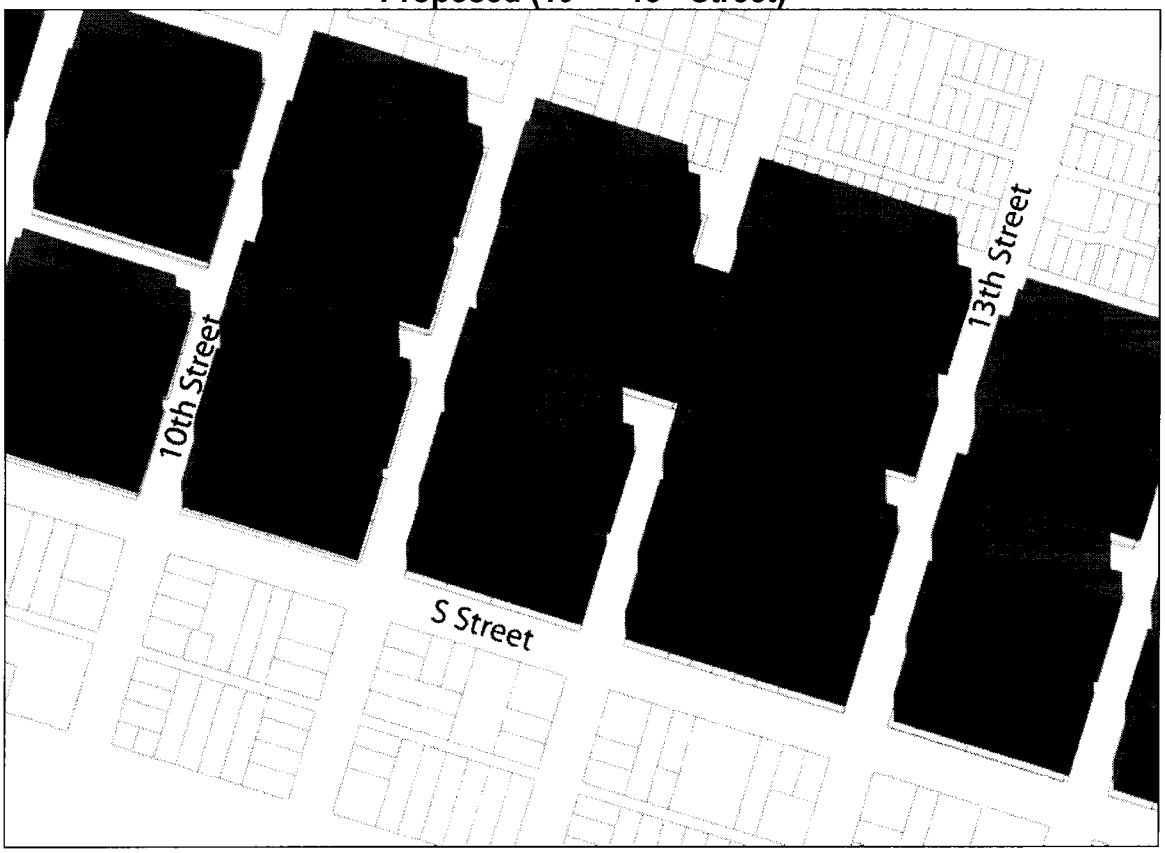
Proposed (2nd – 6th Street)

Existing (6th – 10th Street)

Proposed (6th – 10th Street)

Existing (10th – 13th Street)

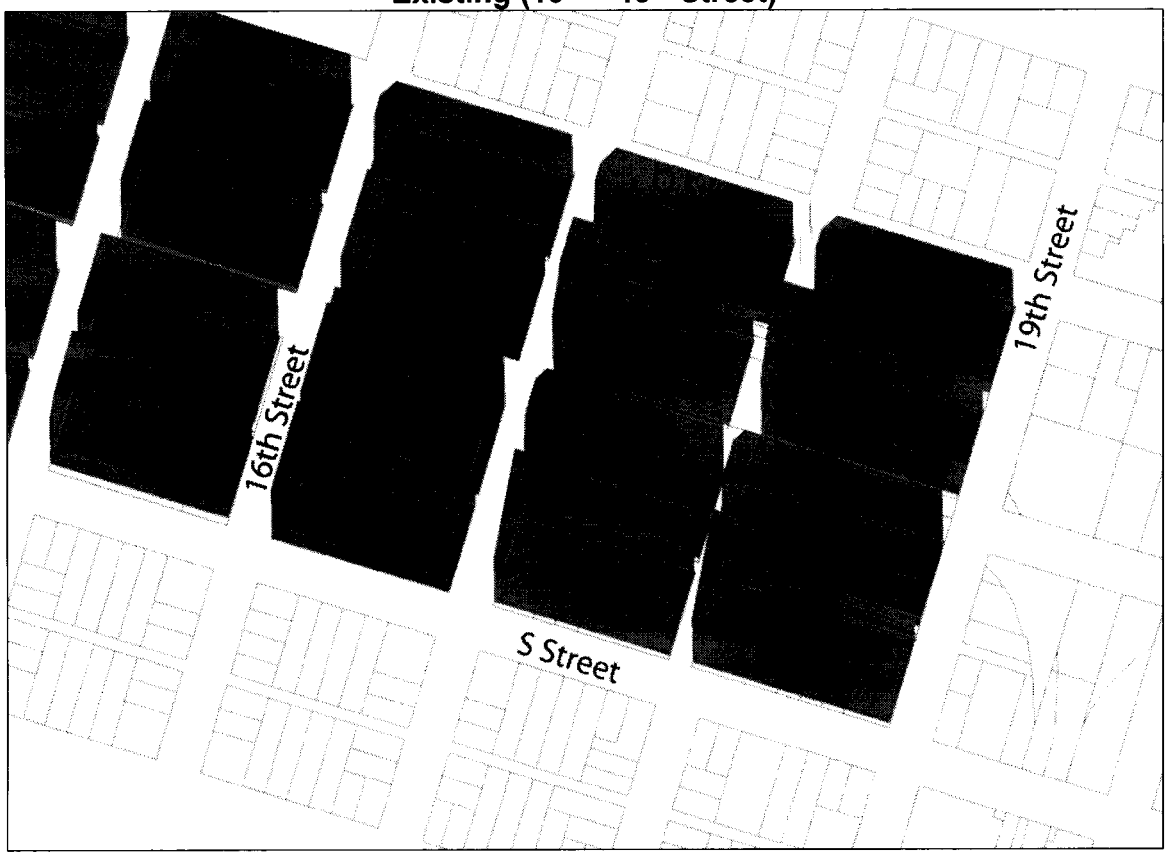
Proposed (10th – 13th Street)



Existing (13th – 16th Street)

Proposed (13th – 16th Street)

Existing (16th – 19th Street)



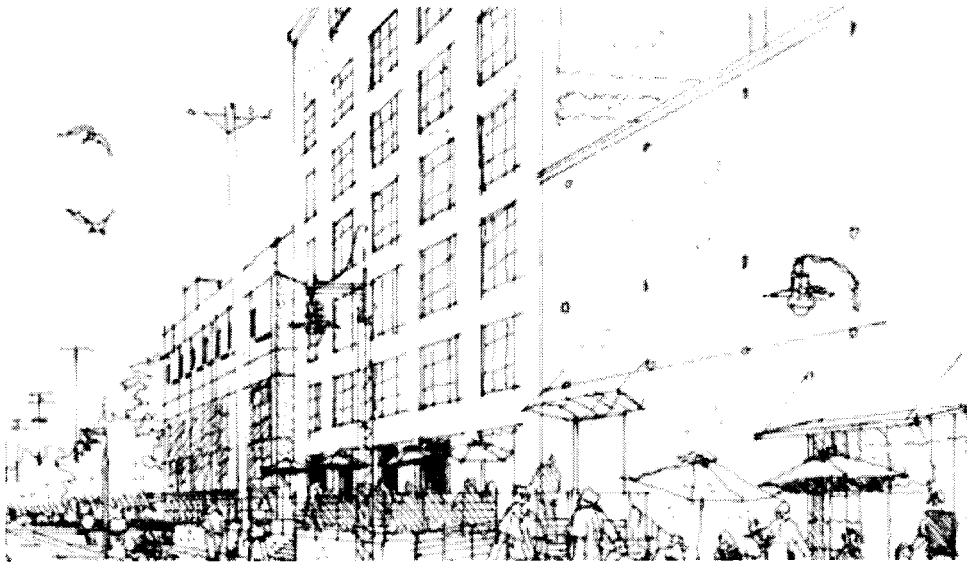
Proposed (16th – 19th Street)

APPENDIX C
MITIGATED NEGATIVE DECLARATION FOR THE R STREET URBAN DESIGN GUIDELINES AND SPECIAL PLANNING DISTRICT AMENDMENTS PROJECT (M04-053 AND M05-048*)

** Please note: this Mitigated Negative Declaration (adopted by Sacramento City Council on September 5, 2006) erroneously refers to the R Street Corridor SPD Amendments as file number M04-048. The correct file number is M05-048.*

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR THE

R STREET CORRIDOR URBAN DESIGN GUIDELINES AND SPECIAL PLANNING DISTRICT AMENDMENTS



Prepared for the City of Sacramento,
Development Services Department, Planning Division
and the Capitol Area Development Authority (CADA)

August 11, 2006
(with technical corrections made July 10, 2006 and August 10, 2006)

DEVELOPMENT SERVICES DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

NORTH PERMIT CENTER
2101 ARENA BLVD., 2nd FLR
SACRAMENTO, CA 95834

ENVIRONMENTAL PLANNING SERVICES

916-808-2762
FAX 916-599-3968

MITIGATED NEGATIVE DECLARATION

Revised August 2006

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish this Negative Declaration for the following described project:

R Street Urban Design Guidelines (M04-053) and Special Planning District Amendments (M04-048) -
The proposed project is located in the Central City of the City of Sacramento. The Central City is defined by the American River to the north, Alhambra Boulevard to the east; Broadway to the south and the Sacramento River to the west. R Street is part of the Central City's grid system of streets and runs east to west from the Sacramento River (and Interstate 5) at the west to Business 80 at the east. The R Street Corridor is a section of the Central City which extends from the south side of Q Street on the north to the north side of S Street on the south, I-5 on the west and 29th Street on the east.

The proposed actions related to the Urban Design Plan including the R Street Urban Design Guidelines focus on a portion of the R Street corridor between 9th Street and 19th Streets, which is also within the CADA R Street Redevelopment area. The Proposed Project also covers the related plan amendments and Special Planning District (SPD) Ordinance Amendments. The R Street SPD encompasses the fifty-four (54) blocks bounded by Q Street on the north, S Street on the south, the 2nd Street on the west, and 29th Street on the east. The SPD covers an area greater than the Urban Design Guidelines area and the R Street Redevelopment area.

The proposed project includes a comprehensive set of inter-related actions to further the redevelopment goals and purposes of the R Street Corridor Redevelopment Area and the City of Sacramento's adopted R Street Corridor Plan. The specific actions covered in this Initial Study Mitigated/Negative Declaration include:

1. Environmental Determination: Mitigated Negative Declaration.

2. Mitigation Monitoring Plan.

3. Central City Community Plan Amendments relating to streetscape cross sections, pedestrian circulation, and open space between 9th and 19th Streets in the R Street Corridor.

4. Central City Neighborhood Design Guidelines Amendment to adopt new design guidelines for the R Street area from 9th to 19th Street.

5. Ordinance amending various sections of chapter 17.128 of title 17 of the Sacramento City Code (the zoning code) relating to the R Street Special Planning District.

This document has been revised to reflect clarification of information and technical corrections made to the public draft. A summary of these changes have been included on page 99 of this document. These clarifications and corrections do not change the nature of the analysis or findings of the Mitigated Negative Declaration. The revised information does not result in the recirculation of the Negative Declaration under CEQA Section 15073.5(c)(4) which states, "new information is added to the negative declaration which merely clarifies, amplifies or makes insignificant modifications to the negative declaration."

The City of Sacramento, Development Services Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgement and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the North Natomas Permit Center, Development Services Department, Environmental Planning Services, 2101 Arena Boulevard, Second Floor, Sacramento, California 95834, between 7:30 am and 3:30 pm.

Environmental Services Manager, City of Sacramento, California, a municipal corporation

By: Dana Allen, Senior Planner

Date: 8/22/08

"R STREET CORRIDOR" URBAN DESIGN GUIDELINES

(PN: M04-053) AND

AMENDMENTS TO THE R STREET CORRIDOR SPECIAL PLANNING DISTRICT ORDINANCE (PN: MO4-048)

INITIAL STUDY

This Initial Study has been prepared for the City of Sacramento Development Services Department,, pursuant to Title 14, Section 15070 of the California Code of Regulations and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

This Initial Study/Mitigated Negative Declaration is organized into the following sections:

SECTION I. - BACKGROUND: Page 2 - Provides summary background information about the project name, location, sponsor, when the Initial Study was completed, and a project introduction.

SECTION II. - PROJECT DESCRIPTION: Page 6 - Includes a detailed description of the Proposed Project.

SECTION III. - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 28 - Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) "Potentially Significant Impacts" that may not be mitigated with the inclusion of mitigation measures, 2) "Potentially Significant Impacts Unless Mitigated" which could be mitigated with incorporation of mitigation measures, and 3) "Less-than-significant Impacts" which would be less-than-significant and do not require the implementation of mitigation measures.

SECTION IV. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 99 - Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impacts Unless Mitigated," as indicated in the Environmental Checklist.

SECTION V. - DETERMINATION: Page 100 - Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, additional environmental documentation may be required.

SECTION VI – ERRATA: Page 101 includes a summary of technical corrections made to this document.

ATTACHMENT 1 – PUBLIC COMMENTS: Page 105, Attachment 1 is the letters of comments received on the MND and a summary of staff responses to the comments.

SECTION I – BACKGROUND

Introduction

The City of Sacramento is the lead agency for the preparation of this Initial Study for the R Street Urban Design Guidelines and Special Planning District (SPD) Amendments. This initial study examines the effects of the project which are identified as potentially significant impacts on the environment in order to identify the most appropriate type of environmental document which should be prepared for the project. The Initial Study also identifies areas where impacts could occur and additional analysis is needed.

This analysis incorporates by reference the general discussion portions of earlier environmental documents (CEQA Guidelines Section 15150(a)). These documents are available for public review at the City of Sacramento, Development Services Department, 915 I Street, Suite 300, Sacramento, CA. Other documents referred to in the following text are below:

- *City of Sacramento General Plan, City of Sacramento,* adopted January 19, 1988, as updated through September 2000 (including the Historic Preservation Element of the General Plan)
- *City of Sacramento General Plan Update,* Draft and Final EIR, 1988
- *The 2010 Sacramento City/County Bikeway Master Plan* DEIR, 1992
- *Central City Community Plan*, 1986 as amended, including the *R Street Corridor Plan,* and the *Draft and Final EIR prepared for the R Street Corridor Plan*
- *Central City Neighborhood Design Guidelines,* 1999
- *State Capitol Area Plan (CAP)*, 1997
- *Parks and Recreation Master Plan,* 2004
- Department of Parks and Recreation's *2002 Parks Programming Guide*, 2004
- *Register of Historic and Cultural Resources,* City of Sacramento, March 2005
- *Land Use Planning Policy Within the 100-Year Floodplain (M89-054)* adopted by the City Council on February 6, 1990
- *Historic Preservation Chapter 15.124, Title 15 of the City Code of Sacramento*
- *City of Sacramento Zoning Code, Title 17 of the City Code of Sacramento*

File Number, Project Name:

R Street Urban Design Guidelines M04-053 and Special Planning District Amendments, Project No. M04-048

Project Location: The proposed project is located in the Central City of the City of Sacramento. The Central City is defined by the American River to the north, Business 80 to the east; Business 80 to the south and Interstate 5 to the west. Figure 1 shows the location of the R Street Corridor within the Central City Community Planning Area. This is the area subject to the R Street Corridor Portion of the Central City Community Plan and the area subject to the R Street Corridor Special Planning District (SPD). Figure 2 shows the boundaries of the proposed R Street Urban Design

Guidelines. This includes the R Street Redevelopment Area under the jurisdiction of the Capitol Area Development Authority (CADA) which extends along R Street from 9th to 19th Streets.

Project Sponsor and Contact Persons:

Capitol Area Development Authority (CADA)

Todd Leon, R Street Development Manager
Capitol Area Development Authority
1522 14th Street
Sacramento, CA 95814-5958
(916) 323-1272

City of Sacramento
Planning Services, Development Services Department

Tara Goddard, Assistant Planner (916) 808-8332
and/or Mark Kraft, Associate Planner (916) 808-8116
City of Sacramento
915 I Street, New City Hall
Sacramento, CA 95814

City of Sacramento
Environmental Planning Services

Dana Allen, Senior Planner
City of Sacramento
Development Services Department
Environmental Planning Services
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834
(916) 808-2762

Date Initial Study Completed: June 20, 2006. Technical corrections incorporated July 10, 2006 and August 11, 2006.

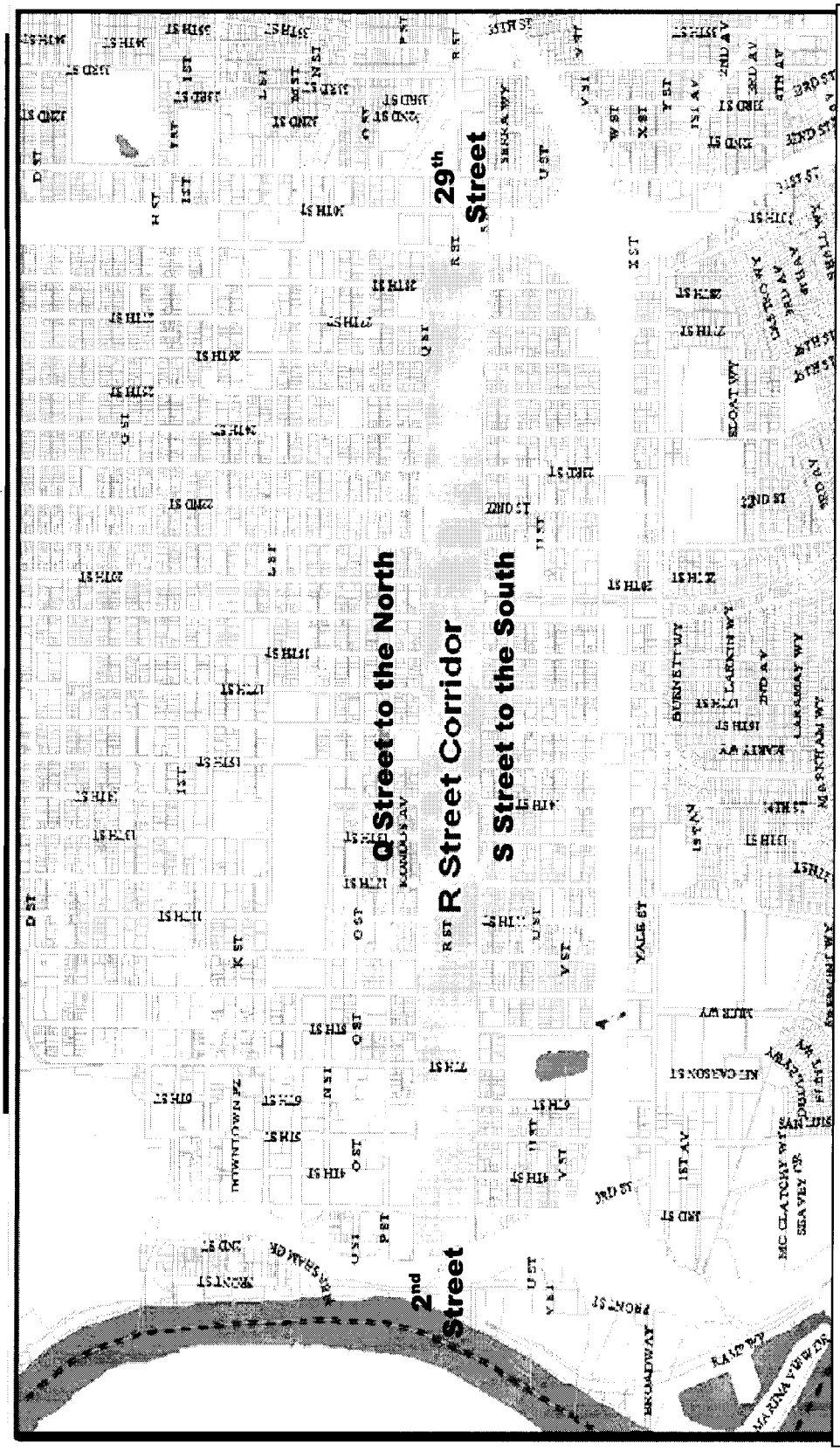


FIGURE 1: R STREET CORRIDOR OF THE CENTRAL CITY COMMUNITY PLANNING AREA
(Q Street on the north, S Street on the south, 2nd Avenue on the west and 29th Street on the East)

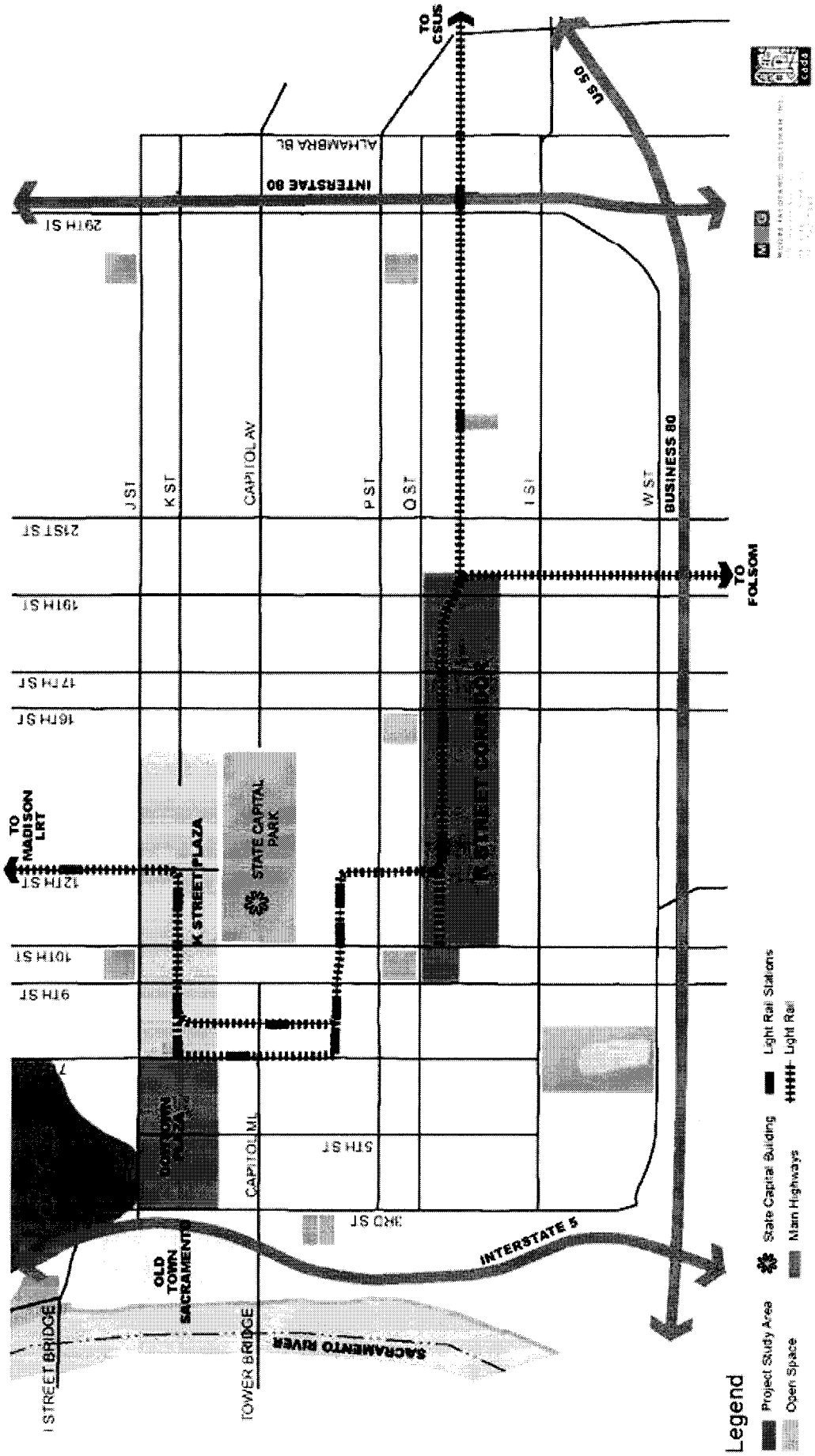


FIGURE 2: R STREET URBAN DESIGN PLAN STUDY AREA

Page 5

SECTION II - PROJECT DESCRIPTION

PROJECT LOCATION

The proposed project is located in the Central City of the City of Sacramento. The Central City is defined by the American River to the north, Alhambra Boulevard to the east; Broadway to the south and the Sacramento River to the west. R Street is part of the Central City's grid system of streets. R Street extends from the Sacramento River (and Interstate 5) at the west to the Business 80 freeway at the east. The R Street Corridor is a section of the Central City which extends from the south side of Q Street on the north to the north side of S Street on the south, I-5 on the west and 29th Street on the east.

The proposed actions related to the Urban Design Plan including the R Street Urban Design Guidelines focus on a portion of the R Street corridor between 9th Street and 19th Streets, which is also within the CADA R Street Redevelopment area. (See Figure 2 preceding). The Proposed Project also covers the related plan amendments and Special Planning District (SPD) Ordinance Amendments. The R Street SPD encompasses the fifty-four (54) blocks bounded by Q Street on the north, S Street on the south, 2nd Street on the west, and 29th Street on the east. The SPD covers an area greater than the Urban Design Guidelines area and the R Street Redevelopment area.

PROJECT BACKGROUND

History and Background

In the decades between World War II, the R Street Corridor served as an older, largely underutilized industrial corridor in the Central City. In the mid to late 1980s, Sacramento Regional Transit successfully completed the starter line of the regional light rail system. As part of this system, a major line serving the Central City is located immediately north of R Street. With the addition of this transit route, interest in redeveloping R Street peaked, and a multi-year planning effort was initiated to resolve major issues regarding future land use. The R Street Corridor Plan, adopted by the City Council in 1996, serves as the detailed portion of the Central City Community Plan which is part of the General Plan of the City of Sacramento.

The 1996 R Street Corridor Plan set forth critical goals and policies that guided the proposed land use around the larger 54-block area, and paved the way for further study of a more focused segment of the R Street Corridor. The 1996 Plan was further implemented by the City through an amendment to the Central City Community Plan and the adoption of the R Street Corridor Special

Planning District, which governs zoning for the larger area. Despite substantial planning efforts to guide revitalization in the area, major sections of the R Street Corridor remained blighted, and as such, the portion of the R Street from 9th to 19th Street was designated as a Redevelopment Area in 2002. The Capitol Area Development Authority (CADA) is the designated Redevelopment Agency for the R Street Redevelopment Area.

The Capitol Area Development Authority (CADA) was established in 1978, as a Joint Powers Authority between the State of California and the City of Sacramento. CADA's primary objectives are to 1) Implement the residential and commercial component of the Capitol Area Plan in the Central City and; 2) Contribute to the vibrancy and diversity of the Sacramento by being a standard-setter for affordable mixed-income and mixed-use property development and management. In 2002, the passage of Senate Bill 1460 expanded CADA's redevelopment boundaries to include a significant section of the R Street corridor along the southern border of the Capitol Area between 10th and 19th Streets. This expansion allows for an accelerated pace of investment and redevelopment along the R Street Corridor.

Public Participation in the Formulation of the R Street Urban Design Plan and Design Guidelines

During January 2004, CADA initiated the planning process to develop the R Street Urban Design and Development Plan. The process, led by CADA, was designed to assist the City of Sacramento in modifying planning ordinances to streamline appropriate development and to facilitate community consensus around a shared vision for the corridor's future. It was also designed to identify implementation actions to help achieve that vision. A series of three community workshops and an all-day design charette were held, in addition to ongoing client-consultant team meetings, and coordination meetings with various City departments.

DESCRIPTION OF THE PROPOSED PROJECT

Summary of Discretionary Actions for the City of Sacramento

The proposed project includes a comprehensive set of inter-related actions to further the redevelopment goals and purposes of the R Street Corridor Redevelopment Area and the City of Sacramento's adopted R Street Corridor Plan. The specific actions covered in this Initial Study/Negative Declaration include:

A. Environmental Determination: Mitigated Negative Declaration.

B. Mitigation Monitoring Plan.

C. Central City Community Plan Amendments relating to streetscape cross sections, pedestrian circulation, and open space between 9th and 19th Streets (Appendix E).

D. Central City Neighborhood Design Guidelines Amendment to adopt new design guidelines for the R Street area from 9th to 19th Street (Appendix D).

E. Ordinance amending various sections of chapter 17.128 of title 17 of the Sacramento City Code (the zoning code) relating to the R Street Special Planning District. (Appendix A). **NOTE: Item E, the Ordinance Amendments to the R Street Special Planning District are not under consideration for action at the September 2006 City Council Meeting.**

The City Council will also receive and file the Urban Design Plan in its entirety and receive and file the R Street Infrastructure Assessment Update Memo related to the implementation of the R Street Plan.

This is a program-level environmental assessment of the environmental effects of adoption of the proposed policies and ordinance amendments. Specific implementation actions, once funded and designed, will be subject to separate project specific environmental review.

Summary of Discretionary Actions for the Capitol Area Development Authority (CADA)

The CADA Board of Directors, as a responsible agency for implementation of redevelopment actions in the R Street Redevelopment Area, will adopt the R Street Urban Design Plan in its entirety to guide development and investment decisions in the redevelopment area.

Project Objectives

The proposed project is designed to meet the following objectives:

- Through adoption of the Urban Design Plan, guide public and private investment along R Street in a manner which will revitalize this sector, while still preserving significant and unique historic aspects of the area.

- Through adoption of the Urban Design Plan and the related amendments to the R Street Corridor Special Planning District, ensure that investment and re-use activities along the R Street Corridor provide a vibrant mix of uses, including housing as called for in the R Street Urban Design Plan.

- Through policy and ordinance amendments facilitate and streamline development and investments which are consistent with the adopted R Street Corridor Plan.

- Articulate a unified vision for the Capitol Area portion of R Street through joint adoption by CADA and City of Sacramento of the proposed Urban Design Plan and related actions.

Project Components and Elements

1. The R Street Urban Design Plan

The R Street Urban Design Plan includes the planning framework, design concepts and design guidelines for the R Street corridor between 9th and 19th Streets. As a joint document for both CADA and the City the proposed R Street Urban Design Plan will establish five main strategies. These strategies are to:

- Maintain and Respect the Corridor's Unique Historic Character
- Develop the Corridor as an Amenity to Surrounding Neighborhoods
- Maximize Transit-Oriented Development Potential
- Reclaim and Enhance the Public Realm
- Provide Development Incentives that Encourage High-Density Mixed Use Residential

For each strategy, there are a series of actions recommended by the proposed Urban Design Plan which are summarized in Table 1.

TABLE 1:
R STREET URBAN DESIGN PLANNING FRAMEWORK STRATEGIES AND ACTIONS

R Street Urban Design Strategy	Related Actions
STRATEGY A : MAINTAIN AND RESPECT THE CORRIDOR'S UNIQUE HISTORIC CHARACTER	1. Preserve and reuse buildings that are historically, architecturally and/or culturally significant (such as the CADA Warehouse). 2. Preserve and integrate building materials and streetscape elements unique to the area, such as the cobblestone-encased railroad tracks, loading docks, wide metal canopies, and other features that contribute to the historic character of R Street. 3. Maintain and enhance a sense of shared space between different users (such as pedestrians, bicyclists, cars and trucks). Where possible, extend the concept along R Street. 4. Respect the utilitarian esthetic/essence of the corridor. While architectural creativity should be encouraged, the underlying key

TABLE 1:
R STREET URBAN DESIGN PLANNING FRAMEWORK STRATEGIES AND ACTIONS

R Street Urban Design Strategy	Related Actions
	design language should respect the "edgy" utilitarian aesthetic. 5. Maintain vibrant mix of uses that characterize R Street. The eclectic and co-existing mix of uses provides a unique sense of identity. As R Street continues its evolution to non-industrial uses, this rich marriage of activities should be maintained. The mix of existing businesses also contributes tax revenue-generating benefits.
STRATEGY B : DEVELOP THE CORRIDOR AS AN AMENITY TO SURROUNDING NEIGHBORHOODS	1. Build upon existing neighborhood amenities such as restaurants, theaters, art galleries, and neighborhood-serving retail uses that will support and enhance the community life in the neighboring residential areas. 2. Enhance pedestrian and bicycle activity in the area by: ▪ Utilizing vacant and underutilized built and open spaces to develop buildings with pedestrian-friendly edges; ▪ Improving the pedestrian character along the north-south streets with traffic calming features; and ▪ Encourage pedestrian and bicycle traffic to continue through at streets that are encumbered by RT tracks and landscaping at 12th Street and near the retail development at the R Street Market area. 3. Accommodate the needs of existing industrial uses that serve the central city, augment the employment base, and are compatible with residential mixed use. Utilize strategic development decision-making to avoid unnecessary displacement of viable industrial businesses.
STRATEGY C : MAXIMIZE TRANSIT-ORIENTED DEVELOPMENT POTENTIAL	1. Improve the physical environment and uses at the stations and make them more attractive to transit users by: ▪ Developing well-conceived station plazas, aesthetically-pleasing shelters, and canopy trees to provide shade; ▪ Designing pedestrian-friendly building facades/edges to help activate the area; and ▪ Encouraging pedestrian-friendly uses at station fronts,

TABLE 1:
R STREET URBAN DESIGN PLANNING FRAMEWORK STRATEGIES AND ACTIONS

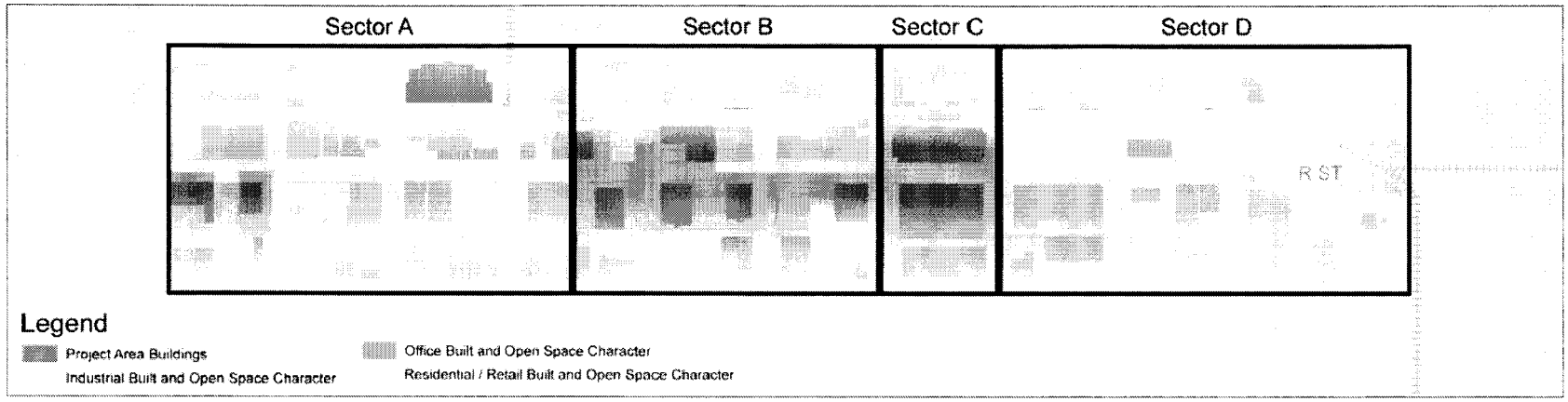
R Street Urban Design Strategy	Related Actions
	such as cafes, convenience stores and other transit-oriented retail. 2. Develop pedestrian safe connections to the stations by ▪ Improving visibility; ▪ Installing signage; and ▪ Enhancing the quality of pathways along major pedestrian corridors while minimizing the impact on the 15th/16th Street traffic couplet (a primary artery for the City). 3. Utilize vacant buildings and underutilized sites around the light rail stations to create mixed-use high density residential and commercial transit-oriented developments, particularly within the ¼ mile walkable area. (Some of the structures around the stations may require substantial reinvestments, such as at the 16th Street Station).
STRATEGY D : RECLAIM AND ENHANCE THE PUBLIC REALM	1. Improve the pedestrian experience by creating a safe, pleasant, walkable, aesthetically appealing corridor with built edges that relate to, and enhance the pedestrian experience. Building massing should provide a sense of enclosure, building entries should front R Street, and uses should serve to activate the corridor. 2. Ensure universal access along at least one side of the public right-of-way, while maintaining the historic character of the neighborhood. 3. Create a variety of open space amenities including pocket parks and plazas to serve the needs of both existing and future residential and commercial users. These spaces should complement the larger existing open space resources in nearby residential neighborhoods (such as Fremont Park and Southside Park) to meet the recreational needs of the greater community. 4. Continue and enhance the sense of shared space by certain segments. of R Street by pedestrians, bicyclists and automobiles

TABLE 1:
R STREET URBAN DESIGN PLANNING FRAMEWORK STRATEGIES AND ACTIONS

R Street Urban Design Strategy	Related Actions
	by reclaiming the wide 80-foot right-of-way as part of the pedestrian realm.
STRATEGY E : PROVIDE INCENTIVES TO ENCOURAGE HIGH DENSITY MIXED USE RESIDENTIAL DEVELOPMENT	1. Provide cost effective infrastructure improvements, especially for sewerage and storm water drainage, so that lack of basic essential utilities is no longer a disincentive for new development. 2. Offer financial incentives for brownfield remediation to private property owners to encourage reuse of vacant lots and blighted historic buildings. Revitalization of these spaces will help build a positive image for R Street. 3. Realign regulatory framework to encourage development by: ▪ Promoting creative adaptive reuse of buildings; ▪ Integrating universal access improvements in the public right-of-way in a manner that maintains the historic spirit of the area; and ▪ Exploring the creation of alternative funding sources and/or financing mechanisms to ensure the maintenance of streetscape furniture, park facilities, and roadway and costs are known up front.

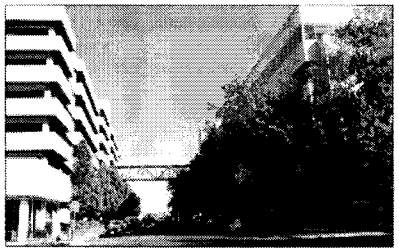
The Planning Framework of the Urban Design Plan identifies four (4) different sub-areas or sectors along the R Street Corridor and proposes more detailed design recommendations for each sub-area. Figure 3 shows the four sectors and provides a description of the urban design features in each sector. Figure 4 shows the overall Urban Design Concept of the proposed Urban Design Plan.

"R STREET CORRIDOR" URBAN DESIGN GUIDELINES
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

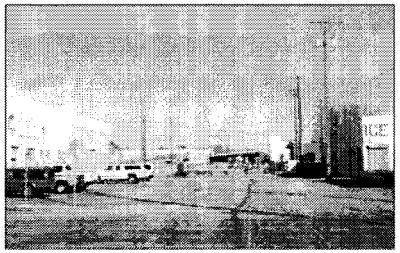


Sector A: Historic-Industrial
Sector A has a significant concentration of historic brick warehouse buildings and industrial uses. This western-most segment features the strongest industrial character of the R Street project area. The traditional sharing of the roadway between pedestrians, bicyclists, and automobiles is most prominent in this area. Development of new buildings and streetscape elements provide a unique opportunity to maintain and strengthen the unique historic fabric of R Street.

Sector B: Mixed-Use Transit Hub
Sector B has the largest number of automobile-oriented tilt-up construction buildings on R Street, which intermingle with some industrial, cultural and entertainment uses. Single-lot residential uses front Q Street, while some front S Street. This segment features the opportunity to replace the stark office building facade s with a pedestrian-friendly open space and mixed-use residential development. This will help capitalize on the TOD opportunities provided by the 13 Street Station.

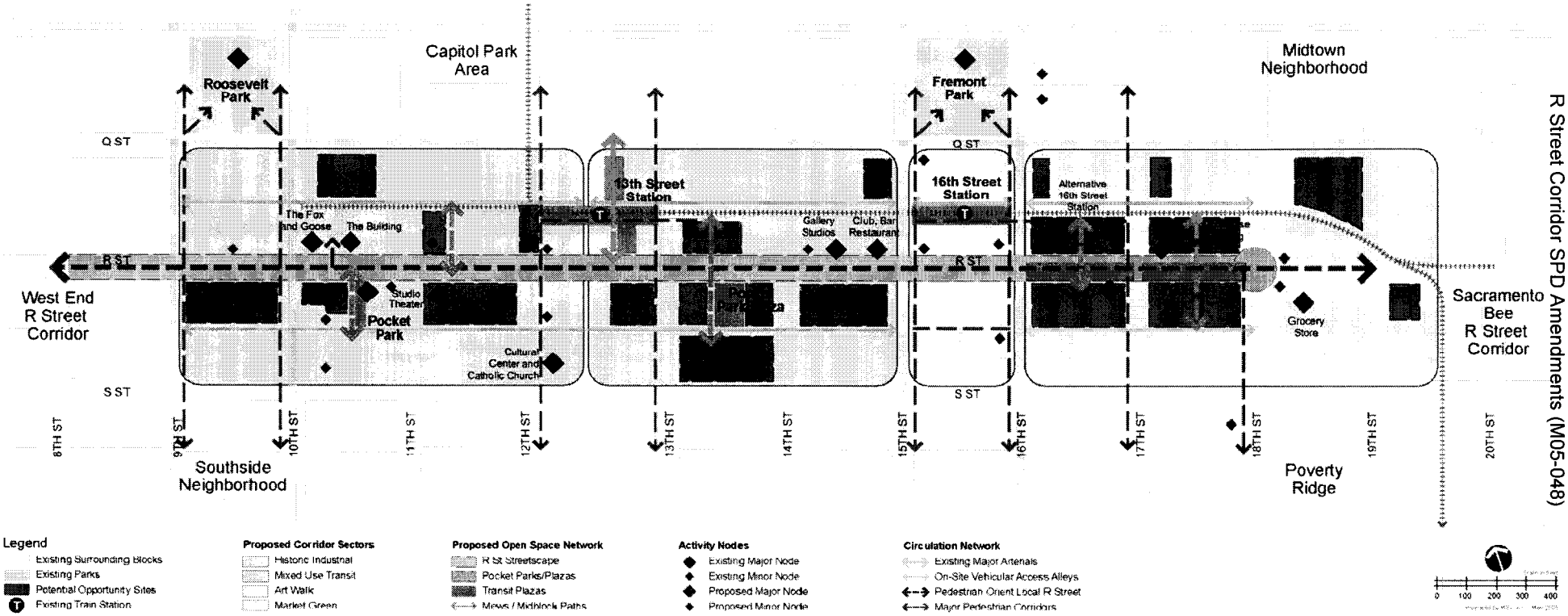


Sector C: Art Walk
The mostly developed four blocks of Sector C include high-rise government office buildings and a seven story parking structure that are pedestrian unfriendly. The open space around the 16th Street Station undermines its importance as a major transfer station in the Light Rail system and a primary entry point to Downtown. There is an immediate need to improve the street and station area environments in a way that provides an enriching and enjoyable pedestrian experience.



Sector D: Market Green
This sector includes the largest inventory of boarded up and underutilized buildings, vacant open lots, and underused roadways along R Street. This contrasts with the recently built and well-used "R Street Market." There is a tremendous opportunity to develop animated multi-use open and built spaces that will connect to this key anchor development and capitalize on its synergy with the east end of the Corridor.

FIGURE 3: R STREET URBAN DESIGN PLAN SUB-AREAS



URBAN DESIGN CONCEPT

R Street Corridor Urban Design & Development Services

MOORE IACOFANO GOLTSMAN INC.

cada

December 4, 2007

FIGURE 4: R STREET URBAN DESIGN PLAN CONCEPT

The Capitol Area Development Authority (CADA) will use the Urban Design Plan as an overall guidance document for development and programming of physical improvements in the R Street Redevelopment Area. For the City of Sacramento to implement key elements of the Urban Design Plan, more specifically, the Urban Design Guidelines, several implementation actions are necessary. First existing plans governing the R Street area will be amended to incorporate the Design Guidelines and key elements. Secondly, the City of Sacramento R Street Special Planning District is proposed to be amended to be consistent with the Urban Design Guidelines and to streamline development regulations to encourage desired mixed use development along the R Street Corridor. These implementation actions are described below.

2. Proposed Plan Amendments

Sections of the Urban Design Plan are proposed to be adopted into relevant City planning documents by amendment. This environmental document evaluates the proposed specific changes for impacts under CEQA. Specifically, three significant changes are proposed in the Plan Amendments.

a. Amendment to the Central City Neighborhood Design Guidelines.

It is proposed to adopt the R Street Design Guidelines into the Central City Neighborhood Design Guidelines. These proposed Guidelines would be applicable to the section of the R Street Corridor between 9th and 19th Streets. The proposed Design Guidelines are included in detail in Appendix D. The intent of the Design Guidelines is to provide guidance on achieving the design character for buildings and streetscape elements. The Design Guidelines states:

> "The intent of the design guidelines is to reclaim the "public realm" for the pedestrian. The existing "public realm" is largely characterized by auto-oriented spaces and privately-owned parking lots. This public area under discussion includes the right-of-way along R, S, Q, and the numbered north south Streets, mid-block alleys and useable open spaces such as pocket parks and plazas. Improving the public realm will strengthen the historic industrial spirit of the entire Corridor. The development of the public realm is also the most effective way to create a variety of social gathering places that are integral to improving the quality of life in the area. Overall, reclaiming the public realm will encourage greater opportunities for residents, users and visitors to experience spontaneous meetings, recreate, and enjoy the unique character of the neighborhood, as they stroll down the Corridor."

Overarching requirements of the Design Guidelines include:

1. A minimum 5' wide ADA-accessible pedestrian path shall be provided on at least one side of the street throughout the entire corridor. The pathway may jog mid-block from one side of the street to the other side. The mid-block crossing will be ADA compliant.

2. All pedestrian pathways shall be compliant with ADA standards. Where the roadway is flush with pedestrian pathway, ADA warning devices shall provided between the roadway and the pathway along with bollards, wheel stops, and other vertical elements to enhance pedestrian safety.

3. Two-way travel lane widths shall be a minimum of 11 feet wide.

4. Street sections should allow for outdoor seating by varying parking type (angled, parallel) as needed. On-street parking is generally provided on either end of the travel lane.

5. On-street parking opposite active loading docks and loading dock activity shall be allowed as long a clear 30-foot-wide space is provided (to accommodate an ADA compliant pathway and 2 travel lanes) on the other side of the road. Loading dock activity should be restricted to parallel or diagonal loading for vehicles over 30 feet long. Vehicles under 30 feet shall be allowed to load/unload perpendicular to the docks. Similarly, active loading docks should not be allowed directly across the street from each other.

6. New buildings in the R Street Corridor should reflect the historic industrial character of R Street.

7. Vee gutters used to accommodate street drainage should be located between parking areas and travel lanes or between travel lanes (Chapter 2, page 36).

8. Textured paving that simulates historic cobble stones should be utilized around existing railroad tracks when possible (Chapter 2, page 44).

9. A minimum vertical clearance of 1 foot shall be provided between the Vee gutter flow line and any building finished floor elevation of a residential use building.

b. Central City Community Plan Amendments.

It is proposed to amend the Central City Community Plan (CCCP) R Street Corridor section to incorporate new street, pedestrian and public open space policies. Based on the proposed Design Guidelines, new Streetscape Sections are proposed for adoption as an amendment to the R Street Corridor Plan. The revised streetscape sections including pedestrian circulation are proposed to be adopted in the R Street portion of the Central City Community Plan.

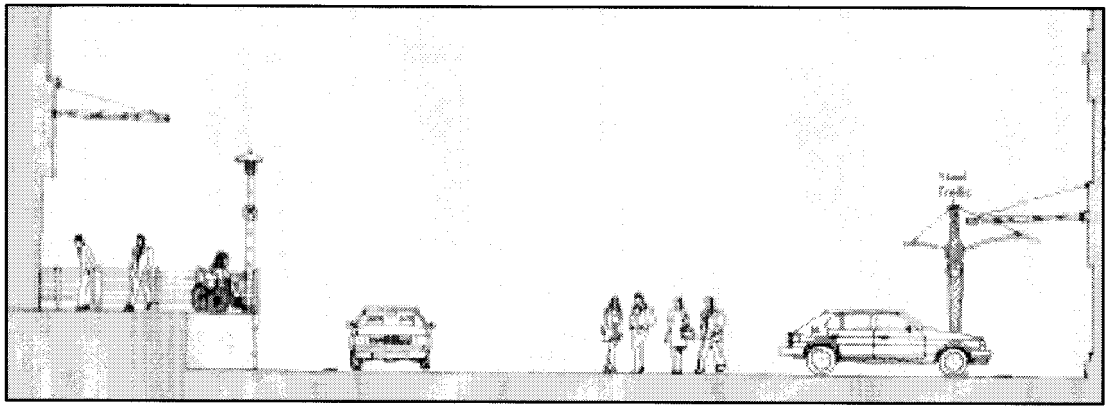
Regarding the character of the proposed streetscape cross-sections, the Urban Design Plan and Guidelines states that:

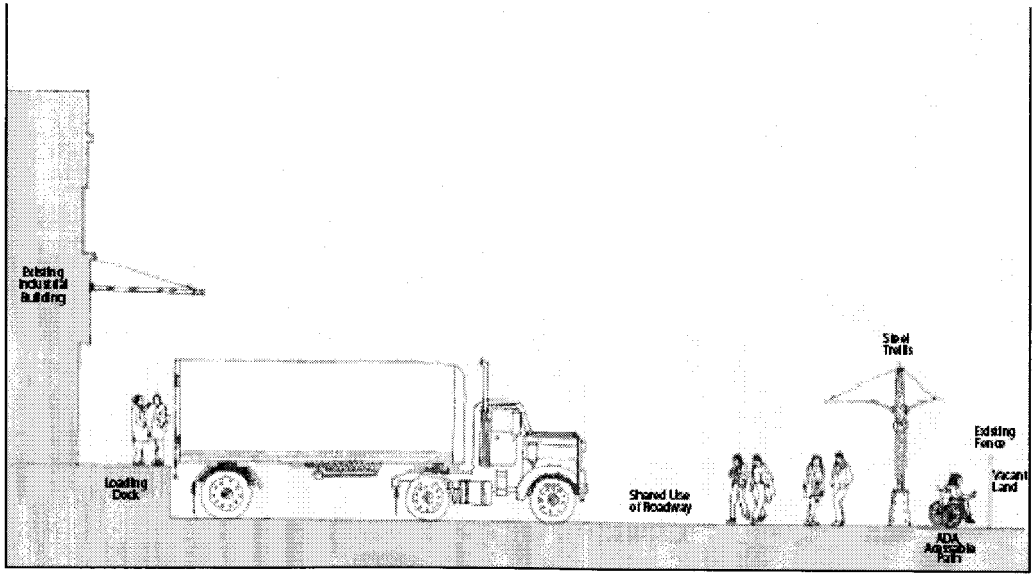
> "A five-foot pathway along one side of R Street (but at the same level and with the same texture as the rest of the roadway) would be created which will be universally accessible. On-street industrial activities are maintained, such as the loading and unloading of freight trucks. The loading docks of former industrial buildings are delineated with industrial-style wire railings and converted into overflow space for retail and restaurants. Streetscape elements such as a steel trellis/shade structure, "I"-beam bollards, and utilitarian street lighting continue the industrial design language of the corridor. Since no traditional curb and sidewalk is proposed, drainage is proposed to be accomplished by valley gutters located in the roadway which will collect and direct run-off to existing drop inlets at intersections."

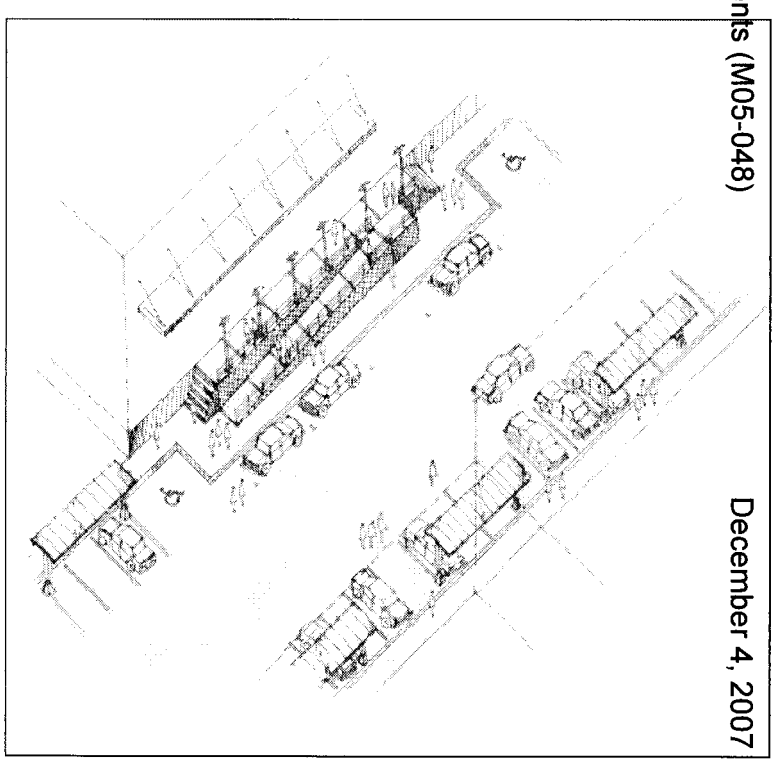
Schematic representations of the proposed streetscape cross sections proposed to be included in the R Street portion of the Central City Community Plan are shown in Figure 3. Full cross sections by Sectors of the R Street area are included as Appendix E.

In addition to the street and pedestrian policies, it is also proposed to amend the CCCP to designate the existing R Street right-of-way between 16^{tth} and 18th Streets as "public right of way/open space." This reflects the proposed Market Green public space area identified in the Urban Design Plan. The existing right-of-way would include the addition of a roadway, pedestrian areas and landscaping.

FIGURE 3:
R STREET SCHEMATIC PERSPECTIVES OF STREET SCAPE







c. Amendments to the R Street Special Planning District Ordinance (SPD).

Amendments to the existing R Street SPD Ordinance are proposed as a component of this project to remove unnecessary barriers to development and to ensure consistency between the proposed R Street Urban Design Plan and Guidelines and the R Street Corridor Plan of the Central City Community Plan. The Draft Ordinance Amending Various Sections of Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is incorporated by reference as part of this project description. As noted above, the R Street SPD covers the area bounded by Q Street on the north, S Street on the south, the 2nd Street on the west, and 29th Street on the east. The proposed language of the amended SPD is attached as Appendix A.

Highlights of amendments to the R Street SPD are outlined below:

Proposed Changes to the General Commercial (C-2 Zone)

In order to support mixed uses and residential development in the R Street Corridor amendments to the SPD are proposed. Related to the C-2 Zone the proposed amendments include:

1. Removal of the retail requirement for the reuse of existing buildings from the C-2 zone.

2. Removal of the requirements for specific placement of retail uses on the ground floor of C-2 zoned properties.

3. Removal of the requirement to obtain off-site parking for commercial projects with a Planning Commission special permit. Instead projects will be subject to the existing Zoning Code provisions.

4. Amend the Historic Building description terms from Essential and Priority Structures to Contributing Resources and Landmarks (respectively) in order to be consistent with the terminology used in the City of Sacramento Historic Preservation Ordinance (Chapter 15.124 of the Sacramento City Code)

5. Eliminate the Special Permit requirement for large residential development projects which includes projects more than 10 units. Instead larger residential projects would be subject to the Zoning Code provisions and approval requirements, specifically footnotes 8 and 75 of Section 17.24.050 of the Zoning Code.[1]

Because many of the buildings on R Street are existing buildings, some of historic significance, some flexibility to support reinvestment has been proposed in the SPD amendments. For example,

[1] See Appendix B for the full text of the footnotes in the Zoning Ordinance.

the original SPD required ground floor retail at specific locations and corners. Within the General Commercial (C-2) zone, the ground floor requirement may be waived or modified by the Zoning Administrator if "the required retail or personal service business use is not viable due to constraints created by the physical characteristics of the building such as the presence of a loading dock, accessibility barriers and the absence of windows."

Proposed Changes to the Office Building (OB) Zone

The amendment clarifies that the reuse of existing buildings does not trigger retail or housing requirements, and also changes the OB zone to allow minor expansions of existing buildings. The proposed amendments to the SPD would:

1. Remove reference to actual locations where retail uses are required and, instead, require residential and ground floor retail requirements to be included within the OB zone for all new construction projects or additions to existing projects that increase the gross floor area by 10%.

2. Amend the Historic Building description terms from Essential and Priority Structures to Contributing Resources and Landmarks (respectively) in order to be consistent with the terminology used in the City of Sacramento Historic Preservation Ordinance (Chapter 15.124 of the Sacramento City Code).

3. Removal of the requirement to obtain off-site parking for commercial projects with a Planning Commission special permit. Instead, projects will be subject to the existing Zoning Code provisions.

4. Eliminate the Special Permit requirement for large residential developments (which includes any project with more than 10 units). Instead larger residential projects would be subject to the Zoning Code provisions and approval requirements, specifically footnotes 8 and 75 of Section 17.24.050 of the Zoning Code.[2]

Proposed Amendments to the SPD Related to Residential Mixed Use (RMX) Designated Properties:

Several changes are proposed to sections of the SPD governing RMX designated properties. This zoning designation allows for mixed uses and is designed to encourage residential uses.

Some modifications to the height and step-back requirements have been made to simplify the interpretation of the step-back requirements and to more clearly specify areas where certain height

[2] See Appendix B for the full text of the footnotes in the Zoning Ordinance.

limits are appropriate. The current step-back requirements involve a complicated calculation of angles. The proposed amendments to the SPD would simplify the step-back requirements and allow height increases in certain areas. Setbacks were changed to allow a zero front setbacks on R Street to be consistent with the streetscape envisioned in the Urban Design Guidelines. Front Setbacks on Q and S Streets are proposed to be from 5 to 12 feet depending on the setbacks of adjacent buildings. Setbacks of buildings and step-backs for upper floors may increase to preserve the tree canopy.

Other specific changes proposed in the amended ordinance include:

1. Amend the Historic Building description terms from Essential and Priority Structures to Contributing Resources and Landmarks (respectively) in order to be consistent with the terminology used in the City of Sacramento Historic Preservation Ordinance (Chapter 15.124 of the Sacramento City Code)

2. Eliminate the Special Permit requirement for large residential developments (which includes any project with more than 10 units). Instead larger residential projects would be subject to the Zoning Code provisions and approval requirements, specifically footnotes 8 and 75 of Section 17.24.050 of the Zoning Code.[3]

3. Allow an increase in the maximum residential density of a project with approval of a Planning Commission Special Permit.

4. Open space requirements eliminated for existing buildings.

5. Reduce the number of residential units required to contain private usable open space from 100% to 50%.

6. Increase the maximum off street parking requirement for commercial uses in RMX zones from 1 space per 450 gross square feet to 1 space per 250 gross square feet.

7. Allow the waiver of off street parking requirements from 10th to 13th Street with approval of a Zoning Administrator Special Permit rather than a variance.

8. Allow a non-conforming use within an existing building to expand and occupy up to an additional twenty-five percent of its gross square footage within a building upon approval of a zoning administrator special permit.

[3] See Appendix B for the full text of the footnotes in the Zoning Ordinance.

Height and Step-back Requirements. Some modifications to the height and step-back requirements have been made to simplify the interpretation of the step-back requirements and to more clearly specify areas where certain height limits are appropriate. The current step-back requirements involve a complicated calculation of angles. The proposed amendments to the SPD would simplify the step-back requirements and allow height increases in certain areas. Specific changes proposed in the amended ordinance include:

- The Proposed SPD would change the maximum height for selected areas in the R Street Corridor particularly those areas near the 13th Street or 16th Street light rail stations. The increase in height is summarized on Table 2. Although heights are proposed to increase, no change in density is entitled. The increase in height will allow more flexibility in achieving housing and mixed use development.

- For all areas in the RMX zones with a step-back requirement, the proposed SPD clarifies how the step-back, when required, is calculated. The current SPD specifies the step-back distance through calculation of an angle at a specified degree. The proposed SPD changes the calculation to a specified number of feet. This simplifies how the step-back is calculated but does not substantially change the amount of step-back in areas where it is required.

- The requirement for alley step-backs in the RMX zones for R, S and Q Streets between 10th and 19th Streets would be removed.

Table 2 provides a summary of changes proposed in height and step-back under the revised SPD.

TABLE 2:
Comparison of Existing and Proposed Height and Step-back Requirements (RMX Zone)

Section of R Street Corridor	Current SPD Maximum Height and Step-back	Proposed SPD Maximum Height and Step-back	Significant Changes
Residential Mixed Use (RMX) Zoned Properties	General Rule: shall not exceed 45 feet in height except in specified locations.	General Rule: shall not exceed 45 feet in height except in specified locations.	No change
Specified Locations with Exceptions to the General Rule on Height			
S STREET			
S Street between 2nd Street and 6th Street (north side only)	35 feet to a maximum height of 75 feet provided that the building is stepped back at a 20 degree angle for any height over 35 feet.	35 feet to a maximum height of 75 feet, provided, that the portion of the building exceeding 35 feet shall be stepped back not less than thirty (30) feet.	Same maximum height. However, the method of calculating the step-backs has been simplified.
S Street between 6th Street and 10th Street. (North side only)	35 feet to a maximum height of 45 feet provided that the building is stepped back at a 20 degree angle for any height over 35 feet.	35 feet to a maximum height of 45 feet, provided, that the portion of the building exceeding 35 feet shall be stepped back not less than thirty (30) feet.	Same maximum height. However, the method of calculating the step-backs has been simplified.

TABLE 2:
Comparison of Existing and Proposed Height and Step-back Requirements (RMX Zone)

Section of R Street Corridor	Current SPD Maximum Height and Step-back	Proposed SPD Maximum Height and Step-back	Significant Changes
S Street 10th and 13th Streets	35 feet to a maximum height of 45 feet provided that the building is stepped back at a 20 degree angle for any height over 35 feet.	75 feet to a maximum height of 45 feet, provided, that the portion of the building exceeding 45 feet shall be stepped back not less than thirty (30) feet.	Between 10th and 13th Streets a change in the maximum height is proposed from a maximum of 45 feet to a maximum of 75' feet in height.
S Street 16th and 19th Streets	35 feet to a maximum height of 75 feet provided that the building is stepped back at a 20 degree angle for any height over 35 feet.	75 feet to a maximum height of 45 feet, provided, that the portion of the building exceeding 45 feet shall be stepped back not less than thirty (30) feet.	Same maximum height. However, the method of calculating the step-backs has been simplified. Alley step-backs have been deleted. Alley step-backs no longer required.
S Street between 20th and 23rd Streets	35 feet to a maximum height of 75 feet provided that the building is stepped back at a 20 degree angle for any height over 35 feet.	75 feet to a maximum height of 45 feet, provided, that the portion of the building exceeding 45 feet shall be stepped back not less than thirty (30) feet.	Same maximum height. However, the method of calculating the step-backs has been simplified. Alley step-backs have been deleted. Alley step-backs no longer required.

TABLE 2:
Comparison of Existing and Proposed Height and Step-back Requirements (RMX Zone)

Section of R Street Corridor	Current SPD Maximum Height and Step-back	Proposed SPD Maximum Height and Step-back	Significant Changes
R STREET			
R Street between 6th and 8th Street (north side only)	Up to 75 feet provided that the building is stepped back at a 20 degree angle (north side) for any height over 45 feet.	Up to 75 feet; provided, that the portion of the building exceeding 45 feet shall be stepped back not less than thirty (30) feet.	Same maximum height. However, the method of calculating the step-backs has been simplified.
R Street between 2nd and 6th Street (south side only)	Maximum height 45 feet in accordance with the General Rule of the SPD.	Up to 75 feet; provided, that the portion of the building 45 feet exceeding shall be stepped back not less than thirty (30) feet and provided further that the Planning Commission may approve a building height up to a maximum of 90 feet for residential buildings or mixed use buildings with at least 80% of the gross square footage devoted to residential use.	Increase in maximum height from 45 feet to 75 feet, provided that the building is stepped back. A 90 foot maximum height is allowed if the Planning Commission finds the project meets the residential requirement.
R Street RMX-South side of R Street between 10th and 19th Streets	Up to 75 feet provided that the building is stepped back at a 25 degree angle for any height over 45 feet except for the section between 10th and 16th Streets which has a	Up to 90 feet. No step-backs.	Change to a maximum of 90 feet in height to encourage development near the 13th Street and 16th Street LRT Stations.

TABLE 2:
Comparison of Existing and Proposed Height and Step-back Requirements (RMX Zone)

Section of R Street Corridor	Current SPD Maximum Height and Step-back	Proposed SPD Maximum Height and Step-back	Significant Changes
	maximum of 45 feet.		
R Street RMX- North side of R Street between 10th and 19th Streets	Up to 75 feet provided that the building is stepped back at a 20 degree angle for any height over 45 feet except for the section between 10th and 16th Streets which has a maximum of 45 feet.	Up to 90 feet. No step-backs.	Change to a maximum of 90 feet in height to encourage development near the 13th Street and 16th Street LRT Stations.
R Street Alleys	Between 16th Street and 19th Street a lot which is adjacent to or abutting an alley shall not exceed two and one-half stories or twenty-five (25) feet at the alley, provided that the building may step up at not more than a seventy (70) degree angle as measured from the build-to line or the minimum setback line from the alley.	No alley step-backs.	Alley step-backs no longer required.
Q Street between 16th and 19th (south side only)	Up to 75 feet provided that the building in stepped back at a 20 degree angle for any height over 35	Up to 75 feet; provided, that the portion of the building 45 feet shall be stepped back not less than thirty (30) feet. No	No change in maximum heights. Alley step-backs no longer required.

TABLE 2:
Comparison of Existing and Proposed Height and Step-back Requirements (RMX Zone)

Section of R Street Corridor	Current SPD Maximum Height and Step-back	Proposed SPD Maximum Height and Step-back	Significant Changes
	feet.	alley step-backs.	
Q Street between 10th and 16th	Up to 45 feet in accordance with the General Rule.	Up to 75 feet; provided, that the portion of the building 45 feet shall be stepped back not less than thirty (30) feet.	Between 10th and 16th Streets, change from a maximum of 45 feet to a maximum of 75 feet in height to encourage development near the 13th Street and 16th Street LRT Stations.

SECTION III. - ENVIRONMENTAL CHECKLIST AND DISCUSSION

1. LAND USE **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal: A) Result in a substantial alteration of the present or planned use of an area?			**X**
B) Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses?)			**X**

ENVIRONMENTAL SETTING

The proposed project would occur in the Central City of the City of Sacramento, which is a relatively densely developed urbanized area. The Central City is surrounded on three sides by major freeways which provide access to the Central City and major employment centers within the CBD such as the State Capital and associated State Offices. Interstate 5 is located to the west, and Business 80 is located to the south and east of the Central City.

The R Street Corridor runs east-west in the Central City. The project area consists primarily of low-rise government offices, industrial warehouses, and low density residential units. A significant portion of the area is made up of vacant buildings and underutilized surface parking lots. Much of the public realm and open spaces have been neglected, contributing to a negative perception of the area. Since major portions of the R Street Corridor (particularly the R Street Redevelopment Area located between 9th and 19th Streets) were formerly industrial, some sections of the street in this area are not fully improved to City standards.

General Plan and Other Planning Policies Governing the Central City

Land use in the Central City is governed by the City of Sacramento General Plan and the Central City Community Plan (CCCP). R Street in particular, is governed by the R Street Corridor Plan, which is a component of the CCCP. In the 40-block area surrounding the State Capitol, the State of California holds land use authority over State-owned property. In the Capitol Area, land uses are governed by the Capitol Area Plan (CAP) which was recently updated in 1997. The Capitol Area Plan (CAP) was developed to be consistent with the prevailing land uses and policies of the City of Sacramento's General Plan and other central city documents.

The project area falls under the general policies of the 1988 City of Sacramento General Plan Update, as amended (SPGU). It is also governed by the R Street Corridor Plan component of the Central City Community Plan (CCCP) which provides more detailed land uses and policies. The Central City also has specific urban design guidelines contained in the Central City Neighborhood Design Guidelines (1999). Sections of the Central City also fall under the guidance of the State Capitol Area Plan (CAP).

ANSWERS TO CHECKLIST QUESTIONS

Question A: Land Use Policies

The proposed Urban Design Guidelines and the amendments to the Special Planning District (SPD) will not change the land uses designated in the R Street Corridor Plan component of the CCCP. Rather, the Urban Design Guidelines provide flexible direction regarding the design and streetscape approach needed to support the planned uses of the CCCP and the R Street Corridor Plan. The proposed Design Guidelines are consistent with the R Street Corridor Plan policies regarding mixed uses, transit connectivity and pedestrian orientation. The proposed amendments to the R Street Corridor SPD are designed to facilitate the development of land uses as designated in the adopted R Street Corridor Plan through removal of regulatory barriers or clarifications of sections of the existing ordinance.

The Special Planning District Amendments propose two changes relative to height and bulk. Relative to height of structures in the R Street corridor, two changes are proposed. First, step-backs are clarified for several areas in the R Street corridor. The existing ordinance includes complicated angles which would be amended by the proposed ordinance to set step-backs.

Secondly, in limited areas of the R Street Corridor which are designated "Residential Mixed Use" (RMX) zone, the maximum height would be increased provided the building achieves step-backs to

reduce the effect of the height change on the street level. This change would allow height for the proposed mixed use and residential developments and would assist properties in meeting the housing requirement of the RMX zone. This is proposed change is consistent with the policies of the R Street Corridor Plan of the Central City Community Plan which encourages mixed uses and promotes new housing along the corridor. The policy would also assist in concentrating more intense housing development around the 13th Street and 16th Street light rail stations.

The proposed SPD amendments are generally consistent with R Street Plan Policy 2.3 which states: "Limit heights generally to 45 feet, although residential structures could be 75 feet in height if additional units are designed properly." The proposed SPD amendments do not change the general height rule of 45 feet, but do allow increases in height to 75 feet in specified areas if step-backs are included. Sections of the proposed SPD which are not consistent with this general policy include the proposal to allow a maximum height of 90 feet in the RMX zone along R Street between 10th and 19th Streets and R Street (south side) between 2nd and 6th Streets. Although the proposed height increase to 90 feet in these areas is not strictly consistent with Policy 2.3, it is consistent with R Street Plan Policy 5.2 that states: "Establish a height limit of 45 feet on Q and S Streets, and allow structures of up to 100 feet for development that front on R Street."

The proposed Urban Design Guidelines and the SPD amendments will not change the designated land uses or zoning along the R Street Corridor. Land uses and zoning will remain consistent with the adopted R Street Corridor Plan of the Central City Community Plan. Additionally, the proposed Urban Design Guidelines and SPD Amendments will not change the allowed uses or the density allowed in the R Street area. For example, the current RMX maximum density of 60 units per acre would remain. The changes in maximum height will, however, provide more flexibility within the building envelope to achieve allowed residential densities and encourage new housing.

Because the proposed SPD amendments do not change the type or density of land uses or significantly conflict with the adopted R Street Plan policies, the proposed project does not significantly impact land uses or land use policies.

The proposed project components will not alter the planned land uses adopted in the Central City Community Plan and the R Street Corridor Plan, and as such the project will have a less-than-significant effect on land use policies.

Question B: Agricultural Resources

R Street is located in a Central City area which has been urbanized since the late 1800's. The City of Sacramento General Plan does not identify any agricultural resources within the Central City area.

No potential agricultural impacts have been identified, and the proposed project would have a less-than-significant impact on agricultural resources.

MITIGATION MEASURES: No significant impacts to land use and agricultural resources have been identified. Therefore, no mitigation measures are required.

FINDING: Impacts to existing and planned land uses, and impacts to agricultural resources are less-than-significant.

2. POPULATION AND HOUSING **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal: A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			X
B) Displace existing housing, especially affordable housing?			X

ENVIRONMENTAL SETTING

The subject site is located within Central City Community Plan Area. The Central City Community Plan area is a developed urban area. Although the Central City is largely built out, adopted plans call for some intensification and new housing development in close proximity to employment centers in the Central City. The Central City Community Planning Area has a current population of 38,634 and has a planned and expected 2020 population of 49,489. The City of Sacramento has a current population of 409,610 with an expected 2020 population of 523,200. The Sacramento region overall is expected to increase from a current population of 1,886,165 to 2,696,216 by 2020.[4]

STANDARDS OF SIGNIFICANCE

For the purposes of this analysis, an impact is considered significant if the project would induce substantial growth that is inconsistent with the approved land use plan for the area or displace existing affordable housing.

[4] Source: Sacramento Area Council of Governments (SACOG) Population Projections.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B: Housing and Population Impacts

The proposed Urban Design Guidelines, the SPD amendments and related actions are designed to support logical planned development as adopted in the R Street Corridor Plan (1996). As such, the proposed actions will not alter the location, distribution, or density of development or population in the area.

The proposed actions are consistent with the adopted land uses and densities of the R Street Corridor Plan. This plan emphasizes mixed uses and new housing. While during redevelopment and revitalization there may be some displacement of existing housing, overall the R Street Corridor Plan represents an increase in the amount of housing in the area. Furthermore, the R Street Redevelopment Area under the auspices of CADA seeks to reduce impacts to housing and ensure a range of affordable housing in the area. More than 20% of CADA's inventory of assisted housing in the Capitol Area including the R Street Redevelopment area is considered affordable to low income persons. In conclusion, the proposed actions will not result in a substantial growth inducement or substantial displacement of housing. Rather, the proposed actions will help make the R Street Corridor a more attractive area, and thereby encourage re-investment in accordance with the adopted R Street Plan which emphasizes housing and mixed uses. Therefore, impacts to population and housing would be less-than-significant.

The SPD amendments would change height and step-back requirements in the RMX (residential mixed use zone). These changes do not affect the allowed uses in the RMX zone or the maximum density allowed in the RMX zone (see pages 23-27). The proposed changes are expected to facilitate a mixed use development in accordance with the RMX zone. As such, the proposed SPD amendments, may facilitate new population and housing, but not to any greater magnitude than that previously analyzed and adopted under the R Street Corridor Plan.

MITIGATION MEASURES: No significant impacts to population and housing have been identified. Therefore, no mitigation measures are required.

FINDING: The proposed project would not result in impacts to population and housing or directly or indirectly induce new growth not currently included in adopted plans.

3. SEISMICITY, SOILS, AND GEOLOGY Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
Would the proposal result in or expose people to potential impacts involving: A) Seismic hazards?			X
B) Erosion, changes in topography or unstable soil conditions?			X
C) Subsidence of land (groundwater pumping or dewatering)?			X
D) Unique geologic or physical features?			X

ENVIRONMENTAL SETTING

Regional Geology.

The project area is located within the Sacramento Valley, which is a part of the larger Great Central Valley. The Great Central Valley is a deep trough that extends 400 miles from the Klamath Mountains in the north to the Tehachapi Mountains in the south. The Sacramento Valley is drained by the American and Sacramento Rivers and their tributaries, which flow south and west toward San Francisco Bay. The site does not contain any unique geologic or physical features.

The Central City is located on graded land on the natural floodplain of the American River. Prior to the construction of the levees, the area was an active floodplain and freshwater sediments were deposited with each major flood. These natural floodplain deposits underlie all of the downtown area and soils in the project area primarily consist of Holocene Floodplain.

Seismicity

The Sacramento General Plan Update Draft Environmental Impact Report (SGPU DEIR) identifies all of the City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII of the Modified Mercalli scale (SGPU DEIR, T-16). An earthquake of intensity VIII could cause alarm; structural damage would be moderate depending on structural design. However, no geologic features such as faults or Alquist-Priolo special studies zones are known to occur in or near the project area (SGPU DEIR, T-3).

The nearest active faults to the project site are the Green Valley fault (47 miles southwest), the Greenville fault (42 miles southwest), the Hayward fault (62 miles southwest), the Rogers Creek-Healdsburg fault (56 miles west) and the San Andreas Fault (75 miles southwest). Potentially active faults closer to the site include the New Melones fault zone, the Bear Mountain fault, the Auburn Shear fault, the Dunnigan Hills fault and the Midland fault.

Soils and Soil Conditions

Soils in this area are Sailboat-Scribner-Cosumnes, characterized by very deep, somewhat poorly and poorly-drained soils that have a seasonal high water table and are protected by levees. (SGPU DEIR, T-2, T-5).

REGULATORY SETTING

The City of Sacramento has adopted standard measures to control erosion and sediment. The proposed project will follow the standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control." All projects in the City of Sacramento are required to comply with the City's Standard Construction Specifications for Erosion and Sediment Control. These conditions include:

- The Contractor shall be responsible for controlling erosion and sedimentation within the limits of the project at all times during the course of construction, including evenings, weekends, holidays, and normal working days. The Contractor shall prepare and submit to the City Engineer for review and approval an Erosion and Sediment Control Plan (ESC Plan). The ESC Plan shall include an effective re-vegetation program to stabilize all disturbed areas which will not be otherwise protected; prevention of increased discharge of sediment at all stages of grading and development from initial disturbance of the ground to project completion; recommendations of any Civil Engineer, Geotechnical Engineer, or Engineering Geologist

involved in the preparation of the grading plans; the inspection and repair of all erosion and sediment control facilities at the close of each active working day during the rainy season; and for specific sediment clean-out and vegetation maintenance criteria. In addition, the Contractor shall prepare a Post Construction Erosion and Sediment Control Plan (PC Plan), which will include the requirements of the ESC Plan, plus the maximum runoff rate from the site; descriptions and specifications for all surface runoff, erosion, and sediment control devices to be used for the project site; a description of the changes made from the ESC Plan to the PC Plan, a description of the final vegetative measures to be used for the project site, and an estimate of the costs of implementing the PC Plan erosion and sediment control measures. The description of the changes made from ESC Plan to the PC plan shall include a map showing the final Best Management Practices (BMPs) used to control erosion, sediment, and surface runoff of non-stormwater; locations of final BMPs with reference to the final improvements and structures installed; and how the BMPs will control surface runoff, erosion, and sediment.

- The Contractor shall not perform any clearing and grubbing, excavation, or earthwork of any type on the project, other than that specifically authorized in writing by the City Engineer, until a written acceptance of the erosion and sediment control plan has been received from the City Engineer. If, in the opinion of the Engineer, the plan does not sufficiently address the objectives outlined in this section, the Contractor shall revise the plan accordingly to the satisfaction of the City Engineer.

STANDARDS OF SIGNIFICANCE

For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Seismic Hazards

The R Street Corridor is a developed Urban Area and there are no active or known faults that affect this area. Although the SPD Amendments would increase the height for RMX designated properties in certain sections of the corridor, new developments are required to comply with the Uniform Building Code (UBC) to ensure that structures meet seismic requirements and structural support requirements. Impacts would be less-than-significant.

Question B: Erosion and Unstable Soil Conditions

The proposed Urban Design Guidelines and SPD amendments do not in and of themselves result in any direct physical changes to the environment. As such, these elements of the proposed project do not include activities that could result in erosion or unstable soil conditions. Projects implemented as a result of the adoption of the Urban Design Guidelines will be subject to project specific environmental review and will be required to comply with the City's Standard Construction Specifications for Erosion and Sediment Control.

Question C: Subsidence

The proposed Urban Design Guidelines and SPD amendments do not in and of themselves result in any direct physical changes to the environment. As such, these elements of the proposed project do not include activities that could result in subsidence of land.

Question D: Other Geological or Topographic Features

No unique geological features have been identified in the Central City and project impact area. Therefore, there would be no impact to unique geological or topographic features.

MITIGATION MEASURES: No significant geological impacts have been identified; therefore, no mitigation measures are required.

FINDING: The proposed project will not alter the distribution or location of planned urban development and as such new impacts to soils, geology or increase seismic risk are expected to occur. Impacts to geological resources would be less-than-significant.

4. WATER RESOURCES **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal result in or expose people to potential impacts involving: A) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?			X
B) Exposure of people or property to water related hazards such as flooding?			X
C) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?			X
D) Changes in currents, or the course or direction of water movements?			X
E) Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?			X
F) Altered direction or rate of flow of groundwater?			X
G) Impacts to groundwater quality?			X

ENVIRONMENTAL SETTING

Surface/Groundwater.

The American River is located to the immediate north of the Central City and is one of the largest sources of surface water in the City of Sacramento. The aquifer system underlying the City is part of the larger Central Valley groundwater basin. The Sacramento, American, and Cosumnes Rivers are the main surface water tributaries that drain much of Sacramento and recharge the aquifer system. Surface inflows to the east of the City Limits, and deep percolation of precipitation and surface water applied to irrigated crop land recharge the aquifer system. Groundwater is depleted by pumped extractions of groundwater for municipal, industrial, and agricultural purposes. Groundwater levels in the Sacramento area have been declining since 1940. The pattern of pumping has continued over the years, and the current rate of decline is about 1.5 feet per year (SGPU DEIR, W-9).

Water Quality.

The City's municipal water is received from the American and Sacramento Rivers. The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality also, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tends to degrade the water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

Water quality of the drainage tributaries is also affected by other pollutants, such as runoff from urban storm drains and illegal dumping at creeks and drainageways (SGPU DEIR, W-11). Therefore, to maintain high quality, it is imperative to reduce sedimentation and erosion into the tributaries. The SGPU DEIR includes a number of precautionary construction measures to maintain water quality. These measures include: minimizing surface disturbance as much as possible; placing mulch and reseeding/revegetating disturbed areas; enforcing strict on-site soil handling rules; collection and removal of pollutants such as petroleum products from the job site; maintaining riparian vegetation to the maximum extent feasible; using appropriate sanitation to avoid bacterial and nutrient contamination; and preparation of a spill prevention plan in the event of an accidental materials spill (SGPU DEIR, W-16, 17).

The Central Valley Regional Water Quality Control Board (RWQCB) has primary responsibility for protecting the quality of surface and groundwaters within the City. The RWQCB's efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction. The proximity of the Sacramento and American rivers to the project site and the existence of both a shallow water table and deep aquifer beneath the area keep the RWQCB interested in activities in the area.

The City of Sacramento has obtained a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act. The goal of the permit is to reduce pollutants found in urban storm runoff. The general permit requires the permittee to employ "Best Management Practices" (BMPs) before, during, and after construction. The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas and BMPs for construction sites. BMPs mechanisms minimize erosion and sedimentation, and prevent pollutants such as oil and grease from entering the storm water drains. BMPs are approved by Department of Utilities before beginning construction (the BMP document is available from the Department of Utilities, Flood Control and Sewers Division, 1391 35th Avenue, Sacramento, CA).

R Street is located within the City of Sacramento Combined Sewer System area. (CSS). The CSS area encompasses approximately 7,000 acres in the downtown and in the City's southern section. This is a century old sewer system which carries both wastewater and stormwater through a common conveyance system. During heavy rainfall events, the combined sewer system has historically overflowed into City streets and/or the Sacramento River. Additional sanitary and stormwater inflows that are caused by increased development may increase overflow and localized flooding problems. Development in this area must comply with City Code Section 13.08.490 which requires the payment of a combined sewer development fee charged to recover an appropriate share of the capital costs of the city's existing and/or new combined sewer system facilities. No new sewer service shall be furnished to the customer by the combined sewer system unless the combined sewer development fee has been paid.

Flooding.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. Sections of the Central City of Sacramento are located in 100 year flood areas. The Federal Emergency Management Agency (FEMA) has revised the effective Flood Insurance Rate Map and Flood Insurance Study for the City of Sacramento. (FEMA, 2005). The R Street Corridor falls within an area rated as Zone X and within the 500 year flood plain with some risk of 100 year flooding at less than 1 foot depth.

STANDARDS OF SIGNIFICANCE

WaterQuality. For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

Flooding. Substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Drainage and Runoff

Implementation of the Urban Design Guidelines would set a new standard for streetscape improvements for the R Street Corridor. Currently, the R Street Corridor in the project area does not have adequate drainage and is subject to occasional ponding and flooding during storm events. The proposed streetscape cross-sections in the Urban Design Guidelines include drainage improvements (Vee gutters). These new gutters will direct drainage to intersections where existing drop inlets and drainage facilities are located.

As new streetscape improvements are financed and designed, new drainage connections within R Street will be engineered by the City of Sacramento to ensure that drainage is improved and does not result in adverse impacts to the Combined Sewer System. New development responsible for frontage improvements and on-site drainage and which is located within the combined sewer system will further be required to pay a Combined Sewer Development fee in accordance with City Code Section 13.08.490.

The proposed R Street Urban Design Guidelines, as a policy document, do not alter the proposed land uses or change the layout of the City's street system. Therefore, the proposed Urban Design Guidelines do not directly adversely affect drainage or run-off. The Urban Design Guidelines do however, set new streetscape design guidelines and street cross sections for R Street. As funding becomes available for implementation of sections of streetscape improvements, new drainage facilities will be included which are expected to assist in providing better street drainage for the area. Therefore, impacts of adoption of the Urban Design Guidelines on drainage and run-off are less-than-significant.

Question B: Flooding

The proposed project area is within the X zone or an area which is within the 500 year flood plain with some risk of 100 year flooding at less than 1 foot depth. Since large portions of the City of Sacramento lie within the 100 year flood plain, the City evaluated the risks of allowing development to occur in the Program EIR for the Land Use Planning Policy within the 100-Year Flood Plain, certified in 1990. In 1998, the City of Sacramento certified the Addendum III to this EIR, evaluating the risks of allowing development to continue within the Flood Zone. These documents serve as the program EIR addressing the flood-related risks of development within the 100-year flood plain. The Program EIR and Addendums thereto are available at the City of Sacramento, 915 I Street, New City Hall, Sacramento.

This project falls within the scope of the Program EIR and the findings adopted for the City's flood zone land use policy. The proposed project is not anticipated to increase the amount of land, property or persons exposed to flood hazard since the project will not result in new roadways or housing which were not previously analyzed and adopted in the Central City Community Plan (R Street Corridor Plan). Therefore, the proposed project will not result in increased exposure to flood risks.

Questions C through H: Discharges or Alterations of Surface Waters and Groundwater Quality

The proposed Urban Design Guidelines is a policy document which in and of itself will not result in any discharges or alterations of surface or ground waters. Construction as a result of implementation of new street improvements may result in construction period run-off; however, as noted above, any construction would be subject to the City's National Pollutant Discharge Elimination System (NPDES) best management practice requirements. No adverse impacts to water quality would result from adoption of the Urban Design Guidelines.

MITIGATION MEASURES: No significant impacts to water resources have been identified related to this project; therefore, no mitigation measures are required.

FINDINGS: The proposed Urban Design Guidelines does not change existing or planned land uses, and as a policy document, would not directly result in any adverse effects to water resources, surface or ground water quality, or increase flood risks.

5. AIR QUALITY **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal: A) Violate any air quality standard or contribute to an existing or projected air quality violation?			X
B) Exposure of sensitive receptors to pollutants?			X
C) Alter air movement, moisture, or temperature, or cause any change in climate?			X
D) Create objectionable odors?			X

ENVIRONMENTAL SETTING

The project site lies within the urbanized area of Sacramento County of the Sacramento Valley Air Basin (SVAB), and is subject to federal, state, and local air quality regulations. The project site is in Sacramento County, under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws. Currently, Sacramento County is a designated Federal Ozone Nonattainment Area (SFNA). As a part of the SFNA, Sacramento County is out of compliance with the state and federal ozone standards.

The USEPA non-attainment designation of "severe" indicates that the County does not currently meet the federal ozone standard. The ozone standard was established by the USEPA to help achieve one of the primary federal Clean Air Act goals – to "protect and enhance the quality of the Nation's air resources so as to promote the public health and welfare and the productive capacity of its population."

Ozone. The concentration of ground level ozone, commonly referred to as smog, is greatest on warm, windless, sunny days. Ozone is not emitted directly into the air, but forms through a complex series of chemical reactions between two directly emitted ozone precursors – reactive organic gases (ROG) and nitrogen oxides (NOx). These reactions occur over time in the presence of sunlight. The principal sources of the ozone precursors (ROG and NOx) are the combustion of fuels and the evaporation of solvents, paints, and fuels. As a cumulative result of Sacramento regional development patterns, however, motor vehicles produce the majority of ozone precursor emissions. In fact, over 70% of the NOx produced in the region is from motor vehicles. Recognizing the health impacts of day-long ozone exposure, the EPA promulgated an 8-hour standard for ozone in 1997 as a successor to the 1-hour standard.

Ozone is a public health concern because it is a respiratory irritant that increases susceptibility to respiratory infections and diseases, and because it can harm lung tissue at high concentrations. Ozone has also been linked to cardiovascular disease. In addition, ozone can cause substantial damage to leaf tissues of crops and natural vegetation and can damage many natural and manmade materials by acting as a chemical oxidizing agent.

Particulates. Airborne dust contains fine particulate matter (PM10), i.e. particulate matter less than 10 microns in diameter. This includes a wide range of solid or liquid particles, such as smoke, dust, aerosols and metallic oxides. PM10 can remain in the atmosphere for up to seven days before it is removed from rainout, washout, and gravitational settling. The level of fine particulate matter in the air is a public health concern because PM10 can bypass the body's natural filtration system more easily than larger particles, and can lodge deep in the lungs. The health effects vary depending on a variety of factors, including the type and size of particles. Research has demonstrated a correlation between high PM10 concentrations and increased mortality rates. Elevated PM10 concentrations can also aggravate chronic respiratory illnesses such as bronchitis and asthma.

There are many sources of PM10 emissions, including combustion, industrial and agricultural processes, grading and construction, and motor vehicle use. The PM10 emissions associated with motor vehicle use include tail pipe and tire wear emissions, as well as re-entrained road dust. Construction and operational emissions from land use developments can involve significant on road and off road diesel vehicle use. Environmental impact analysis and mitigation must give thorough consideration to diesel-related particulate emissions and the latest toxic control measures. Particulate matter emissions also result from wood burning in fireplaces and stoves, and open residential and agricultural burning. The contribution of agricultural activities to re-entrained PM10 levels varies, because PM10 emissions are a function of soil type and moisture content.

At the same time EPA proposed new standards for ozone, EPA also proposed new standards for smaller particles, PM2.5 (particles with aerodynamics diameters less than 2.5 microns), and the districts began data collection to determine the area's attainment status under the revised standard. The new PM2.5 standard includes an annual standard and a 24-hour standard. In June 2004, USEPA proposed to classify Sacramento County in attainment of the federal PM2.5 standards.

Carbon Monoxide (CO). CO is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicle emissions are the dominant source of CO in the Sacramento region. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can cause dizziness, headaches, unconsciousness, and even death. CO can also aggravate cardiovascular disease. CO emissions and ambient concentrations have decreased significantly in recent years. These improvements are due largely to the introduction of cleaner burning motor vehicles and motor vehicle fuels. The Sacramento region has attained the State and federal CO standard. The records from the region's monitoring stations show that the CO standard has not been exceeded since 1999.

STANDARDS OF SIGNIFICANCE

Based on the Sacramento Metropolitan Air Quality Management District's 2004 Guide to Air Quality Assessment, a project is considered to have a significant air quality impact if any of the following quantitative conditions occur:

- **ROG and NOx** - The project will result in operational emissions of either of the two primary precursors of ozone, reactive organic gases (ROG) and oxides of nitrogen (NOx), in excess of 65 lbs/day, or the project will result in construction related NOx emissions in excess of 85 lbs/day.

- **Other Pollutants** - The project will result in construction or operational emissions of other pollutants (PM10, CO, SO2, NO2, Sulfates, Lead) that could lead to violations of any applicable state AAQS, or provides a substantial contribution to an existing violation.

- **Cumulative ROG and NOx** - The project requires a change in the land use designation (e.g. general plan amendment or rezone) that increases ROG and NOx emissions compared to the previously approved land use.

- **Cumulative CO** - Project CO emissions, if combined with CO emissions from other nearby projects, result in a "hotspot" that violates a state AAQS.

ANSWERS TO CHECKLIST QUESTIONS

Question A and B: Violation of Air Quality Standards and Exposure of Sensitive Receptors to Pollutants

Adoption of the proposed Urban Design Guidelines related ordinances will not directly result in any construction activities which would generate construction period emissions. As individual projects are proposed, these projects will be subject to project specific planning and environmental review. No additional or significant construction period air quality impacts are expected to result from adoption of the proposed plan and ordinances.

Long term operational air quality effects would generally be related to traffic-generated air quality effects. The proposed Urban Design Guidelines and Special Planning District amendments will not increase the planned build-out of the R Street Redevelopment area, and therefore, are not anticipated to increase air quality emissions related to increased vehicle emissions beyond those previously analyzed in the adopted R Street Corridor Plan and related environmental document. Implementation of the Urban Design Guidelines and the SPD amendments are designed to promote mixed use housing in accordance with the R Street Corridor Plan and to enhance pedestrian connections with the transit centers specifically the13th Street and 16th Street Light Rail Stations.

Question C: Microclimate

Implementation of the proposed policy changes are not expected to result in the alteration of air movement, moisture, or temperature, or cause any change in climate. Adoption of the SPD Amendments would allow an increase in building height along some sections of the R Street Corridor. However, the proposed SPD also requires step-backs as height increases to allow for light and air and reduce the shadow effect of taller buildings. Individual development projects will also be subject to project specific environmental review if the proposed project does not conform to the required setbacks (ex: request for a variance or similar modification).

Question D: Odors

The proposed project will not create permanent objectionable odors. The proposed policy and ordinance amendments relate to areas which are zoned for residential mixed uses and offices. These uses do not typically generate objectionable odors. The impact is therefore considered less-than-significant.

MITIGATION MEASURES: No significant impacts to air quality have been identified related to this project; therefore, no mitigation measures are required.

FINDING. Adoption of the Urban Design Guidelines and related actions, would not increase long term operational air quality emissions, odors or have substantial identified effects on the micro-climate. Therefore, impacts are less-than-significant.

6. TRANSPORTATION/CIRCULATION **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal result in: A) Increased vehicle trips or traffic congestion?			X
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
C) Inadequate emergency access or access to nearby uses?			X
D) Insufficient parking capacity on-site or off-site?			X
E) Hazards or barriers for pedestrians or bicyclists?			X
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X
G) Rail, waterborne or air traffic impacts?			X

ENVIRONMENTAL SETTING

The Central City is a densely developed urban area which also serves a regional employment and governmental center. The Central City can be accessed by several freeways including US 50, Business 80, and Interstate 5. Currently, the street network consists of both one-way and two-way streets and alleys traveling east to west.

Between 9th Street and 16th Street R Street is a two-way street which generally includes one lane of traffic in both directions. Relative to Q and S Streets which run parallel to R Street, R Street has low traffic volumes. Table 3 below provides a comparison of available traffic counts in the area.

TABLE 3:
Comparison of Available Traffic Counts
Q. R and S Streets between 12th and 15th Streets

Count Date	Street Name	Intersects with	Bounded By	Direction	Average Daily Trips (ADT)	AM Peak	PM Peak
10/08/2002	R ST	12TH ST		E	481	65	55
10/08/2002	R ST	12TH ST		W	441	38	60
02/27/1997	Q ST	12TH ST	13TH ST	E	6,961	762	823
5/10/2001	S ST	12TH ST	13TH ST	E/W	4,299	336	482
08/09/2005	R ST	14TH ST	15TH ST	E/W	1,388	83	154
09/25/2002	Q ST	14TH ST		E	8,418	809	1,039
06/23/1993	S ST	14TH ST	15TH ST	E/W	2,322	139	173
08/09/2005	R ST	14TH ST	15TH ST	E/W	1,388	83	154
08/09/2005	R ST	14TH ST	15TH ST	E	612	35	58
09/25/2002	Q ST	14TH ST	15TH ST	E	8,418	809	1,039
06/23/1993	S ST	14TH ST	15TH ST	E/W	2,322	139	173

Source: City of Sacramento, Department of Transportation

Between 16th and 19th Streets, R Street is not currently an improved roadway, although the City of Sacramento retains rights-of-way for public improvements or public access in the area.

Since R Street is one of the few remaining corridors which has not been improved to current street standards in the Central City, a focus of the proposed Urban Design Guidelines and related actions is

on the development of proposed street standards and cross-sections to guide future street improvements.

STANDARDS OF SIGNIFICANCE

Roadway Traffic. An impact is considered significant for roadways or intersections when the project causes the facility to change the Level of Service (LOS) C or better to LOS D or worse. For facilities that are, or will be worse than LOS C without the project, an impact is also considered significant if the project: 1) increases the average delay by 5 seconds or more at an intersection, or 2) increases the volume to capacity ratio by 0.02 or more on a roadway.

Bikeways. A significant bikeway impact would occur if a project hindered or eliminated an existing designated bikeway, or if the project interfered with the implementation of a proposed bikeway. A significant bikeway impact would occur if a project were to increase bicycle/pedestrian or bicycle/motor vehicle conflicts.

Regional Transit. An impact is considered significant if the project will cause transit boardings to increase beyond the crush load of a transit vehicle or if the project will cause a 10% or greater increase in travel time along any route.

Parking. For new developments, a significant impact to parking would occur if the anticipated parking demand of the project exceeds the available or planned parking supply. The City does not have a standard of significance for on-street parking.

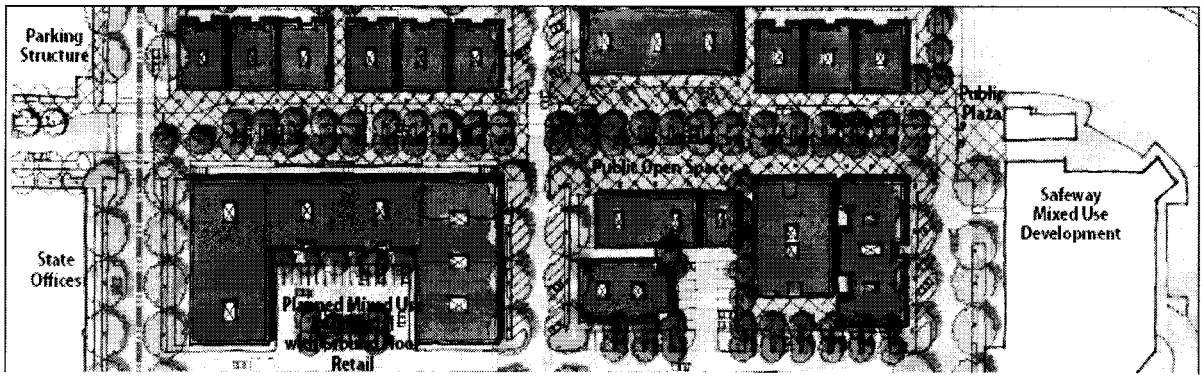
ANSWERS TO CHECKLIST QUESTIONS

Question A: Vehicle Trips and Congestion

The Urban Design Guidelines and implementing ordinances generally do not change the land uses (density, type or distribution) or the traffic corridors along R Street. Although the SPD amendments would change the height in limited areas designated RMX, the density allowed would remain 60 units per acres. Therefore, the SPD amendments would not increase the amount of trips generated by planned uses which were previously analyzed and adopted in the R Street Corridor Plan and related EIR.

An exception to this is the proposal to develop a Market Green (public open space) along the existing (but unimproved to current standards) section of R Street between 16th Street and 19th Street. This section of R Street, although retained as public right-of-way, is not improved as a street at this time. In this area, a new roadway would be constructed with a greenway to allow access to planned new

development in the area. No design plans or construction drawings are available at this time for more detailed analysis. Figure 4 below from the Urban Design Plan shows the schematic of the proposed Market Green.



The Market Green is a two block long multi-use public open space within the existing underused R Street right-of-way that connects to the recently completed R Street Market

FIGURE 4: Proposed Market Green Parkway between 16th and 18th Streets along R Street

Figure 4 shows the conceptual scheme for new public open space at the market green area. The conceptual plan shows a roadway, open space and public areas. No final design plans are available at this time. Once design plans and funding for implementation are identified, a separate project specific environmental review would need to be conducted.

Adoption of the R Street Corridor Urban Design Guidelines will not change the existing pattern of circulation along R Street except at 16th, 17th and R Streets where the Market Green is proposed within the existing street right-of-way. This area is to be designated "Parks and Open Space" and developed as a greenway with traffic circulation. Design plans for the Market Green project are not developed at this time. Therefore, this document is considered a programmatic review and not a project specific environmental document. Once design is further developed the proposed Market Green project would be subject to project specific environmental review. If the project specific review determines that a significant impact to the transportation system may result a project specific traffic study and separate environmental review would be required. At a program level, based on conceptual design, no specific impacts to traffic and circulation can be identified. As such, adoption of the proposed Urban Design Guidelines which includes the Market Greens concept will have a less-than-significant impact.

Questions B, C and E: Hazardous Circulation

Adoption of the R Street Corridor Urban Design Guidelines will not change the existing pattern of circulation along R Street *except* at 16th, 17th and R Streets where the Market Green is proposed within the existing street right-of-way. This area is to be designated "Parks and Open Space" and developed as a greenway with traffic circulation. Design plans for the Market Green project are not developed at this time. Therefore, this document is considered a programmatic review and not a project specific environmental document. Once design is further developed the proposed Market Green project would be subject to project specific environmental review. If the project specific review determines that a significant impact to the transportation system, including potential hazardous circulation could result, a project specific traffic study and separate environmental review would be required. At a program level, based on conceptual design, no specific impacts to traffic and circulation can be identified.

Question D: Parking

Currently, on-street parking along most sections of R Street within the project area is un-striped and unregulated. The proposed Urban Design Guidelines does however, as part of the streetscape cross sections propose parking lanes along R Street. Implementation of the streetscape sections will reconfigure on-street parking (both spaces officially designated and those which are not designated) and may result in some changes in the number of on-street parking spaces on a block by block basis. Therefore, it may be possible that some areas will gain parking and some areas may experience a net loss in parking. As noted above, the City does not have a threshold of significance for on-street parking.

Although design plans are not available to determine the impact of new street cross sections on street parking availability, loss of a significant amount of parking could pose an adverse effect to retail and other businesses. Therefore, a programmatic mitigation measure is included in the Mitigation Measures section of this chapter.

Relative to off-street parking, the SPD proposes the following changes to the parking requirements:

- In the RMX zone, the maximum parking requirements for certain types of commercial uses has been increased from 1 space per 450 square feet to 1 space per 250 square feet. The amendments would also apply this new parking standard to commercial retail or service use in residential mixed use projects, and restaurant and grocery stores in the RMX zone.

The proposed SPD amendments provide incentives to provide parking on site as new development occurs and would increase the maximum amount of parking that could be provided.

Questions E, F and G Adopted Transportation Plans and Alternative Transportation including Light Rail

The proposed Urban Design Guidelines and SPD amendments support connections to improve access and use of the existing Light Rail Stations located at 13th and 16th Streets. Specifically, Strategy C of the proposed Urban Design states: "Maximize transit oriented development potential" and the Urban Design Plan also provides a series of actions to connect new development with the light rail stations to promote alternative transportation. The SPD amendments provide an increase in height to encourage new residential mixed use development in the areas surrounding the 13th Street and 16th Street light rail stations. This is consistent with a number of Regional Transit and City Planning policies related to transit-oriented development and alternative transportation. As such, the proposed action does not conflict with adopted transportation and alternative transportation, and impacts are less-than-significant.

MITIGATION MEASURES: As noted above, adoption of new streetscape cross sections as called for in the Urban Design Guidelines would result in reconfiguration of the parking along the affected section of R Street (9th to 19th Streets). In order to ensure that potential impacts related to loss of on-street parking are avoided, the following programmatic mitigation measure is proposed:

> **MITIGATION MEASURE #1 - Parking:** At the design phase of implementation of new street improvements along R Street between 9th and 19th Streets, a block by block parking evaluation shall be undertaken to ensure that the loss of designated parking spaces is minimized and to ensure continued access to any loading docks, loading areas or driveways essential to existing businesses.

FINDING. With the adoption of the above mitigation measure, impacts to traffic and circulation systems are less-than-significant.

7. BIOLOGICAL RESOURCES Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
Would the proposal result in impacts to: A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?			X
B) Locally designated species (e.g., heritage or City street trees)?		X	
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			X

ENVIRONMENTAL SETTING

The proposed project falls within the Central City of the City of Sacramento. This area has been substantially urbanized for over a century and is considered a built-out, urban environment. Within and along the affected roadways of the Central City there are no known occurrences of special status species.

Street trees line most major streets in the Central City providing a shade canopy and also providing habitat for urban tolerant species bird and animal species. Typical urban tolerant species that may be observed in the Central City include: American kestrel, mourning dove, scrub jay, northern mockingbird, American robin, Brewer's blackbirds, brown towhees and house finches. Non native sparrows, starlings and rock doves may also be observed. Typical mammals include deer mice, Eastern grey squirrels, and opossum. (SPGU DEIR, Pages U-14 and U15).

REGULATORY ENVIRONMENT

State and Federal Statutes

Pertinent legal protections and requirements of state and federal statutes that apply to the project include:

- National Environmental Policy Act (42 U.S.C. 4321 et seq.).
- Federal Endangered Species Act (16 U.S.C. 1531-1543).
- Fish and Wildlife Coordination Act (16 U.S.C. 661-666).
- Executive Order 11990, Protection of Wetlands (May 24, 1977).
- California Endangered Species Act (Fish and Game Code 2050 et seq.).
- Native Plant Protection Act (California Fish and Game Code 1900-1913).
- Sections 1601-1603 of the California Fish and Game Code that pertain to streambed alterations.
- Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-711).

City and Heritage Trees

A "Heritage Tree" is defined by the Sacramento City Code (12.64.020) as:

- Any tree of any species with a trunk circumference of 100 inches or more, which is of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape and location for its species.
- Any native *Quercus* (oak) species, *Aesculus californica* (California buckeye), or *Platanus racemosa* (western sycamore), having a circumference of 36 inches or greater when a single trunk, or a circumference of 36 inches or greater when a multi-trunk.
- Any tree 36 inches in circumference or greater in a riparian zone. The riparian zone is measured from the center line of the water course to 30 feet beyond the high water line.
- Any tree, grove of trees, or woodland trees designated by resolution of the City Council to be of special historical or environmental value, or of significant community benefit (Prior Code § 45.04.211).

A "Street Tree" is defined by the Sacramento City Code (12.56.020) as any tree growing in a public street right-of-way. Any impacts to City trees require a permit from the Director of the Department of Parks and Recreation.

Protection of Heritage Trees

In accordance with Sacramento City Code (12.64.040), the following rules shall apply during construction activities on any property upon which is located a Heritage tree or which would affect a City "Street Tree." Unless the express written permission of the Director of the Department of Parks and Recreation or the director's authorized representative is first obtained, no person shall:

- Change the amount of irrigation provided to any Heritage tree from that which was provided prior to the commencement of construction activity;
- Trench, grade, or pave into the drip line area of a Heritage tree;
- change, by more than 2 feet, grade elevations within 30 feet of the drip line area of a Heritage tree;
- Park or operate any motor vehicle within the drip line of any Heritage tree;
- place or store any equipment or construction materials within the drip line area of any Heritage tree;
- Attach any signs, ropes, cables or any other items to any Heritage tree;
- cut or trim any branch of a Heritage tree for temporary construction purposes; or
- Place or allow to flow into or over the drip line area of any Heritage tree any oil, fuel, concrete mix, or other deleterious substance.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result from implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;

- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;

- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or

- Violate the Heritage Tree Ordinance (City Code 12.64.040).

ANSWERS TO CHECKLIST QUESTIONS

Question A: Impacts to special status species and Question C: wetlands and jurisdictional waters

There are no critical habitats, wetlands or waters of the United States and, there are no recorded special status species occurrences within the R Street Urban Design Project Area. Therefore, it is no adverse impacts to special status species or habitat will occur.

FINDING. No impacts to special status species or critical habitat are expected to result from implementation of the proposed project.

Question B: Impacts to Local Resources such as Trees

The proposed project, a policy plan and ordinance amendments, does not result in any direct physical effects on street trees or heritage trees. The City of Sacramento Arborist has reviewed the proposed street cross sections and design guidelines and has commented that the proposed schematics where tree plantings are shown are not clear if adequate space is available to support canopy trees. The schematics are conceptual and included in the Design Guidelines which would be further refined at the design phase of any street improvement project. Therefore, at the design level of the implementation of streetscape improvements the following programmatic mitigation measures are proposed:

MITIGATION MEASURES. In order to reduce potential impacts to the urban forest to a les-than-significant level the following programmatic mitigation measures are proposed:

MITIGATION MEASURE #2 – Tree Resources:

1. At the design phase of street improvement projects for the area between 9th and 19th of the R Street area, the City of Sacramento Arborist shall be consulted regarding the dimension of tree planters for street segments which include tree plantings. Adequate light and growing space shall be provided for designated areas planned for planting in the Urban Design Guidelines.

2. In addition, prior to and during construction of any street improvement project, the City, CADA or development sponsor shall comply with all permitting and mitigation requirements as specified by the City's Urban Forest Division, Department of Parks and Recreation to protect existing public trees. These requirements are designed to reduce and mitigate impacts to the urban forest.

FINDING. With inclusion of the above mitigation measures, impacts to the tree resources are determined to be less-than-significant.

8. ENERGY **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal result in impacts to: A) Power or natural gas?			X
B) Use non-renewable resources in a wasteful and inefficient manner?			X
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			X

ENVIRONMENTAL SETTING

Standard municipal energy distribution services serve the site. Gas service is provided by PG&E and electric service is provided by Sacramento Municipal Utility District (SMUD).

STANDARDS OF SIGNIFICANCE

Gas Service. A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

Electrical Services. A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B and C

Implementation of the proposed Urban Design Guidelines and other policy and ordinance amendments will not in and of themselves adversely affect energy resources or increase consumption of such resources. Impacts are therefore, less-than-significant.

FINDING. The project would not result in impacts to electrical or natural gas systems. Impacts to energy systems are less-than-significant.

9. HAZARDS **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal involve: A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?			X
B) Possible interference with an emergency evacuation plan?			X
C) The creation of any health hazard or potential health hazard?			X
D) Exposure of people to existing sources of potential health hazards?			X
E) Increased fire hazard in areas with flammable brush, grass, or trees?			X

ENVIRONMENTAL SETTING

The City of Sacramento, like many established urban areas has a number of identified hazardous materials sites. The Department of Toxic Substance Control (DTSC) is the state agency in charge of toxic substance regulations. The County Environmental Management Department is in charge of maintaining a listing of toxic sites and their status in the County of Sacramento. DTSC maintains a database of toxic sites known as the Envirostore Database. For the R Street Corridor, the following sites are listed in the database as shown in Table 4.

TABLE 4
ENVIROSTOR DATA BASE OF HAZARDOUS SITES FOR THE R STREET CORRIDOR AREA

SITE NAME	SITE TYPE	STATUS	ADDRESS DESCRIPTION	CITY	ZIP	COUNTY
16TH STREET PLATING	STATE RESPONSE	CERTIFIED	1826 16TH STREET	SACRAMENTO	95814	SACRAMENTO
CADA WAREHOUSE REDEVELOPMENT PROJECT	VOLUNTARY CLEANUP	CERTIFIED	1108 R STREET	SACRAMENTO	95814	SACRAMENTO
CALTRANS, I-5 Q STREET OFF-RAMP	STATE RESPONSE	ACTIVE	I-5 Q STREET OFF-RAMP	SACRAMENTO	95814	SACRAMENTO
FONTS PROPERTY	STATE RESPONSE	CERTIFIED	1822 16TH STREET	SACRAMENTO	95814	SACRAMENTO
ORCHARD SUPPLY COMPANY	STATE RESPONSE	ACTIVE	1731 17TH STREET	SACRAMENTO	95814	SACRAMENTO
ORCHARD SUPPLY COMPANY/WORLD OF GOOD TASTE	VOLUNTARY CLEANUP	NO FURTHER ACTION	THE BUILDING AT THE ORCHARD SUPPLY COMPANY SITE, 1731 17TH STREET	SACRAMENTO	95814	SACRAMENTO
PALM IRON WORKS	STATE RESPONSE	CERTIFIED	1515 S STREET	SACRAMENTO	95814	SACRAMENTO
SACRAMENTO HOUSING & REDEVELOP. AGENCY	STATE RESPONSE	ACTIVE	1920 FRONT STREET	SACRAMENTO	95814	SACRAMENTO

Source: California State Department of Toxic Substances Control, Envirostore Database, June 2005.

REGULATORY ENVIRONMENT

Hazardous materials are subject to a variety of local, State and federal regulations. Of particular concern to this project are existing local regulations designed to reduce risk of exposure to hazardous materials. The following is Hazardous Materials Information and Requirements which is required of all development projects sponsored by the City of Sacramento.

City of Sacramento Standard Specifications for Public Works Construction

"In the event hazardous or contaminated materials are encountered at the site for which separate handling or removal provisions have been made, the Contractor shall stop work on that item, contact the Engineer and schedule his operations to work elsewhere on the site if possible. The City will be responsible for handling and removal of hazardous material or may request that the Contractor be made available, through contract change order, to provide additional services as needed for the completion of the work. Additional services may consist of retaining subcontractors who possess a California license for hazardous substance removal and remedial actions.

Hazardous or contaminated materials may only be removed and disposed from the project site in accordance with the following provisions:

A. All work is to be completed in accordance with the following regulations and requirements:

1. Chapter 6.5, Division 20, California Health and Safety Code.
2. California Administration Code, Title 22, relating to Handling, Storage, and Treatment of Hazardous Materials.
3. City of Sacramento Building Code and the Uniform Building Code, 1994 edition.

B. Coordination shall be made with the County of Sacramento Environmental Management Department, Hazardous Materials Division, and the necessary applications shall be filed.

C. All hazardous materials shall be disposed of at an approved disposal site and shall only be hauled by a current California registered hazardous waste hauler using correct manifesting procedures and vehicles displaying a current Certificate of Compliance. The Contractor shall identify by name and address the site where toxic substances shall

be disposed of. No payment for removal and disposal services shall be made without a valid certificate from the approved disposal site that the material was delivered.

STANDARDS OF SIGNIFICANCE

For the purposes of this document, an impact is considered significant if the proposed project would:

- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials; or
- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B, and C: Hazardous Materials Risks

Adoption of the proposed Urban Design Guidelines and Ordinance amendments will not result in any activities which would pose a hazardous materials risk. The proposed project does not change the existing allowed uses under the R Street Plan of the Central City Community Plan and related zoning, and no industrial zoning is included in the plan which would increase hazardous materials risks. As individual implementation elements of the guidelines and ordinance are implemented, such as streetscape improvements, further site specific environmental analysis would be required. Based on the above analysis, impacts of the adoption of the Urban Design Guidelines and related activities are less-than-significant.

Question D: Wildfire Risks

The project area is an existing urban environment which does not include open wildlands subject to wildfires. Impacts related to wildfires is considered less-than-significant.

MITIGATION MEASURES: No impacts were identified at this time; therefore no mitigation measures are required.

FINDING: Based on the above discussion, at a program level impacts related to hazards are less-than-significant.

10. NOISE **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal result in: A) Increases in existing noise levels? Short-term Long Term			X
B) Exposure of people to severe noise levels? Short-term Long Term			X

ENVIRONMENTAL SETTING

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB) with 0 dB being the threshold of hearing. Decibel levels range from zero to 140. Typical examples of decibel levels would be low decibel level of 50 dB for light traffic to a high decibel level of 120 dB for a jet takeoff at 200 feet. Noise sources in the area are related to the light rail track running parallel to R Street, traffic noise, and at 20th Street, the heavy rail freight line.

STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Element and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project which are above the upper value of the normally acceptable category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project;
- Residential interior noise levels of 45 L_{dn} or greater caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed Urban Design Guidelines does not change the existing or planned land uses or introduce new sources of noise into the R Street environment. As individual projects are identified to implement the Design Plan or processed under the SPD amendments, further site specific environmental review would be required. As such, at a program level, noise impacts are less-than-significant.

FINDING: Impacts of the proposed project are less-than-significant.

11. PUBLIC SERVICES **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas: A) Fire protection?			X
B) Police protection?			X
C) Schools?			X
D) Maintenance of public facilities, including roads?			X
E) Other governmental services?			X

ENVIRONMENTAL SETTING

The City of Sacramento provides police protection service within the project area. Fire protection and emergency medical services as well as first response hazardous materials services are provided by the City of Sacramento Fire Department.

STANDARDS OF SIGNIFICANCE

For the purposes of this report, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services. The R Street Corridor and the Central City are served by the City Fire Department Battalion #1 which is responsible for seven (7) fire stations. The nearest station is located 624 Q Street and houses an engine and medic. Routine street maintenance, police protection and other governmental services are also provided by the City of Sacramento.

The area is served by the Sacramento City Unified School District system for schools.

ANSWERS TO CHECKLIST QUESTIONS

Questions A – D: Public Services

The proposed project would not result in any new significant population growth which has not been previously analyzed and planned for in the R Street Corridor Plan section of the Central City Community Plan.

The proposed SPD amendments would increase the maximum height in certain RMX areas but would not change the density. Mid-rise residential developments may result in the use of specialized fire equipment for fire response and suppression. Generally, the fire stations which serve the R Street Corridor area have trucks and equipment capable of response to multi-story buildings. In addition, as each new development is submitted to the City for review, fire requirements and access are assessed on a case-by-case basis. As such, implementation of the project would not require significant amounts of new public services.

Maintenance of planned street furniture and urban design "non-infrastructure" features may pose additional costs to CADA, the City or property owners in the area. The Urban Design Guidelines recommends the creation of a Property Based Improvement District (PBID) or assessment district to address these types of costs. Costs of such maintenance or the costs of forming a PBID or similar district would not pose a significant adverse environmental impact.[5] Therefore, the proposed project will have a less-than-significant impact to public services.

[5] Costs related to the maintenance of public improvements are considered to be a socio-economic impact under CEQA, and is not required to be analyzed unless the socio-economic impact itself directly results in a physical or environmental impact.

FINDING. The proposed project would result in less-than-significant impacts to public services.

12. UTILITIES **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities: A) Communication systems?			X
B) Local or regional water supplies?			X
C) Local or regional water treatment or distribution facilities?			X
D) Sewer or septic tanks?			X
E) Storm water drainage?			X
F) Solid waste disposal?			X

ENVIRONMENTAL SETTING

The subject site is located adjacent to developed areas of the Central City. The City of Sacramento provides water, sanitary sewer, storm sewer and solid waste disposal services to these areas. Main waterlines serving the area are located along the street grid system. In the vicinity of the project area main lines are located on Q and S Streets. The area is served by the City's Combined Sewer System (CSS) which collects both sanitary sewage and storm run-off. Increased storage for this system was recently completed in the vicinity of 10th and R Street to support new residential development as called for in the adopted R Street Corridor Plan.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality through the addition of new sewerage in excess of 40 equivalent single family units (ESDs);
- Generate more than 500 tons of solid waste per year; or
- Generate stormwater that would exceed the capacity of the stormwater system.

ANSWERS TO CHECKLIST QUESTIONS

The proposed Urban Design Guidelines would not result in any new significant population growth which has not been previously analyzed and planned for in the R Street Corridor Plan section of the Central City Community Plan. As such, no new impacts to water demand, sewer services, solid waste disposal or other public services would result from adoption of the Urban Design Guidelines.

The proposed SPD amendments would increase the maximum height in certain RMX areas but would not change the density. Mid rise residential developments may result in the need for increased water pressure to meet fire flows. As each new development is submitted to the City for review, fire flow requirements assessed on a case-by-case basis and improvement conditions as necessary may be assigned to the project. As such, implementation of the project would not require significant amounts of new public services.

MITIGATION MEASURES: None required.

FINDING. The proposed project would result in less-than-significant impacts to utilities.

14. CULTURAL RESOURCES **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal: A) Disturb paleontological resources?			X
B) Disturb archaeological resources?		X	
C) Affect historical resources?		X	
D) Have the potential to cause a physical change which would affect unique ethnic cultural values?			X
E) Restrict existing religious or sacred uses within the potential impact area?			X

ENVIRONMENTAL SETTING

Prehistory/Ethnography

The surface and sub-surface environment Central City area has been greatly altered by human modification and flooding over the past 150 years. Prior to European settlement, the Sacramento Valley and the Sacramento and the American River corridors were home of many Native American tribes primarily the Nisenan, Miwok and Maidu.

At the time of the earliest European contact with Spanish explorers and missionaries, the Sacramento area lay within the territory of the Valley Nisenan tribe. The Nisenan inhabited villages on the banks of the American and Sacramento Rivers and major tributaries, and subsisted on staple foods including freshwater clams, acorns, salmon, deer, and elk. Nisenan villages

recorded in the Sacramento area in the early historic period include the villages of Pususne, Sekumni, Kadema, Momol, Sama and Yalisumni. The largest known settlement historically was at the village of Sama, located on the east of the Sacramento River.

Settlements were concentrated along waterways on old river terraces or on isolated elevated points of land. Many villages were located near these waterways. The Nisenan lived by hunting and gathering, subsisting on a wide variety of plants, animals and fish. Seeds and acorns were processed using a variety of tools including mortars, pestles, and metates. Hunting and fishing artifacts include knives, scrapers, fishing bone hooks and harpoon points.

Prior to European contact, the Nisenan population is thought to have numbered around 9,000. Euro American penetration into the Sacramento Valley during the latter half of the 19th century initiated a series of changes which were later to prove devastating to Native American populations.

European Contact Period

The first recorded Spanish expedition into the project vicinity was led by Gabriel Moraga between 1806 and 1808, in order to scout new mission sites, return runaway Indians, and punish Indians hostile to Spanish rule. Beaver and other fur resources were exploited in the Sacramento Valley by the Hudson Bay Company.

In 1827 and 1828, Jedediah Smith led a trapping expedition into the project vicinity. These and other trappers set up temporary camps in Nisenan territory and relationships were friendly. In 1833, a great malaria epidemic swept through the Sacramento Valley, killing an estimated 75 percent of the Valley Nisenan population.

In 1839 John Sutter arrived in this area, becoming the first white settler in the Sacramento Valley. He met with some resistance from the Nisenan, but was able to enlist aid from the Miwok near the Cosumnes River for the development of his fort and surrounding farms. With the 1848 discovery of gold at Coloma on the south fork of the American River and the rapid spread of mining to all foothill areas, the culture and life style of all the Nisenan were severely disturbed. Widespread disruption of the people and destruction of their villages, hunting and gathering areas and other sites occurred with the resulting influx of miners and mining related activities. At the same time, farming was begun in the Valley, which impacted the native culture in the lowlands.

Modern History

Sutter's Settlement. The historic development of the Central Valley began in earnest in 1839 when John A. Sutter settled along the American River and established a trading post in the wilderness (unsettled by Europeans). Sutter's Landing (now Sutter's Landing Park at 28th and C Streets) was the initial landing point of the Sutter exploration party. Sutter's Fort was established to the west of the landing on higher ground. A wide range of interests were pursued at Sutter's Fort, from horse and cattle ranching to liquor distilling and blanket weaving. Sutter's Fort Historic Park is located between L and K Streets at 26th and 27th Streets.

Discovery of Gold. In 1841, Sutter was granted eleven (11) leagues of land by the Mexican government and called his holdings New Helvetia (now known as Sacramento). Even with the many mercantile and agricultural operations supported by Sutter's Fort, the Sacramento area remained relatively sparsely occupied until 1848 when James Marshall discovered gold at Sutter's lumber mill in Coloma. The Gold Rush substantially changed the influence and range of Sacramento. In 1849 at the beginning of the Gold Rush era, Sacramento's population was approximately 150 persons. However, by 1850 the population was over 9,000 persons, expanding to 12,418 persons by 1852.

A New City and a Circle of Levees. The City of Sacramento was incorporated in 1850. The area between Sutter's Fort and the riverfront was surveyed by Captain William Warner and William Tecumseh Sherman (two Army engineers) to create a grid pattern which largely exists in the Central City today. Parks and plazas were also laid out as part of the initial plan. Challenged by floods and fires in the mid-1850's, new buildings of brick rather than wood were constructed, and a major levee building project was undertaken to reduce inundation from the American and Sacramento Rivers.

In 1853, the City was encircled by a new levee system which extended from Front Street south to R Street, north on 31st Street (Alhambra Boulevard) and west on A Street. Land north of I Street in the downtown area was low lying bog known at the time as Sutter's Lake. Today this area has been filled and is the site of the former Central Pacific, then Southern Pacific Railyards.

R Street was the southern boundary on which a levee was built to protect from inundation from marshlands and bogs to the south, remnants of which remain today, namely Southside Park Lake. The Southside Lake area and marshlands served as an open ditch system that conveyed most of the

City's sewerage south to an outfall at the Sacramento River near Courtland. [6] The levee also served as one of the first railroad tracks in the Central City.

Railroads. In the 1850's railroad connections also fueled the growth and economy of the Central City. The first railroad serving Sacramento was developed by Theodore Judah in the early 1950's. Known as the Sacramento Valley Railroad, the tracks extended from the riverfront at Front Street and K Streets south to R Street, then east along R Street to the community of Folsom. Groundbreaking for the system occurred in February 1855, and rail service to Folsom began in 1856. Troubled by complications with financial backing and competition from the Central Pacific Railroad, the Sacramento Valley Line was subsequently taken over by Central Pacific.

During the 1860's the economy of Sacramento shifted from gold to agriculture and the Sacramento Valley became on the largest exporters of grains and other agricultural products. Waterways supported water transport and long range transport of agricultural goods was enabled by the construction of the transcontinental railroad. The Southern Pacific Railroad was well established in the region by the 1860's.

While the earliest urban development concentrated around Sutter's Fort and the embarcadero (Old Sacramento area), by the mid-1880's development had spread east of 15th Street to what is now known as the midtown area and scattered houses facing numbered streets located in the southern portion of the City near R Street.

R Street did not become important for Sacramento until 1853. A series of destructive floods inundated the City on several occasions during its early years. A number of attempts were made to build levees to protect the City from the waters of the American and Sacramento Rivers. After a break in one of the levees in the winter of 1852-53, the City decided to alter its levee configuration and a levee was constructed down R Street all the way to Brighton (near Sacramento State University today). The 1857 lithograph Birdseye View of Sacramento, which was contained in the city directory for that year, depicted almost no development south of the R Street levee and only very sparse growth of houses on the north side. The same type of lithograph in the 1870 directory showed that houses were then built on the south side of the levee but development along either side of R Street was still sparse and residential. Up to 1870 and beyond levees were built along the Sacramento River to the south of Sacramento. The Southern Pacific actually built most of these levees as they placed their southbound line on top of them as they built their rail lines toward Stockton. These levees were the first line of defense against flooding to the south of Sacramento.

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[6] Historic Land Uses on the R Street Corridor Between 7th and 19th Streets prepared by Christy Anderson, 2002.

This seems to have coincided with the construction of the State Capitol Building (1863-70). From that time onward, development in Sacramento began to move eastward down I, J, K, L, M and N Streets and to the south as well. This put pressure for a new levee further to the south of R Street. By 1878 the City approved an updated plan for its levees and the main levee to protect the city from flooding from the south was the new Y Street levee (now Broadway). From this time on the R Street levee was no longer necessary.

The removal of the berm that constituted the R Street levee seems to have taken place between 1888 and 1890. An 1888 picture [SAMCC 85/24/3014] shows three youths standing on the flank of the levee in front of the Carlaw Brothers granite works on the southeast corner 10th & R Streets. The berm appears to be about eight feet in height at that place. An 1890 photograph of the California Winery at 21st and R showed no berm at that place. The 1890 Birdseye View lithograph shows no indication of a berm, nor does the 1905 lithograph. These latter two Birdseye View lithographs showed that residential development continued to increase along R Street, with the houses generally clustered along the numbered streets with the house fronts facing those streets, rather than R Street. Among the earliest non-residential uses along R Street were the previously mentioned Carlaw Works, the winery and a mixed residential and grocery store building built by John Keating on the northeast corner of 11th & R.[7]

R Street becomes a Street and Major Warehouse District for the City. It is estimated that R Street served as an elevated levee and railroad corridor until the 1890's and early 1900's. Construction of a new levee where Broadway is currently located resulted in leveling the R Street levee, and filling areas surrounding that levee. As the levee was modified, the railroad track alignment was retained to serve new development in the area. Thus, the City began to populate R Street in earnest in the early 1890's and R Street became a street and rail corridor. Rail services continued to operate along R Street under the Central Pacific and later, the Southern Pacific Railroad Companies. Most buildings used R Street for delivery doors and access to the railroad tracks and as such many of the early buildings were warehouses for receipt and transfer of major goods. Some of the earliest buildings along R Street were:

- Great Western Power Company which supplied electricity to the growing downtown. Located at the southwest corner of R Street and 8th Street, this building was demolished sometime after 1980.

[7] R Street Corridor Historic Character Memo, prepared for the R Street Urban Design Plan by Paula Boughasian, 2004

- Carlaw Brothers Sacramento Marble and Granite Works. This business operated continuously from 1879 to the mid-1960's at the southeast corner of 10th and R Streets. Now gone, the site is a surface parking lot.

- Krutisik's Wire Works. Located at 1811 10th Street (a half a block south of R Street) this small business provided wire fencing.

- J. McCaw Wood and Coal Yard. Located on the north side of R Street between 10th and 11th Street, this building is now the site of the Fox and Goose Restaurant and other small business.

- CADA Warehouse. Built in 1914, this large 6 story structure served as the Sacramento Warehouse Company and housed several businesses at a time. The State of California purchased the structure in 1946 for storage. In 2000, the Capitol Area Development Authority gained title to the property to promote adaptive re-use as loft housing, known as the Capitol Loft project.

- Perfection Bread Company. Constructed in 1913, this two story brick structure is located on the north east corner of 14th and R Streets. Today the building houses artist residential lofts and small offices.

- Palm Iron and Bridge Works. The Palm Iron Works relocated from 9th and K Streets to R street at 15th Street in 1903. As the business grew, the Palm Iron Works became a complex which occupied most of the block bordered by R, S, 15th and 16th Streets. This site has since been cleared and developed as a multi-story office building and associated parking garage, and is the site of the 16th Street light rail station.

- Crystal Ice Company. The Crystal Ice Company occupies the area from 16th to 18th Street and R Street and the R/S Street Alley. The company was started by Mr. Carstenson in 1909 and was originally located in Oak Park. In 1922, bought the site on R Street and built the Ice House which opened in 1923. In the late 1960's to 1970's, Mr. Carestenson sold the site, which has been vacant since.

Despite the fact that R Street supported major businesses, unlike the balance of the Central City, the street was never fully improved to include comprehensive sidewalks, gutters and drainage. As a result to this day it remains a relatively unimproved "working street" for truck and rail functions with patches of asphalt as necessary to reduce major pot holes, little or no sidewalks and limited drainage facilities.

From Warehouse and Industrial to an Office and Mixed Use District. With the loss of the steamboat traffic, Sacramento's railroads no longer needed access to the waterfront. This meant that the importance of the R Street as a railroad corridor was diminished. After the Second World War, rail traffic on R Street began to decline. Only the fact that the railroads had customers to service along R Street kept it alive for rail traffic.

By the 1940's, automobile and truck traffic had substantially displaced the need for railroad connections. Additionally, State government employment grew and several new State storage buildings are noted on the 1946 Sanborn Maps. Development of office buildings for the State continued between the 1960's to the 1990's. By the 1970's, the R Street railroad tracks were no longer in service, and the street predominantly provided vehicle and truck access to the area. As Sacramento began to substantially intensify and support high rise development in the Central City, several high rise projects were proposed on R Street during the late 1980's and early 1990's. Community reaction to new high rise offices adjacent to residential neighborhoods such as Southside, spurred the need for a new plan for R Street. In 1996, after substantial community discussion, the R Street Corridor Plan was adopted which designated the corridor for mixed uses and new residential. In particular, the R Street Corridor Plan included new policies including Goal 6, Policy 6.1 which is to: "Encourage the economic viability of preserving historic structures."

REGULATORY AND POLICY SETTING

City of Sacramento Historic Preservation Ordinance (Chapter 15.124 of the Sacramento City Code)

Chapter 15.124 of the Sacramento City Code provides the City's regulation for listing of structures as 'Landmarks" and areas of the City as Historic Districts and contributing resources. This chapter also covers review procedures development projects involving historic resources. The purpose of the Historic Preservation Chapter is to:

- Identify, protect, and encourage the preservation of significant architectural, historic, prehistoric and cultural structures, sites, resources and properties in the city;
- Provide a mechanism, through surveys, nominations and other available means, to compile, update and maintain an inventory or historic resources within the city;
- Ensure the preservation, protection, enhancement and perpetuation of historic structures, sites and other resources to the fullest extent feasible;
- Encourage, through both public or private action, the maintenance or rehabilitation of historic structures, sites and other resources;
- Encourage development that sensitively incorporates the retention, preservation and re-use of historic structures, sites and other resources;

- Safeguard the city's historic resources, both public and private projects;
- Provide for consistency with state and federal preservation standards, criteria and practices;
- Protect and enhance the city's attraction to tourists and visitors;
- Foster civic pride in the character and quality of the city's historic resources and in the accomplishments of its people through history;
- Encourage new development that will be aesthetically compatible with historic resources.

The City's Preservation Director and Design Review/Preservation Board are mainly responsible for reviewing development project proposals involving listed historic resources.

City of Sacramento Designated Historic Districts

R Street traverses or is adjacent to a number of City of Sacramento Historic Districts. These include The R Street District, the Fremont Park District, the South Side District, the Capitol Avenue District, and the 1200-1300 Q Street District. Figure 5 shows the current status of historic districts in the Central City area. Several Historic Districts are within or adjacent to the R Street Urban Design Area. These are described in the City of Sacramento's Preservation Element as follows:

R Street Historic District

The buildings within this District face R Street from 10th Street running east to 12th Street. The construction dates run from 1910 to 1930 with the use concentrated in warehousing, commercial distribution and light industrial.

Inasmuch as Sacramento's early development was so closely tied to the evolution of the railroads, those structures still remaining along the R Street tracks are of particular importance in reflecting this connection. Remaining railroad-related enclaves of structures are rare along the tracks. This grouping whose uses were related to railroad access and transportation needs reflect that important relationship.

Fremont Park Historic District

This Historic District generally consists of the properties on the block facing and including Fremont Park. The predominant style of the buildings is high basement Queen Anne, with the prominent gables serving to give continuity to the architecture and provide an impressive frontage on the Park. An unusual feature of the buildings is that most have been altered, some very severely, but nevertheless they serve a very important urban function in the group. There is a rhythm to the

shapes and spacing of the buildings, and most of all, to the gables that give this area its continuity. Most of the houses were built in the late 1890's although two Craftsman apartments built after 1910 and one older Italianate was moved to its site in 1901. These three buildings give variety to the area without detracting from its coherence, and the apartment at the corner of 16th and O serves the important function of giving definition to the block by its siting.

The Fremont Park Historic District is surrounded on all sides by commercial land uses, particularly on 15th and 16th Streets. It is an anchor of visual stability in a changing neighborhood.

1200-1300 Q Street Historic District

This Historic District consists of a two-block row of modest high basement buildings on Q Street, predominantly simple high basement cottages, on the half block behind Q Street. It is a cohesive row of buildings dating from 1885-1895. Its identity as a neighborhood is enhanced by the mature trees, which line its streets, and by the incompatibility of surrounding land uses. The houses are all in the same small scale, they have similar materials, texture, color, height, and set back, and there is a rhythm to their spacing and shape. The area also contains a rare example of a late nineteenth century simple Delta type cottage facing the alley and is located behind 1322 Q Street. Many Sacramento alleys once served as auxiliary residential streets lined with very simple cottages. Now, only this one remains of that formerly common street pattern. This neighborhood has always housed working class families as tenants and owners.

Three basement cottages from the Alkali Flat Historic District and one high basement Craftsman bungalow from 16th Street have been moved in the one half block area on the west side of 14th Street north of Q Street. These buildings were moved as part of a Capitol Area Development Authority project. They help to give an architectural feel of time and place to this District. See Figure 9.

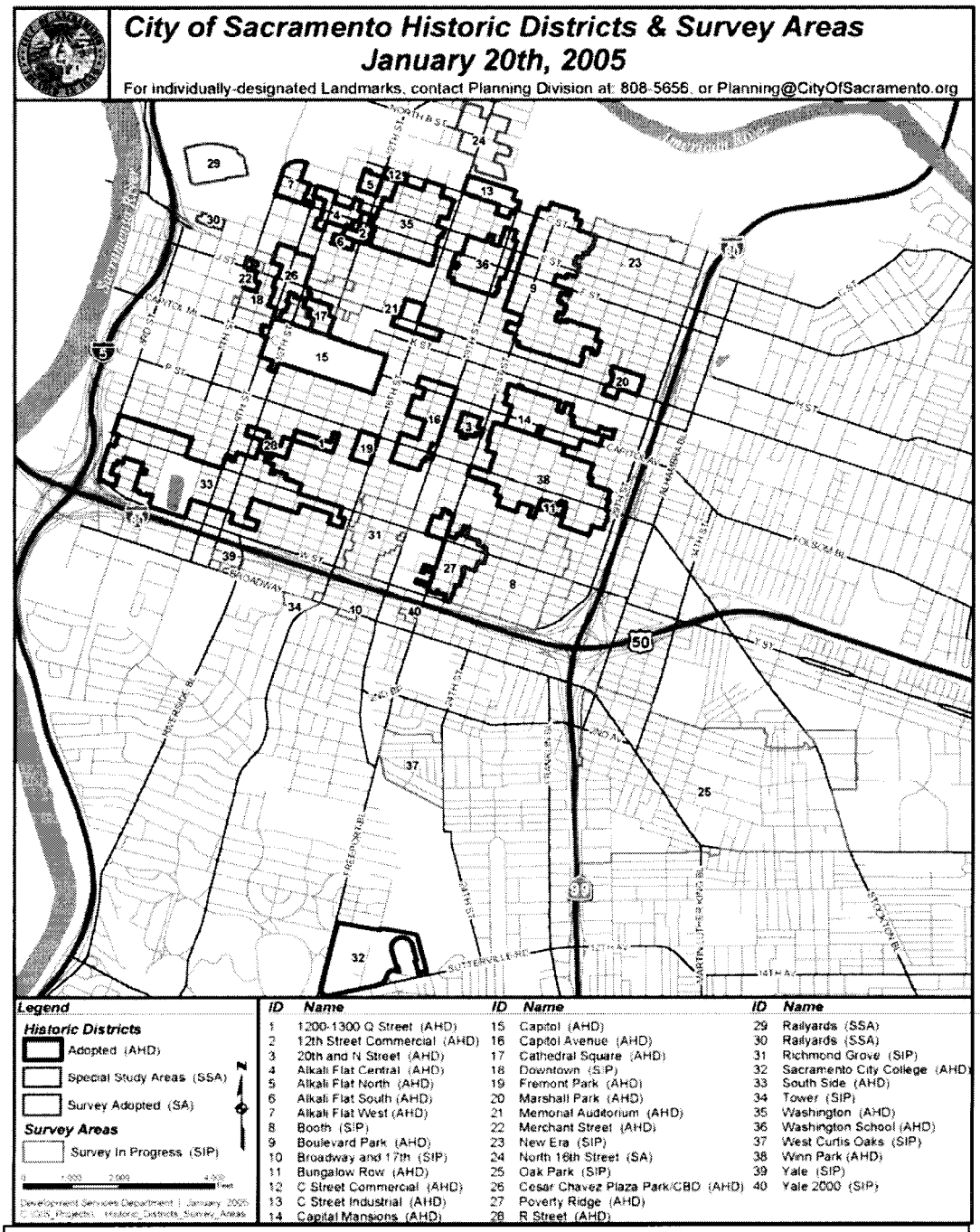


FIGURE 5: City of Sacramento Historic Districts

Capitol Avenue Historic District

The Capitol Avenue Historic District was built in two major periods, the 1870's and the 1890's. The many Italianates in this area, especially along P Street, from the 1870's give it a distinctive character. No other part of the City has so many houses of this style. Mixed in with the Italianates are simple high basement cottages, which are very sympathetic in style, as well as a large number of larger Queen Annes and Colonial Revivals from the 1890's. Buildings of the two styles relate well on the street, as they share a vertical directional expression, rhythm, materials, color, and setback. The juxtaposition of these two distinct styles of architecture provides a graphic picture of the history of the neighborhood, demonstrating two periods of prosperity when the area remained desirable. The neighborhood has suffered some intrusions of modern apartment construction. Like many other older parts of Sacramento, however, the tree-lined streets provide continuity even to the architecturally eroded areas. Because the trees serve in this way, the effects of the modern construction, no matter how bad or insensitive it might be, are lessened when the new building is set back the same distance as the houses of the original neighborhood.

This neighborhood once extended further to the north and west but has been eroded by modern apartment houses to the west and commercial expansion of the downtown to the north. There is a railroad half a block to the east, and to the south the houses are generally newer and smaller and have a different character. See Figure 10.

South Side Historic District

The South Side Historic District is the largest District in the City. But, it is linked by its relationship to the South Side Park itself, which divides the District into two distinct sub-areas. West of the Park is the largest unified area of predominantly simple high basement cottages in the Old City. Therefore, although there are many vacant lots and deteriorating structures, the neighborhood is largely free of modern intrusions. Many of these vacant or nearly vacant areas are included within the boundaries of the District, such as the northwest corner of this area along 3rd Street, because of a unit of landscaping and a historic continuity with the west. See Figure 11.

Most of the houses are simple high basement cottages or high basement Queen Annes built for working-class tenants and owners between 1895 and 1905. The 400 block of T Street is the most complete block in the District and represents in microcosm the rest of the District. It is a block of several different styles all linked by high basements and in rhythm of spacing, height, scale, setback, materials, and texture.

The sub-area east of the Park is similar in its styles and building patterns although it is less easy to define and characterize. Rather than vacant lots, it has been intruded upon by modern apartments. Some of it was built somewhat later, and the general character of the buildings, although similar in style, are slightly larger and more ornamented for a more prosperous group of residents. Much of the District consists of simple high basement cottages but is frequently punctuated by larger houses in the Queen Anne and Colonial Revival styles. There are several large intrusions within the District itself as well as at its edges, which accounts for its irregular shape. The William Land School might be considered a secondary focal point after South Side Park. In the panhandle that stretches to the east, there are many bungalows including some very fine rows on 13th and U Streets. Although the styles of the buildings change and with them the directional expression, height, materials and texture, the neighborhood is linked by its tree lined streets. As the change of styles is from contiguous periods of time rather than by separate ones, it represents a neighborhood that was in a continuous process of building by similar kinds of people rather than sociologically distinct neighborhood.

The District is bounded roughly by the Freeway on the west and south, by industrial development above S Street, and by newer and less cohesive neighborhoods to the east and south.

State Public Resources Code Regarding Historic Resources

PRC 5020.1 (k) states "Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

Section 5024.1 (g) of the PRC states: A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria: (1) The survey has been or will be included in the State Historic Resources Inventory. (2) The survey and the survey documentation were prepared in accordance with office procedures and requirements. (3) The resource is evaluated and determined by the office to have a significance rating of Category 1 to 5 on DPR Form 523. (4) If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource. (h) Upon listing an historical resource or determining that a property is an historical resource that is eligible for listing, in the California Register, the commission shall notify any owner of the historical resource and also the county and city in which the historical resource is located in accordance with procedures adopted by the commission. (i) The commission shall adopt procedures for the delisting of historical resources which become ineligible for listing in the California Register.

Additionally, Public Resources Code Section 5020.1 helps define the role of State and local governments in designating and protecting historic buildings and resources. For instance this section of the code defines an "Historical resource" as something which includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

Archeological Resources

The State Public Resources Code also governs the protection of archeological resources and native American cultural resources.

Regulations Governing Sacred Burial Grounds and Human Remains

Section 7050.5 of the Health and Safety Code, states that in the event human remains are discovered during excavation, work must stop immediately and the County Coroner must be contacted. Section 5097.94 and 5097.98 of the Public Resources Code require consultation with the Native American Heritage Commission, protection of Native American remains, and notification of most likely descendants. SB 447 (Chapter 404, Statutes of 1987) also protects Native American remains or associated grave goods.

STANDARDS OF SIGNIFICANCE

The California Environmental Quality Act Guidelines Section 15064.5

Section 15064.5 of the CEQA Guidelines defines significant historic resources to include:

> (1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).
>
> (2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant.
>
> (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the

architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record including the following: (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

Section 15064.5 of CEQA defines material alteration of a significant resource to include any activity which:

a. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or,

b. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or,

c. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

d. Section 15064.5 defines a significant adverse effect to include any activity which would: (1) Create a substantially adverse change in the significance of an historical resource including physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired; and/or (2) alter or materially impair the significance of a historical resource.

Criteria for Determining Significance

The California Environmental Quality Act (CEQA) Guidelines Appendix G identifies examples of a significant effect on historic or cultural resources and states that a project will normally have a significant effect if it will:

1. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
3. Directly or indirectly destroy a unique paleontological resource

ANSWERS TO CHECKLIST QUESTIONS

Questions B through C Impacts to Historically Significant Resources

Although the proposed project area and street segments traverse through the R Street Historic District, the proposed project would not have a significant adverse effect on historic resources. The R Street Urban Design Guidelines does not include any policies which would promote the demolition or substantial alteration of historic resources. While the Urban Design Guidelines in and of itself does not *prohibit* demolition or alteration of historic structures, the Plan does include a number of goals and policies to support preservation of such structures. For example, Strategy A states: "Maintain and Respect the Corridor's Unique Historic Character." Recommended actions of the Urban Design Guidelines related to this strategy include:

1. Preserve and reuse buildings that are historically, architecturally and/or culturally significant (such as the CADA Warehouse).
2. Preserve and integrate building materials and streetscape elements unique to the area, such as the cobble-stone encased railroad tracks, loading docks, wide metal awnings, and other features that contribute to the historic character of R Street.
3. Maintain and enhance a sense of shared space between different users (such as pedestrians, bicyclists, cars and trucks). Where possible, extend the concept along R Street.

4. Respect the utilitarian aesthetic/essence of the corridor. While a wide variety of architectural creativity should be encouraged, the underlying key design language should respect the "edgy" utilitarian aesthetic.
5. Maintain vibrant mix of uses that characterize R Street. The eclectic mix of uses co-existing with each other provides a unique sense of identity. As R Street continues its evolution to non-industrial uses, this rich marriage of activities should be maintained. The mix of existing businesses also contributes tax revenue-generating benefits.

The Design Guidelines of the Urban Design Plan also call for retention of the historic loading docks which front on R Street.

Relative to the historic fabric and character of the area, the proposed Urban Design Plan poses a change of use on R Street between 16th and 19th Streets. This area is currently vacant, but is proposed to be developed as the Market Green. The intent of this is to provide circulation between the 16th Street light rail station and the new retail developments at R and 19th Streets. Although the concept for this area differs from the "utilitarian and industrial character" proposed for the R Street area north of 16th Street, the Urban Design Plan includes policies and direction to promote historic an adaptive re-use of the R Street right of way. The two blocks of R Street between 16th and 18th Streets are isolated from the rest of the street, physically in terms of the abandonment of the street east of 18th Street for new retail development, and visually west of 16th Street due to installation of standard curb, gutters, sidewalks and planting strips on both sides of the street between 16th and 15th Streets. In the 16th to 19th Street portion of R Street, the Urban Design Plan describes the proposed Market Green area as "a primary social gathering space." Surrounded on two sides by high-density housing and transit-oriented, neighborhood-scale uses, this two-block linear open space within the existing, generous 80-foot wide R Street roadway (between 16th and 18th Streets) is a vibrant, landscaped multiuse, multi-functional, public open space. The green terminates at a neighborhood-scale plaza near the new retail hub on the corridor's east end. Reuse of historic brick buildings strengthens the historic character of the area. The sense of shared space between pedestrians and vehicles continues in this sector." Thus, although the Market Green would represent a new character of use in the corridor, the direction in the Urban Design Plan includes policies and actions to strengthen the historic character of the area. Therefore, the proposed Market Green concept expected to have a less-than-significant impact on the historic character of the area.

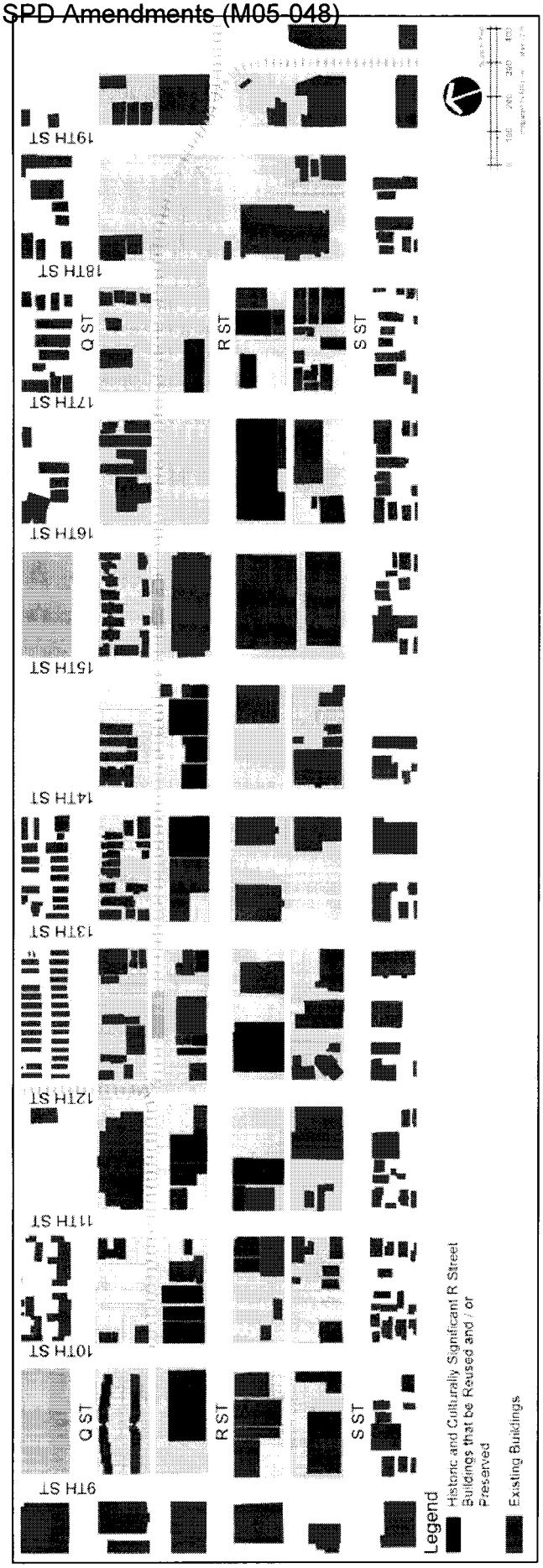
The proposed SPD Amendments would increase the maximum allowable heights in specified sections of the R Street Corridor including areas of the R Street Historic District. In this area, the SPD amendments propose that the maximum height for new development would be increased from 45 feet to 75 feet. The majority of the existing historic buildings along R Street are less than 45 feet (approximately four and half stories). Thus, increases in height may indirectly lead to market force demand to remove historic buildings in order to build more intense development. In turn, this

could result in the significant alteration or demolition of historically or culturally significant structures.

Figure 3-1 of the Urban Design Plan (shown on the next page) includes a map of historically or culturally significant structures which should be preserved. A number of these structures are located along R Street between 10th and 16th Streets in the RMX zone where the proposed SPD amendments would increase the height from 45 feet to 75 feet. Increased height may result in market pressures to significantly alter or demolish historic structures.

In order to provide flexibility to adaptively re-use historic or culturally sensitive buildings the proposed SPD amendments provide that any landmark structure or contributing structure may have relief from the strict mixed use requirements of the RMX zone. Specifically, Section J, Subsection 17.128.030 of the proposed SPD amendments states:

> **"J. Subsection 17.128.030(B)(5)(a)(ii)(c) relating to the Residential Mixed Use (RMX) Zone in the R Street Special Planning District is amended to read as follows:**
>
> (c) Landmarks and Contributing Resources—Office and Commercial Uses. Subject to approval of a special permit by the planning commission, all or a portion of a building in the RMX zone which is a landmark or a contributing resource on the Sacramento register established pursuant to Chapter 15.124 of this code may be devoted to office use or to the commercial uses specified in Section 17.28.020 of this title or the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.
>
> (1) Landmarks and Contributing Resources on Parcels Not More Than Forty Feet by One Hundred Sixty Feet—Additional Development Allowed. For parcels with a width not greater than forty (40) feet and a depth not greater than one hundred sixty (160) feet; (2) which abut a major street; and (3) on which there is located a landmark or a contributing resource on the Sacramento register established pursuant to Chapter 15.124 of this code, the planning commission may


9TH ST
Q ST
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14TH ST
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19TH ST
R ST
S ST
Legend
Historic and Culturally Significant R Street Buildings that be Reused and / or Preserved
Existing Buildings

> approve a special permit to allow for additional development on the parcel, including additions to or expansions of the landmark or contributing resource; and may authorize the use of such development for office use, the commercial uses specified in Section 17.28.020 of this title, or the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title. For purposes of this provision, major streets mean the major streets as defined in the Central City Community Plan."

This amendment was specifically included to allow flexibility in the adaptive re-use of designated or potentially eligible historically or culturally significant buildings. Additionally, any significant modification to a structure within the R Street Corridor would be subject to separate project specific review including review by the Design Review and Preservation Board.

FINDING. Given the protections for historic resources included in the proposed SPD amendments, adoption of the proposed Urban Design Guidelines and SPD Amendments are considered to have a less-than-significant effect on the environment. Additionally, the SPD would not change existing Design Review and Preservation Board requirements for specific projects.

Questions B through C Impacts to Known Potentially Historically Significant Streetscape Features

The R Street corridor streetscape offers several key elements which contribute to the history of the corridor. First, in some areas railroad tracks are exposed, evidencing the route of the historic Sacramento Valley line and the remains of subsequent rail lines run by Central Pacific and Southern Pacific. In some cases, both the track and cobblestone or brick work are exposed in the street sections. Secondly, elements such as loading docks were installed both to facilitate loading from trains as well as trucks.

The proposed Urban Design Guidelines suggests streetscape elements for the R Street Corridor which reflect the industrial history of the corridor. The Design Concept Chapter of the Urban Design Plan sets the context for the design elements and states: "The area is defined as having a "gritty" or "edgy" utilitarian aesthetic. Architecture and streetscape design details respect the historic fabric of the area, drawing from traditional industrial materials and signature historic elements. This streetscape design language serves as a major unifying element for the corridor." Additionally, Strategy A, Action 2 of the Urban Design Plan states: "Preserve and integrate building materials and

streetscape elements unique to the area, such as the cobble-stone encased railroad tracks, loading docks, wide metal awnings (canopies), and other features that contribute to the historic character of R Street."

Overall, the Urban Design Plan policies reflect and incorporate where feasible elements of the historic streetscape. None-the-less, the railroad tracks in particular are an important streetscape element which may be affected by actions to implement the Urban Design Guidelines (such as streetscape improvements). For example, new road surfacing and improvements may require covering or excavation of existing rails. Although the railroad tracks and spurs are not listed on the local, State or federal register, the City of Sacramento Historic Preservation Director has made a preliminary determination that the track and spurs are significant since they stimulated the development of the historic R Street warehouse district developed at in the late 1890's and early 1900's. Additionally, the section of the R Street corridor roughly between 10th and 12th Streets has been designated a Historic District by the City of Sacramento for the following reasons:

> "In as much as Sacramento's early development was so closely tied to the evolution of railroads, those structures still remaining along the R Street railroad tracks are of particular importance in reflecting this connection. Remaining railroad-related structures are rare along the tracks. This grouping whose uses were related to railroad access and transportation needs reflect that important relationship. The boundaries are well defined by a change in building styles to the north and south, and newer construction to the east and west."

Key to the determination of the historic significance of the railroad track are the defining characteristics of the tracks. Overall, it is very apparent that the track alignment is historically significant since it is the site of the first section of railroad track east of the Mississippi. The route of the originally Sacramento Valley line, therefore, is of historic significance. It is not clear if this route has changed within the roadbed, but it is fairly evident that the tracks were relocated within the roadbed in the early 1900's when the new Broadway levee was constructed which allowed the R Street levee to be leveled off to support development. These more recently installed tracks and spurs dating from the early 1900's served to catalyze the development of the historic warehouses along the corridor. As noted above the City Preservation Director has made a preliminary determination that the remaining track, spurs, and related features are historically significant resources. Removal or damage to the remaining elements therefore would pose a significant adverse impact to historic resources.

Questions A and B Subsurface Historic or Cultural Features

As noted in the Existing Setting portion of this Chapter, the entire Central City area, particularly the areas near the rivers, are considered potentially sensitive for subsurface Native American artifacts or other features. Because of the sensitivity of this area, subsurface excavations as a result of implementation of streetscape improvements or private development projects may uncover significant cultural resources.

MITIGATION MEASURES. Based on the above discussion, the proposed Urban Design Plan sets a policy direction for new streetscape improvements and private development projects which have the potential to disrupt historic and cultural resources. Therefore, programmatic mitigation measures are required as outlined below:

MITIGATION MEASURE #3: Impacts to Historically Important Streetscape Elements (revised August 10, 2006).

1. During the design phase for the implementation of any streetscape improvements in the roadbed of the R Street Corridor between 9th and 19th Streets, the City of Sacramento shall consider whether it is feasible to preserve the rail tracks and related historic features (cobblestones, spurs or related rail elements) in place during construction or if the tracks and related features will need to be temporarily removed and re-installed during construction.

2. In the event it is determined during the design phase that it is not technically feasible to retain the central line of the rail or spurs in place during the construction, the project sponsor shall consult with the City's Preservation Director to make a preliminary determination regarding the eligibility of the contributing features to be removed, pending any required additional cultural research for the streetscape project as described in Section 3 of this Mitigation Measure (below).

3. Prior to construction of any streetscape improvements in the roadbed of the R Street Corridor between 9th and 19th Street, the City shall require a field study by a qualified historian to record and document in both document and photo media any exposed elements of the railroad line and any features to be removed or disturbed by the project. Documentation shall follow to the extent applicable the procedures outlined for a HABS report, State Department of Parks and Recreation 523 form or equivalent.

4. During construction or excavation of the street bed in the R Street Corridor, a qualified historian or archeologist shall be present to monitor and identify any subsurface resources unearthed. Works shall stop for recovery of significant resources and such resources shall be cataloged and stored in accordance with Section 3 of this Mitigation Measure (above).

5. Final post-construction treatment of identified historic resources shall be reviewed and confirmed with the City Preservation Director, and a post-project completion City maintenance program for the improved segment of R Street shall ensure the continued protection of historic resources in the right-of-way (i.e. avoid paving or resurfacing over any exposed resources or other maintenance activities that would damage or alter the historic integrity of the resources).

MITIGATION MEASURE #4: Impacts to Subsurface Historic or Cultural Features

1. In the event cultural materials or potential cultural materials are encountered during excavation activities, work shall cease within 100 feet of the feature discovered until consultation with qualified archaeologist and Native American Heritage Commission (NAHC) representative. If necessary, further mitigation measures may be developed and implemented by the qualified archaeologist and NAHC representative.

2. Immediate cessation of work within the vicinity of finding human bone of unknown origin and immediate contact of County Coroner; the Coroner will notify the NAHC if the remains are determined to be Native American and NAHC will notify the person it believes to be the most likely descendant who will 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 in the immediate vicinity of the find until the appropriate actions have been carried out.

3. If human burials are encountered, all work in the area shall stop immediately and the County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5); Health and

Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98. The NAHC will notify the person it believes to be the most likely descendant who will 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 in the immediate vicinity of the find until the appropriate actions have been carried out.

FINDING: The R Street corridor includes the remaining sections of tracks and spurs which are considered significant. In addition, the subsurface area of R Street may contain significant historic and cultural materials. Therefore, programmatic mitigation measures are required to reduce impacts to a less-than-significant level. With adoption of these mitigation measures, the impacts to cultural and historic resources are considered less-than-significant.

15. RECREATION **Issues:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less-than-significant Impact**
Would the proposal: A) Increase the demand for neighborhood or regional parks or other recreational facilities?			X
B) Affect existing recreational opportunities?			X

ENVIRONMENTAL SETTING

The Central City has a variety of parks and plazas that were dedicated as part of John Sutter's early layout of the City of Sacramento. Most park areas are framed by the City's system of streets also established as a grid system in the early 1850s. Fremont Park, located at 15th/16th and P Streets serves the main section of the R Street corridor.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B: Recreational Demand

The proposed project will not significantly increase population or housing in the area or increase demand for recreation and park space. The proposed Urban Design Guidelines sets for the areas for streetscape improvements and enhanced amenities for the public realm, and identifies areas for pocket parks and proposes the Market Greens which will add open space opportunities of an urban nature.

MITIGATION MEASURES: No impacts have been identified; therefore, no mitigation measures are required.

FINDING. The proposed project would result in less-than-significant impacts to recreational resources.

16. MANDATORY FINDINGS OF SIGNIFICANCE Issues:	Potentially Significant Impact	Less-than-Significant Impact ***with*** Mitigation
A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (TREE RESOURCES AND CULTURAL RESOURCES)		**X**
B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?		**X**
C. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		**X**
D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?		**X**

SECTION IV. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below potentially would be affected by this project.

___	Land Use and Planning	___	Hazards
___	Population and Housing	___	Noise
___	Geological Problems	___	Public Services
___	Water	___	Utilities and Service Systems
___	Air Quality	___	Aesthetics, Light and Glare
X	Transportation/Circulation (Parking)	X	Cultural Resources
X	Biological Resources (Trees)	___	Recreation
___	Energy and Mineral Resources	___	Mandatory Findings of Significance
___	None Identified		

SECTION V. - DETERMINATION

	I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature

8/22/06
Date

DANA ALLEN
Printed Name

Prepared by:

Trish Davey,
Planning Dynamics Group

SECTION VI: ERRATA AND TECHNICAL CORRECTIONS

The following technical corrections have been made to the public draft Mitigated Negative Declaration. These changes are corrections which do not change the nature of the analysis or the findings of the Mitigated Negative Declaration. The changes are as follows:

P.2: 9th "bullet" change to- *Sacramento Register of Historic and Cultural Resources,* City of Sacramento, March 2005

P.6: first line under History and Background change "Prior to" to "In the decades between World War II and the 1980s, the R Street..."

P.8, Item E, the following notation has been added:

> Ordinance amending various sections of chapter 17.128 of title 17 of the Sacramento City Code (the zoning code) relating to the R Street Special Planning District. (Appendix A). NOTE: Item E, the Ordinance Amendments to the R Street Special Planning District are not under consideration for action at the September 2006 City Council Meeting.

P.19: #4, P. 20: #2, and P. 21: #1, have been corrected to read "City of Sacramento Historic Preservation Ordinance."

P.76: last sentence, 4th paragraph should read, "Land north of I Street in the downtown area was low lying bog known at the time as Sutter's Lake. Today this area has been filled and is the site of the former Central Pacific, then Southern Pacific Railyards"

P. 77: 3rd paragraph, lines 3 and 4 under ***R Street becomes a Street and Major Warehouse District for the City***- change to read: As the levee was modified, the railroad track alignment was retained to serve new development in the area. Thus, the City began to populate R Street in earnest in the early 1890's and R Street became a street and rail corridor.

P. 78: last paragraph, add, "...remains a relatively unimproved "working street for truck and rail functions with patches of..."

P. 79: First paragraph- "...importance of R Street as a railroad corridor was diminished. This meant that the..."

P. 79 REGULATORY AND POLICY SETTING

- Title of the Ordinance corrected to read: "City of Sacramento Historic Preservation Ordinance..." and the first paragraph has been changed to read "Chapter 15.124 of the Sacramento City Code provides the City's regulation for listing of Landmarks, Historic Districts and contributing resources. This chapter also covers review procedures for development projects involving historic resources. The purpose of the Historic Preservation Chapter is to:"

P.80: - first sentence under top bullets was changed to read: "The City's Preservation Director and Design Review/Preservation Board are mainly responsible for reviewing development project proposals involving listed historic resources."

P.80: - under Fremont Park Historic District, change first sentence to read, "This Historic District generally consists of the properties on the block facing and including Fremont Park, which..."

P. 87: ANSWERS TO CHECKLIST QUESTIONS, in both the first and second sentences, the text was changed to read "historic structures" to "historic resources"

P.88: was changed to read,

:...area north of 16th Street, the Urban Design Plan includes policies and direction to promote an adaptive re-use of the R Street right of way. The two blocks of R Street between 16th and 18th Streets are isolated from the rest of the street, physically in terms of the abandonment of the street east of 18th Street for new retail development, and visually west of 16th Street due to installation of standard curb, gutters, sidewalks and planting strips on both sides of the street between 16th and 15th Streets. ...

P. 91 last sentence- ...City of Sacramento Preservation Director has made a preliminary determination ...

P.92, third paragraph, has been changed to: "As noted above the City Preservation Director has made a preliminary determination that the remaining track, spurs, and related features are historically significant resources. Removal or damage to the remaining elements therefore would pose a significant adverse impact to historic resources."

Page 93 has been amended to read:

MITIGATION MEASURE #3: Impacts to Historically Important Streetscape Elements (revised August 10, 2006).

~~1. Prior to construction of any streetscape improvements in the roadbed of the R Street Corridor between 9th and 19th Street, the City shall require a field study by a qualified historian to record and document in both document and photo media any exposed elements of the railroad line. Documentation shall follow to the extent applicable the procedures outlined for a HABS report, State Department of Parks and Recreation 523 form or equivalent.~~

~~2. To the maximum extent possible, if the central line of the rail is still present in the improvement area, the tracking and any contributing features such as cobble or brick lining shall be left in situ, and to the extent possible, shall remain exposed.~~

~~3. In the event it is not feasible to retain the central line of the rail in place during construction, the sponsor (City or CADA or other) shall consult with the City of Sacramento's Preservation Director to develop the least damaging plan for removal and recovery. Under such a plan, the contributing features including tracks, spurs, bricks or cobblestones, shall be carefully removed and catalogued under the supervision and oversight of a qualified historian, and shall be restored to the street segment in the general alignment in which originally found.~~

~~4. During construction or excavation of the street bed in the R Street Corridor, a qualified historian or archeologist shall be present to monitor and identify any subsurface features unearthed. Works shall stop for recovery of significant features and such features shall be cataloged and stored in accordance with Mitigation Measure No. 4.~~

1. During the design phase for the implementation of any streetscape improvements in the roadbed of the R Street Corridor between 9th and 19th Streets, the City of Sacramento shall consider whether it is feasible to preserve the rail tracks and related historic features (cobblestones, spurs or related rail elements) in place during construction or if the tracks and related features will need to be temporarily removed and re-installed during construction.

2. In the event it is determined during the design phase that it is not technically feasible to retain the central line of the rail or spurs in place during the

construction, the project sponsor shall consult with the City's Preservation Director to make a preliminary determination regarding the eligibility of the contributing features to be removed, pending any required additional cultural research for the streetscape project as described in Section 3 of this Mitigation Measure (below).

3. Prior to construction of any streetscape improvements in the roadbed of the R Street Corridor between 9th and 19th Street, the City shall require a field study by a qualified historian to record and document in both document and photo media any exposed elements of the railroad line and any features to be removed or disturbed by the project. Documentation shall follow to the extent applicable the procedures outlined for a HABS report, State Department of Parks and Recreation 523 form or equivalent.

6. During construction or excavation of the street bed in the R Street Corridor, a qualified historian or archeologist shall be present to monitor and identify any subsurface resources unearthed. Works shall stop for recovery of significant resources and such resources shall be cataloged and stored in accordance with Section 3 of this Mitigation Measure (above).

7. Final post-construction treatment of identified historic resources shall be reviewed and confirmed with the City Preservation Director, and a post-project completion City maintenance program for the improved segment of R Street shall ensure the continued protection of historic resources in the right-of-way (i.e. avoid paving or resurfacing over any exposed resources or other maintenance activities that would damage or alter the historic integrity of the resources).

ATTACHMENT 7

Tables of Proposed Maximum Heights and Stepbacks

The following tables provide a "snapshot" side-by-side comparison of maximum height and required stepbacks in the current and proposed SPD. A more specific table of development standards is included in the proposed new section 17.128.035 entitled "Height, yard, and stepback standards" in the attached ordinance.

Red text indicates a change from the current R Street SPD.

		Existing		Proposed		
	Block	Height	Stepback	Height	Stepback**	Zoning
South Side of Q Street	2nd to 3rd	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	3rd to 4th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	4th to 5th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	5th to 6th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	6th to 7th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	7th to 8th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	8th to 9th	45	none	45	25 F,SS	RMX-SPD
	9th to 10th	35	none	35	none	R3-A-SPD
	10th to 11th	45	none	75	25 F,SS	RMX-SPD
	11th to 12th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD
	12th to 13th	45	none	75	25 F,SS	RMX-SPD
	13th to 14th	45	none	45	25 F,SS	RMX-SPD
	14th to 15th	45	none	75	25 F,SS	RMX-SPD
	15th to 16th	45	none	45	25 F,SS	RMX-SPD
	16th to 17th	75	35 F / 25 A	75	25 F,SS	RMX-SPD
	17th to 18th	75	35 F / 25 A	75	25 F,SS	RMX-SPD
	18th to 19th	75	35 F / 25 A	75	25 F,SS	RMX-SPD
	19th to 20th	45	none	45	none	C2-SPD
	20th to 21st	45	none	45	none	C4-SPD
	21st to 22nd	45	none	45	none	C4-SPD
	22nd to 23rd	45	none	45	none	C4-SPD
	23rd to 24th	35	none	35	none	R3-A-SPD
	24th to 25th	35	none	35	none	R3-A-SPD
	25th to 26th	35	none	35	none	R3-A-SPD
	26th to 27th	35	none	35	none	R3-A-SPD
	27th to 28th	35	none	35	none	R3-A-SPD
	28th to 29th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD

** Stepbacks: F = Front, SS = Side Street, A = Alley

Red text indicates a change from the current R Street SPD.

		Existing		Proposed		
	Block	Height	Stepback	Height	Stepback**	Zoning
North Side of R Street	2nd to 3rd	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	3rd to 4th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	4th to 5th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	5th to 6th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	6th to 7th	75	45 F	75	25 F,SS	RMX-SPD
	7th to 8th	75	45 F	75	25 F,SS	RMX-SPD
	8th to 9th	45	none	75	25 F,SS	RMX-SPD
	9th to 10th	45	none	75	25 F,SS	RMX-SPD
	10th to 11th	45	none	90	25 SS	RMX-SPD
	11th to 12th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD
	12th to 13th	45	none	90	25 SS	RMX-SPD
	13th to 14th	45	none	90	25 SS	RMX-SPD
	14th to 15th	45	none	90	25 SS	RMX-SPD
	15th to 16th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD
	16th to 17th	75	40 F,SS,A	75	45 F,SS,A	OB-SPD(C)
	17th to 18th	75	45 F, 25 A	90	25 SS	RMX-SPD
	18th to 19th	75	45 F, 25 A	75	25 SS	RMX-SPD
	19th to 20th	45	none	45	none	C2-SPD
	20th to 21st	45	none	45	none	C4-SPD
	21st to 22nd	45	none	45	none	C4-SPD
	22nd to 23rd	45	none	45	none	C4-SPD
	23rd to 24th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD
	24th to 25th	45	none	45	25 F,SS	RMX-SPD
	25th to 26th	45	none	45	25 F,SS	RMX-SPD
	26th to 27th	45	none	45	25 F,SS	RMX-SPD
	27th to 28th	45	none	45	25 F,SS	RMX-SPD
	28th to 29th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD

** Stepbacks: F = Front, SS = Side Street, A = Alley

Red text indicates a change from the current R Street SPD.

		Existing		Proposed		
	Block	Height	Stepback	Height	Stepback**	Zoning
South Side of R Street	2nd to 3rd	45	none	45	none	C2-SPD
	3rd to 4th	45	none	75, 90*	none	RMX-SPD
	4th to 5th	45	none	45	none	C2-SPD
	5th to 6th	45	none	45	none	C2-SPD
	6th to 7th	45	none	45	25 F, SS	RMX-SPD
	7th to 8th	45	none	45	25 F, SS	RMX-SPD
	8th to 9th	45	none	45	25 F, SS	RMX-SPD
	9th to 10th	45	none	45	25 F, SS	RMX-SPD
	10th to 11th	45	none	90	25 SS	RMX-SPD
	11th to 12th	45	none	90	25 SS	RMX-SPD
	12th to 13th	45	none	90	25 SS	RMX-SPD
	13th to 14th	45	none	90	25 SS	RMX-SPD
	14th to 15th	45	none	90	25 SS	RMX-SPD
	15th to 16th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD
	16th to 17th	75	40 F,SS,A	75	45 F,SS,A	OB-SPD(C)
	17th to 18th	75	45 F, 25 A	90	25 SS	RMX-SPD
	18th to 19th	75	45 F, 25 A	75	25 SS	RMX-SPD
	19th to 20th	45	none	45	none	C2-SPD
	20th to 21st	45	none	45	none	C4-SPD
	21st to 22nd	45	none	45	none	C4-SPD
	22nd to 23rd	45	none	45	none	C4-SPD
	23rd to 24th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD
	24th to 25th	45	none	45	25 F,SS	RMX-SPD
	25th to 26th	45	none	45	25 F,SS	RMX-SPD
	26th to 27th	45	none	45	25 F,SS	RMX-SPD
	27th to 28th	45	none	45	25 F,SS	RMX-SPD
	28th to 29th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD

* The planning commission may approve a building height exceeding seventy-five (75) feet up to a maximum of ninety (90) feet for residential buildings or mixed use buildings in the RMX zone which fronts on the south side of R Street between 2nd Street and 6th Street with at least eighty percent (80%) of the gross building square footage devoted to residential use upon issuance of a planning commission special permit under Chapter 17.212.

** Stepbacks: F = Front, SS = Side Street, A = Alley

Red text indicates a change from the current R Street SPD.

		Existing		Proposed		
	Block	Height	Stepback	Height	Stepback**	Zoning
North Side of S Street	2nd to 3rd	75	35 F	75	25 F,SS	RMX-SPD
	3rd to 4th	45	35 F	75	none	RMX-SPD
	4th to 5th	75	35 F	75	25 F,SS	RMX-SPD
	5th to 6th	75	35 F	75	25 F,SS	RMX-SPD
	6th to 7th	45	none	45	25 F,SS	RMX-SPD
	7th to 8th	45	none	45	25 F,SS	RMX-SPD
	8th to 9th	45	none	45	25 F,SS	RMX-SPD
	9th to 10th	45	none	45	25 F,SS	RMX-SPD
	10th to 11th	45	none	75	25 F,SS	RMX-SPD
	11th to 12th	45	none	75	25 F,SS	RMX-SPD
	12th to 13th	45	none	75	25 F,SS	RMX-SPD
	13th to 14th	45	none	75	25 F,SS	RMX-SPD
	14th to 15th	45	none	75	25 F,SS	RMX-SPD
	15th to 16th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD
	16th to 17th	75	40 F,SS,A	75	45 F,SS,A	OB-SPD(C)
	17th to 18th	75	35 F, 25 A	75	25 F,SS	RMX-SPD
	18th to 19th	75	35 F, 25 A	75	25 F,SS	RMX-SPD
	19th to 20th	45	none	45	none	C2-SPD
	20th to 21st	75	35 F	75	25 F,SS	RMX-SPD
	21st to 22nd	75	35 F	75	25 F,SS	RMX-SPD
	22nd to 23rd	75	35 F	75	25 F,SS	RMX-SPD
	23rd to 24th	35	none	45	25 F,SS	RMX-SPD
	24th to 25th	35	none	45	25 F,SS	RMX-SPD
	25th to 26th	35	none	35	none	R3-A-SPD
	26th to 27th	35	none	35	none	R3-A-SPD
	27th to 28th	35	none	35	none	R3-A-SPD
	28th to 29th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD

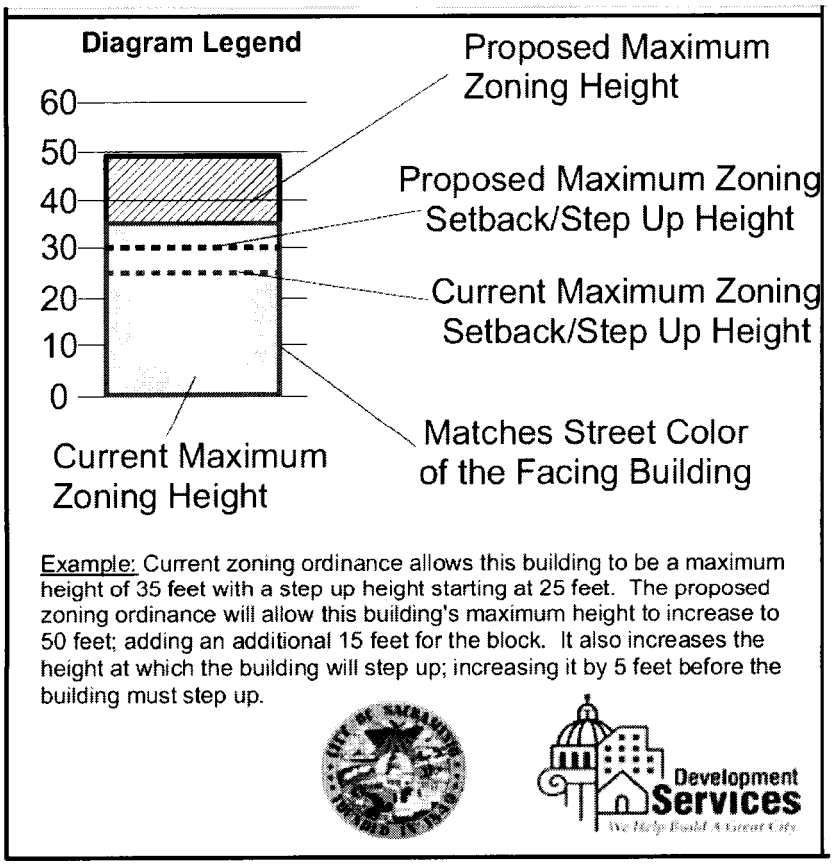
** Stepbacks: F = Front, SS = Side Street, A = Alley

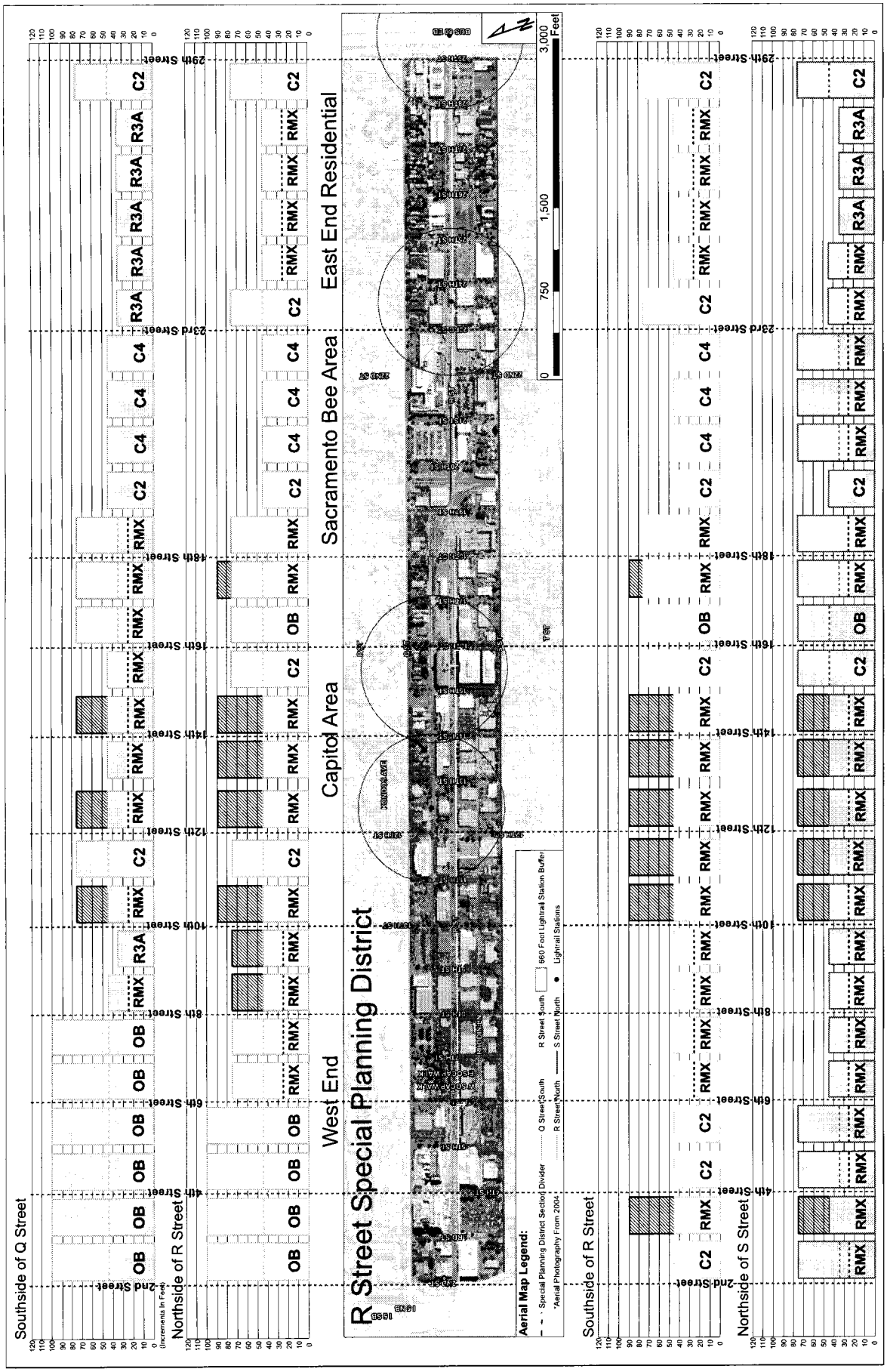
ATTACHMENT 8

Diagram of Proposed Maximum Heights

Please note the following when viewing the diagram of proposed maximum heights (next page):

- The diagram is not to scale. It is intended only as a simple graphic representation of Zoning Code maximum allowed heights.
- The different colored bars correspond to the street frontages shown on the map in the center of the diagram. For example, orange is the imagined view of development envelopes if one is facing the south side of Q Street.
- The portion of bars made up of a solid color represents the existing zoning code maximum allowed height. The letters in each bar indicate the land use zone.
- The portion of bars made up of diagonal black lines represents the proposed increase to the zoning code maximum allowed height.
- Horizontal dashed lines within a bar represents the following:
  - Black dashed line – proposed stepback height.
  - Color dashed line – existing stepback height.




R Street Special Planning District
West End
Capitol Area
Sacramento Bee Area
East End Residential
Southside of Q Street
Northside of R Street
Southside of R Street
Northside of S Street
2nd Street
4th Street
6th Street
8th Street
10th Street
12th Street
14th Street
16th Street
23rd Street
29th Street
(Increments In Feet)
OB
RMX
C2
C4
R3A
Aerial Map Legend:
Special Planning District Section Divider
Q Street South
R Street South
660 Foot Lightrail Station Buffer
*Aerial Photography From 2004
R Street North
S Street North
Lightrail Stations
0
750
1,500
3,000
Feet