Agenda
City of Sacramento
Design Commission

COMMISSION MEMBERS:

Edmonds Chandler, Vice Chair *James Fong, AIA, NCARB* *H. Kit Miyamoto, SE*
David Nybo *Brian Sehnert, AIA, LEED, Chair* *Todd Rudd*
Phyllis Newton

CITY STAFF:

William R. Crouch, AIA, FRAIA, NCARB, LEED AP, Urban Design Manager
Luis R. Sanchez, AIA, LEED AP, Senior Architect
Sheryl Patterson, Senior Deputy City Attorney

New City Hall
915 I Street, 1st Floor – Council Chambers

June 16, 2010 – 5:30 P.M.

The City Design Commission was created by the City Council. Its powers and duties include: to develop and recommend to the City Council policies and programs in support of the urban design program, including but not limited to urban design policies for inclusion in the General Plan; develop standards for review, evaluate and submit comments on items that are not subject to review under Title 17, Chapter 17.132 of the City Code and that may affect the physical development of urban design in the city; to approve design projects of major significance and appeals of the Design Director per the Design Review Chapter, Title 17, Chapter 17.132, of the City Code.

NOTICE TO THE PUBLIC

You are welcomed and encouraged to participate in this meeting. Public comment is taken (3 minutes maximum) on items listed on the agenda when they are called. Public Comment on items not listed on the agenda will be heard at the end of the meeting as noted on the agenda. Comments on controversial items may be limited and large groups are encouraged to select 3-5 speakers to represent the opinion of the group.

Notice to Lobbyists: When addressing the Commission you must identify yourself as a lobbyist and announce the client/business/organization you are representing (City Code 2.15.160).

Speaker slips are located in the lobby of the hearing room and should be completed and submitted to the Commission Secretary.

Government Code 54950 (The Brown Act) requires that a brief description of each item to be transacted or discussed be posted at least 72 hours prior to a regular meeting. The City posts Agendas at City Hall as well as offsite meeting locations.

The order of agenda items is for reference; agenda items may be taken in any order deemed appropriate by the Commission. The agenda provides a general description and staff recommendations; however, the Commission may take action other than what is recommended. The agenda is available for public review on the Friday prior to the meeting. Hard copies of the agenda, synopsis, and staff reports are available from the Community Development Department at 300 Richards Blvd, 3rd Floor (.25 cents per page) , during regular business hours or can be downloaded at www.cityofsacramento.org/dsd.

Meeting facilities are accessible to persons with disabilities. If you require special assistance to participate in the meeting, notify the Community Development Department at (916) 808-7705 at least 48 hours prior to the meeting.

CALL (916) 808-5656 我們講中文 · Hablamos Español · Мы говорим по-русски · ພວກເຮົາເວົ້າພາສາລາວໄດ້ · Ped hais lus Hmoob · Chúng tôi nói tiếng Việt

AGENDA

June 16, 2010

New City Hall
915 I Street – 1st Floor, Council Chambers

All items listed are heard and acted upon by the Design Commission unless otherwise noted.

Call to Order – 5:30 p.m.

Roll Call

Consent Calendar
All items listed under the Consent Calendar are considered and acted upon by one motion. Anyone may request that an item be removed for separate consideration.

1. Approval of Minutes from May 19, 2010
Location: Citywide
Recommendation: Approve Commission Minutes from May 19, 2010.

Contact: William R. Crouch, AIA, FRAIA, NCARB, LEED AP, Urban Design Manager, 916-808-8013

Public Hearings
Public hearings may be reordered by the Chair at the discretion of the Commission. If you challenge the decision of this Commission you may be limited to raising only those issues that are raised in this hearing or in written correspondence received by the Commission prior to the hearing.

None.

Staff Reports
Staff' reports include oral presentations including those recommending Receive and File.

2. M10-007 R Street Market Plaza
Location: R Street between 16th and 18th Street, Districts 3 and 4
Recommendation: Review and Comment- Development of new plaza area with paving, landscaping, and street improvements between 16th and 18th Street along R Street.

Contact: Zuhair Amawi, Associate Civil Engineer, Department of Transportation, 916-808-7620

3. Florin Road Corridor Design Review District
Location: Citywide
Recommendation: Approve Statement of Initiation- Item A: Creation of a new design review district along Florin Road from Tamoshanter Way to Franklin Blvd; **Review and Comment- Item B:** Provide initial comments on an early draft of the Florin Road Corridor Design Guidelines.

Contact: Desmond Parrington, AICP, Infill Coordinator, 916-808-5044

Public Comments- Matters Not on the Agenda

4. To be announced.

Questions, Ideas and Announcements of Commission Members

5. To be announced.

Adjournment

Minutes
City of Sacramento
Design Commission

COMMISSION MEMBERS:

Edmonds Chandler, Vice Chair *James Fong, AIA, NCARB* *H. Kit Miyamoto, SE*
David Nybo *Brian Sehnert, AIA, LEED, Chair* *Todd Rudd*
Phyllis Newton

CITY STAFF:

William R. Crouch, AIA, FRAIA, NCARB, LEED AP, Urban Design Manager
Luis R. Sanchez, AIA, LEED AP, Senior Architect
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New City Hall
915 I Street, 1st Floor – Council Chambers
May 19, 2010 – 5:30 P.M.

The City Design Commission was created by the City Council. Its powers and duties include: to develop and recommend to the City Council policies and programs in support of the urban design program, including but not limited to urban design policies for inclusion in the General Plan; develop standards for review, evaluate and submit comments on items that are not subject to review under Title 17, Chapter 17.132 of the City Code and that may affect the physical development of urban design in the city; to approve design projects of major significance and appeals of the Design Director per the Design Review Chapter, Title 17, Chapter 17.132, of the City Code.

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MINUTES

May 19, 2010

New City Hall
915 I Street – 1st Floor, Council Chambers

All items listed are heard and acted upon by the Design Commission unless otherwise noted.

Call to Order – 5:30 p.m.

Roll Call – All commissioners present except for Fong and Miyamoto.

Consent Calendar
All items listed under the Consent Calendar are considered and acted upon by one motion. Anyone may request that an item be removed for separate consideration.

1. Approval of Minutes from April 21, 2010
Location: Citywide
Recommendation: Approve Commission Minutes from April 21, 2010.

Contact: William R. Crouch, AIA, FRAIA, NCARB, LEED AP, Urban Design Manager, 916-808-8013

Action: Moved, seconded and carried (Newton/Chandler; 5:0:0) to approve minutes.

Public Hearings
Public hearings may be reordered by the Chair at the discretion of the Commission. If you challenge the decision of this Commission you may be limited to raising only those issues that are raised in this hearing or in written correspondence received by the Commission prior to the hearing.

2. DR10-033 7th and H Mixed Use Housing (Noticed on 5/07/10)
Location: 625 H Street, District 1, 002-0141-001-0000, 002-0141-002-0000, 002-0141-003-0000, 002-0141-004-0000, 002-0141-007-0000
Recommendation: Approve- Item A: Environmental Exemption (Per CEQA 15332); **Item B:** New 8 story housing community with 150 studio and one bedroom units, ground floor health clinic and retail.

Contact: Matthew Sites, Associate AIA, 916-808-7646; Luis R. Sanchez, AIA, LEED AP, Senior Architect, 916-808-5957

No public comment. Action: Moved, seconded, and carried (Newton/Nybo; 5:0:0) to approve staff recommendation with amended conditions.

Staff Reports
Staff' reports include oral presentations including those recommending Receive and File.

3. City Board and Commission Procedures (Oral)
Location: Citywide

Recommendation: Receive and File- Review of Council directed City Board and Commission Procedures, including paperless initiative and use of City website for agenda materials.

Contact: Wendy Klock-Johnson, City Records Manager, 916-808-7509

Action: Received and Filed.

Public Comments- Matters Not on the Agenda

4. **None.**

Questions, Ideas and Announcements of Commission Members

5. **Luis Sanchez, city staff, noted that we have a public hearing item scheduled for the June Design Commission meeting.**

Adjournment – 7:36 PM

REPORT TO DESIGN COMMISSION City of Sacramento

915 I Street. Sacramento. CA 95814-2604

STAFF REPORT
June 16, 2010

Members of the Design Commission:

Title: R Street Market Plaza Project, 16th Street to 18th Street (TW76/T15068300)

Location/Council District: R Street Market Plaza-16th Street to 18th Street. Location Map – Exhibit A. (District 3 and 4)

Recommendation: Staff recommends the Design Commission review the proposed project and forward recommendations to the City Council.

Contact: Zuhair Amawi, Associate Civil Engineering, (916) 808-7620; Tim Mar, Supervising Engineer, (916) 808-7531

Presenters: Zuhair Amawi, Associate Civil Engineer.

Department: Transportation

Division: Engineering Services

Organization No: 15001131

Description/Analysis

Issue: Design Commission's approval is requested to move forward with completion of the final design.

Policy Considerations: The action requested herein is consistent with the City's Strategic Plan to improve and expand public safety and achieve sustainability and enhance livability. The project design is consistent with the R Street Urban Design Plan adopted by the City Council on September 5, 2006 and the adopted Preservation Element of the General Plan and the adopted R Street Corridor District Supplemental Design Guidelines.

Environmental Considerations:

California Environmental Quality Act (CEQA):
Environmental Planning Services has determined that the project as proposed may have potentially significant impacts to the environment. Mitigation measures have been incorporated in the project to reduce these impacts to a less-than-significant level, and a Mitigated Negative Declaration/Initial Study has been prepared for the project. In compliance with Section 15070(b)1 of the California Environmental Quality Act (CEQA) Guidelines, mitigation measures have been incorporated into the project plans to reduce impacts to a less-than-significant level. These mitigation measures address soils, air quality, transportation/circulation, biological resources, hazards, noise, public services, aesthetics and cultural resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit D of Attachment 4).

On April 21, 2010, a Notice of Intent to Adopt the Mitigated Negative Declaration (MND) was circulated for public comments for 30 days. Two comments on the Mitigated Negative Declaration were received during the public review period. One comment was received during the public meeting for this project. The comment was related pedestrian safety and adding street lights to the project area prior to the initiation of project construction. Staff is coordinating with SMUD to investigate the potential of adding lights to existing power pole in the interim. The DTSC also commented on potential for vapor intrusion and requested an assessment done as part of the Health and Safety Plan. There were no comments related to the adequacy of the environmental document.

Sustainability Considerations:
This Project is consistent with the City's Sustainability Master Plan. It conforms with the Air Quality Focus Area by improving and optimizing transportation infrastructure.

Commission/Committee: None.

Rationale for Recommendation: The project design has been based upon significant efforts on the part of the project team to incorporate design guideline recommendations in the R Street Urban Design Plan as well as the unique characteristics and features of the historic district, balancing these with drainage, engineering, safety and accessibility. Design Commission's approval recommendation will allow the City Council to approve the conceptual design plan and move forward with completion of the final design.

Financial Considerations: There are no financial actions associated with the recommendations in this report.

Emerging Small Business Development (ESBD): No, as no goods or services are being provided.

Respectfully Submitted by: _____
Zuhair Amawi
Associate Civil Engineer

Approved by: _____
Nicholas Theocharides
Engineering Services Manager

Recommendation Approved:

_____
Jerry Way
Director of Transportation

Table of Contents:

Background

The R Street Market Plaza Project proposes to improve pedestrian safety, accessibility, and streetscape improvements within the right-of-way along R Street between 16th and 18th Streets. The project is a joint use concept that utilizes the existing R Street right-of-way to create a pedestrian pathway, community gathering place, and vehicular lanes adjacent to the future development of several mixed-use properties. In accordance with the R Street Corridor Urban Design Plan, approved by City Council in September 2006, the proposed improvement would maintain the street's historic sense of shared space between pedestrians, bicyclists, and vehicles. Streetscape elements that complement the historic and industrial spirit of the R Street Corridor shall be included in the design.
.
Phase I of the R Street Urban design plan, R Street Improvements Project between 10th and 13th Street is in the process of being advertized for bids for construction. Construction is expected to be completed in the spring of 2011.

On September 2, 2008, the City entered into agreements with Mark Thomas & Company, Inc. to provide engineering design and environmental services for the R Market Plaza Project. The design of this project has been broken up into two phases due to funding issues. The current phase includes the completion of preliminary engineering and the approval of environmental documents. The second phase will include the preparation of the final PS&E. The two phases will be done consecutively with minimal delay time in between.

The City of Sacramento's Environmental Planning Services conducted or caused to be conducted an initial study and identified potentially significant effects on the R Street Market Plaza Project. Revisions to the Project were made to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned would have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Construction funding of the Project is expected to have a federal funding component. A review of the Project under the National Environmental Policy Act (NEPA) was required. The project documents were routed to the State Office of Historic Preservation and the California Department of Transportation for review. On April 5, 2010 the City received a Finding of No Adverse Impact (FONSI) for this project, consistent with the requirements of NEPA.

On April 21, 2010 a Notice of Intent (NOI) to adopt the MND was circulated for public comments for 30 days. On April 21, 2010, a Notice of Intent to Adopt the Mitigated Negative Declaration (MND) was circulated for public comments for 30 days. Two

comments on the Mitigated Negative Declaration were received during the public review period. One comment was received during the public meeting for this project. The comment was related pedestrian safety and adding street lights to the project area prior to the initiation of project construction. Staff is coordinating with SMUD to investigate the potential of adding lights to existing power pole in the interim. The DTSC also commented on potential for vapor intrusion and requested an assessment done as part of the Health and Safety Plan. There were no comments related to the adequacy of the environmental document.

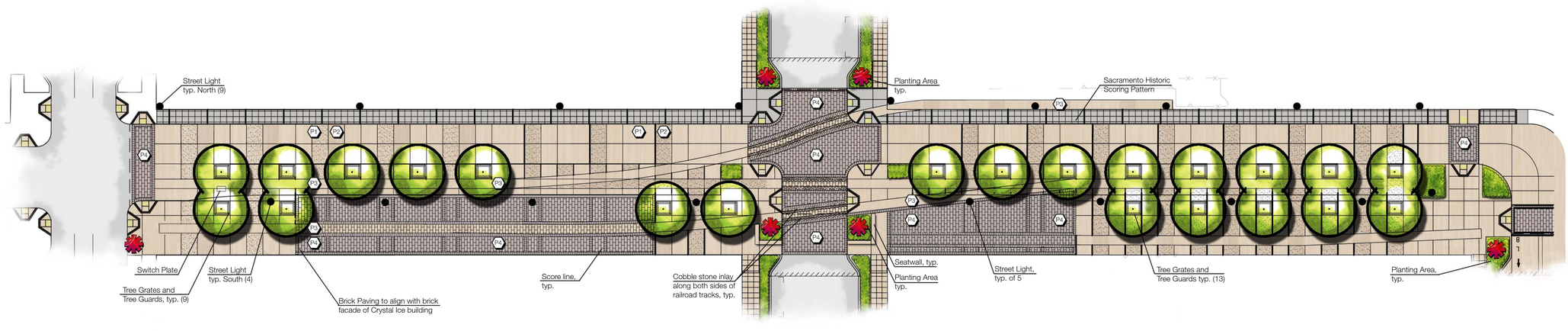
Design Commission's approval recommendation will allow staff to move forward with completion of the final design.

R STREET IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

PROJECT LOCATION



Tree Selection List

Symbol	Botanical Name	Common Name	Size	Remarks
Trees				
CAR	Carpinus sp.	Hornbeam	---	
GIN	Ginkgo biloba	Ginkgo	---	
NYS	Nyssa sylvatica	Sour Gum	---	
QUS	Quercus shumardii	Shumard Red Oak	---	
TIL	Tilia cordata	Little Leaf Linden	---	
ULM	Ulmus parvifolia	Bosque Elm	---	
ZEL	Zelkova serrata 'Musashino'	Musashino Columnar Zelkova	---	

Paving Legend

Symbol	
P1	Gray colored plain textured concrete
P2	Sandblasted concrete with same gray color as street
P3	Grey colored plain textured concrete within rail
P4	Brick or interlocking pavers with sand on concrete base, with rowlock at edges

Layout Legend

Symbol	
	Public Art/ Plaza Icons
	Tree Grates & Tree Guards

Note: Site colors to be warm earth tones

The HLA Group Landscape Architects & Planners, Inc.

1050 Twentieth Street, Suite 200 / Sacramento, California 95811
916.447.7400 / 916.447.8270 fax / www.hlagroup.com

R Street Market Plaza

Sacramento, California

Layout Plan

(Between 16th Street and 18th Street)

April 30, 2010

0' 30' 60' 90'

Scale 1"=30'-0" 83708

R STREET

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

R STREET MARKET PLAZA PROJECT

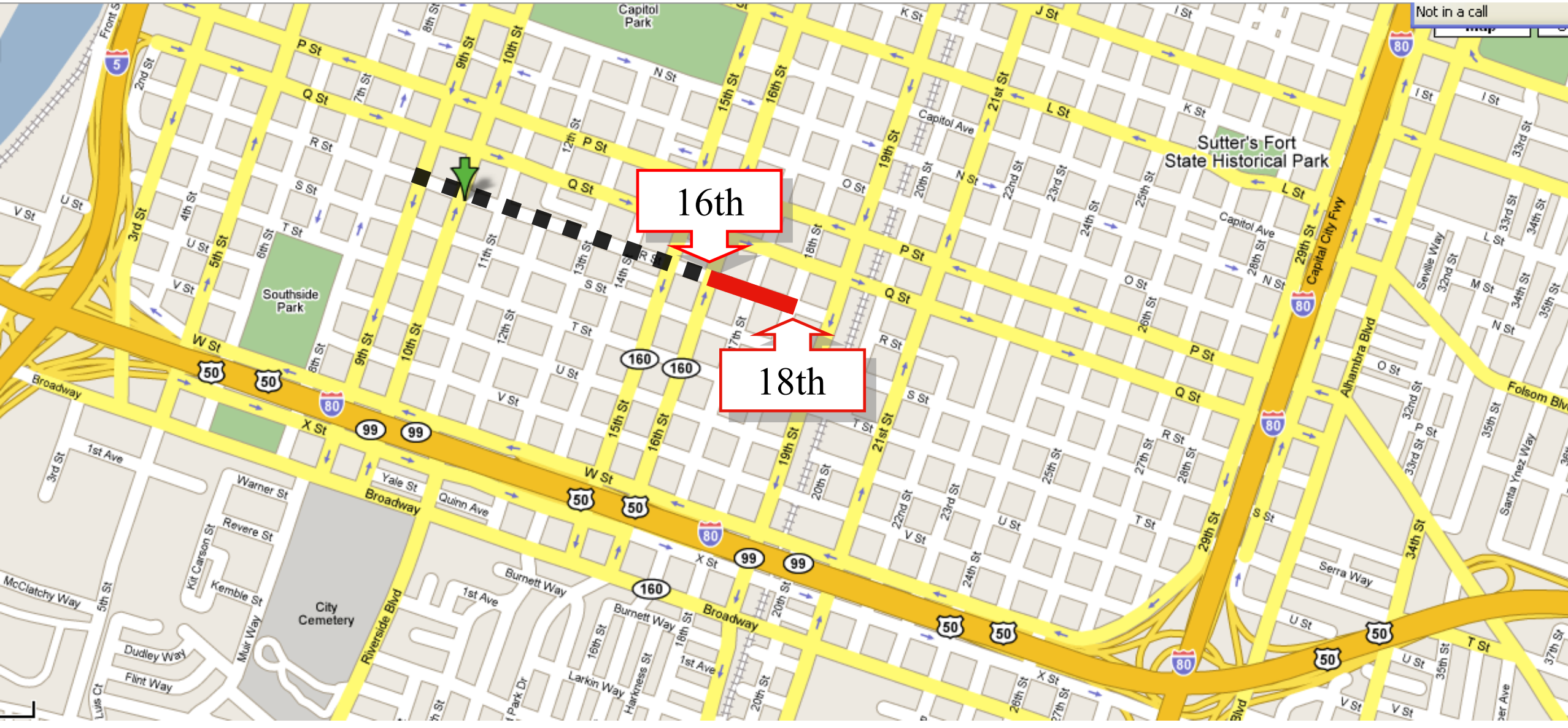
Design Commission Review

June 16, 2010

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

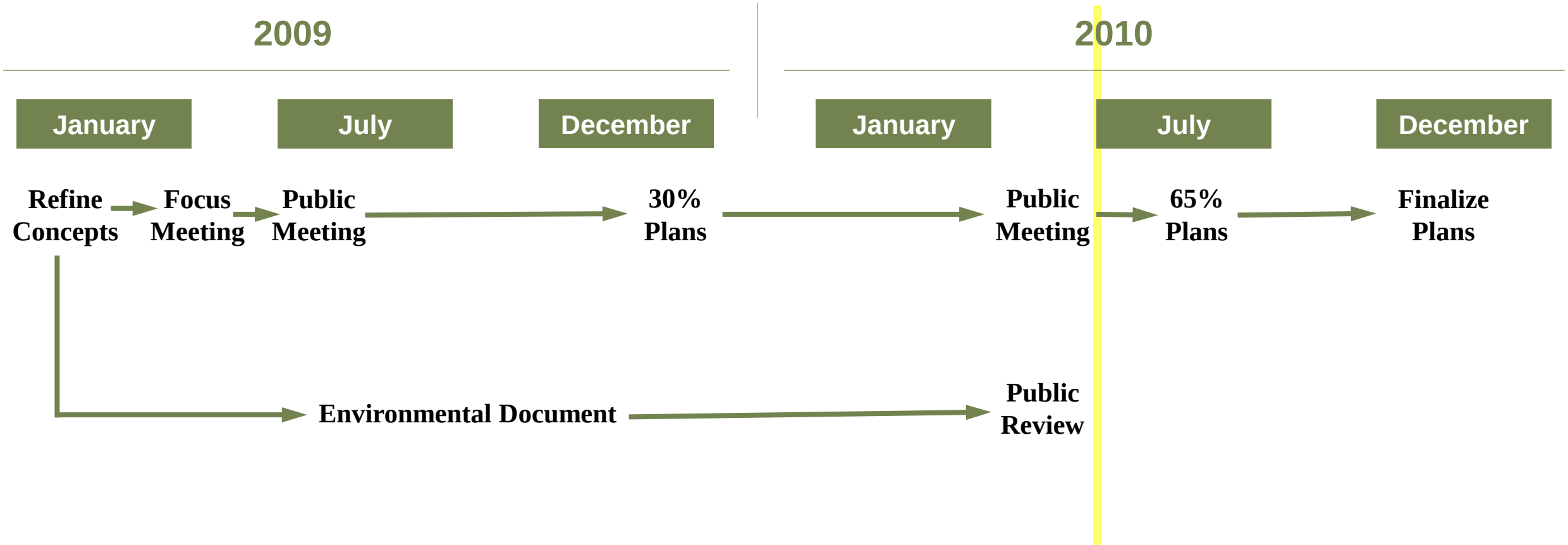


PROJECT LOCATION

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010



IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

Existing Conditions

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

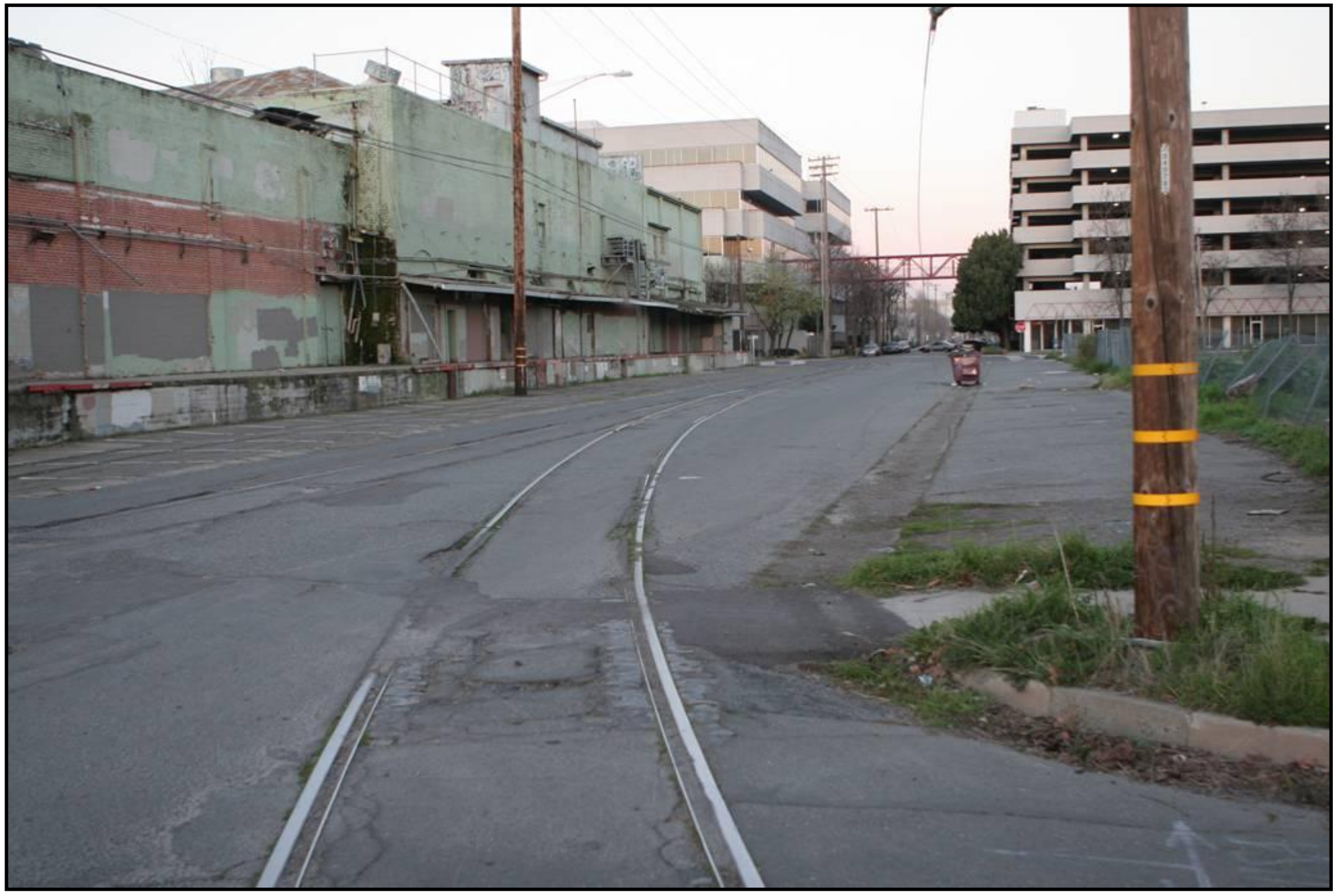
Existing Conditions (Accessibility Issues)

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

Existing Conditions (Accessibility Issues)



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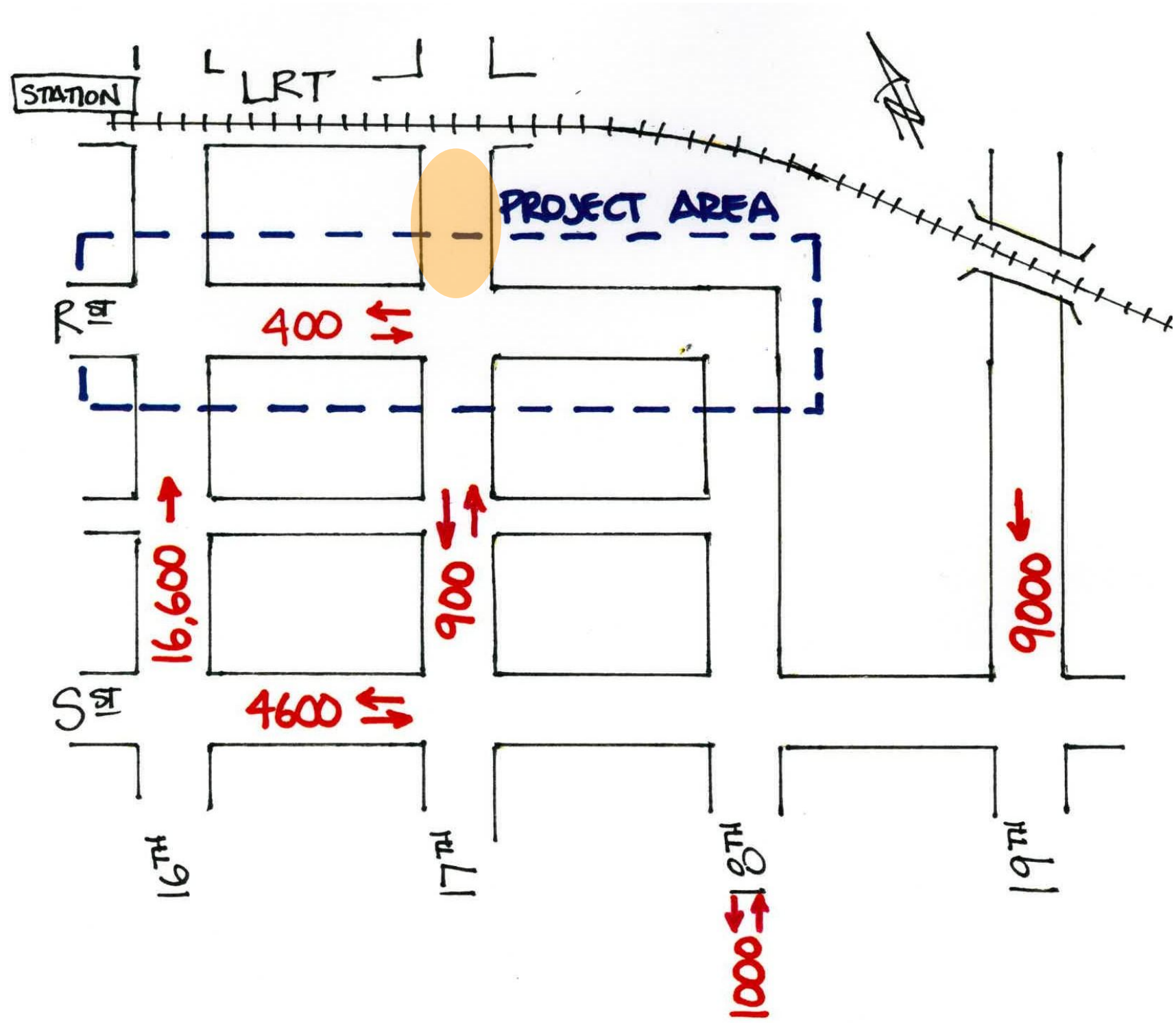

TRAFFIC VOLUMES (ADT)

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

Hazardous Materials Report

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

Hazardous Materials

(ISA Phase 1 & *Targeted Brownfield Assessment 2007*)

Detected

- Lead Impacted Materials (Class II)
- Hydrocarbon Impacted Materials (Class II or III)
- Railroad Ties (Class III - Maybe)
- VOC's in groundwater (vapor intrusion)

Mitigations

- Voluntary Cleanup Agreement (VCA)
- Soil Management Plan and Health and Safety Plan
- Stockpile and test for concentrations

Locations

- Stockton, Vacaville

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

Proposed Conditions

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

Proposed Project (Opportunities)

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

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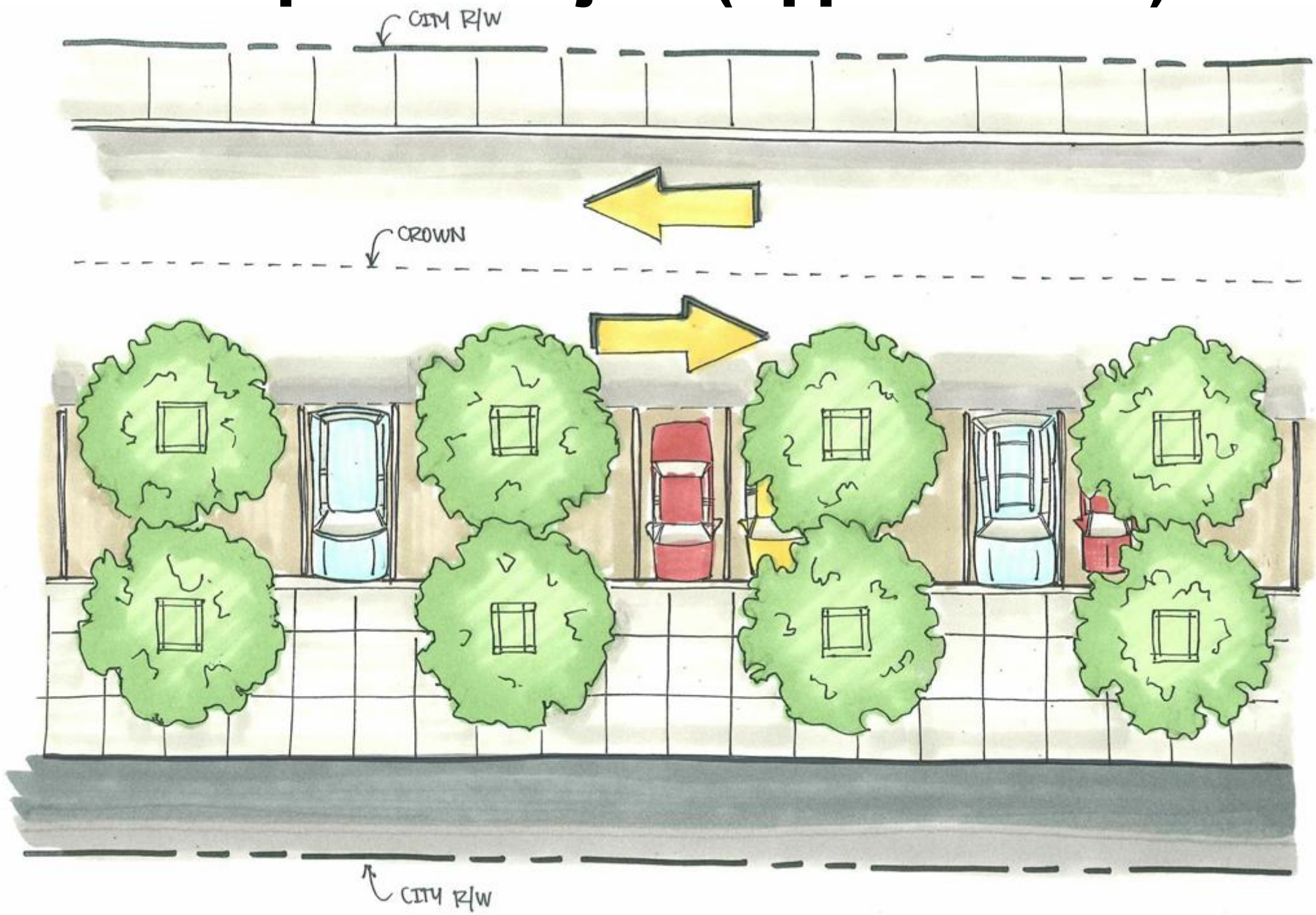

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Market Plaza 16th to 18th Street

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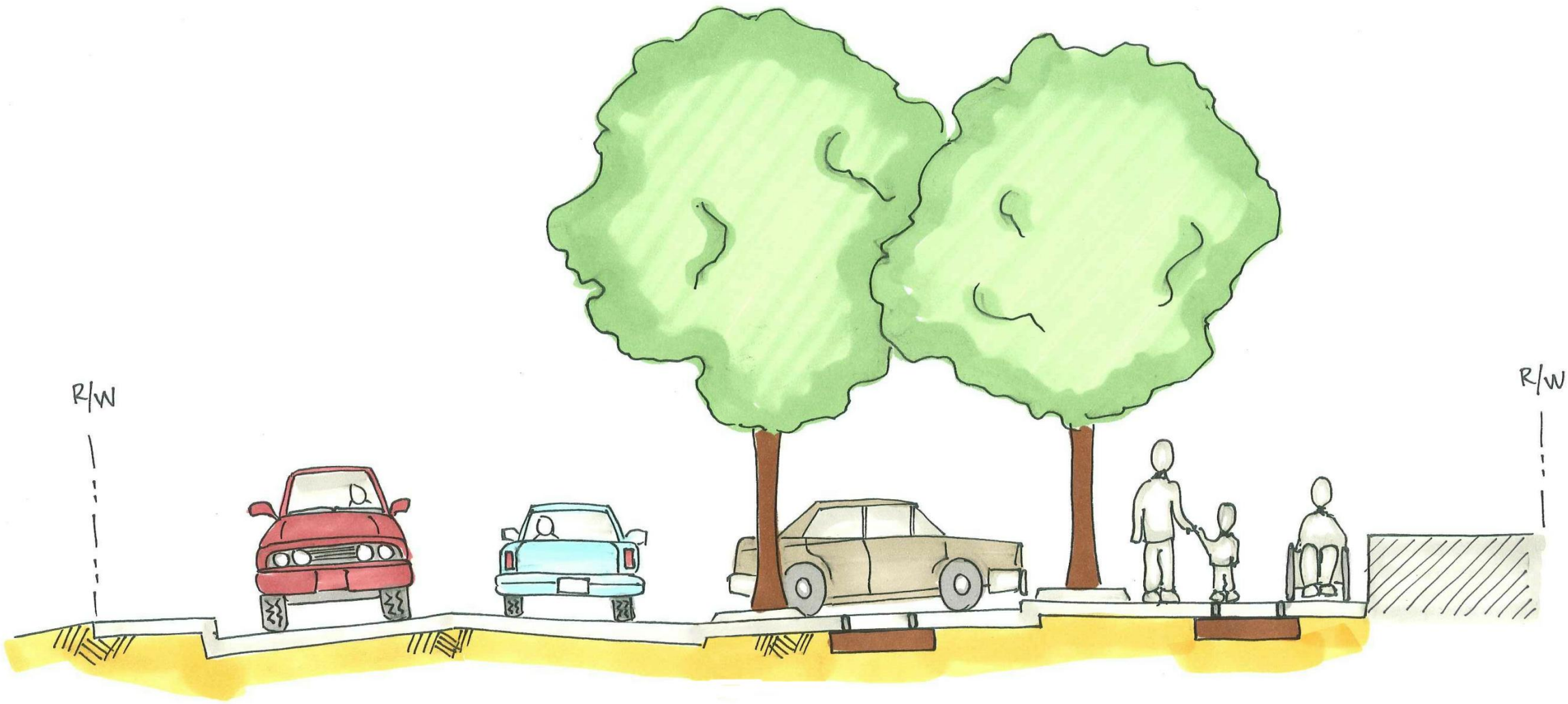

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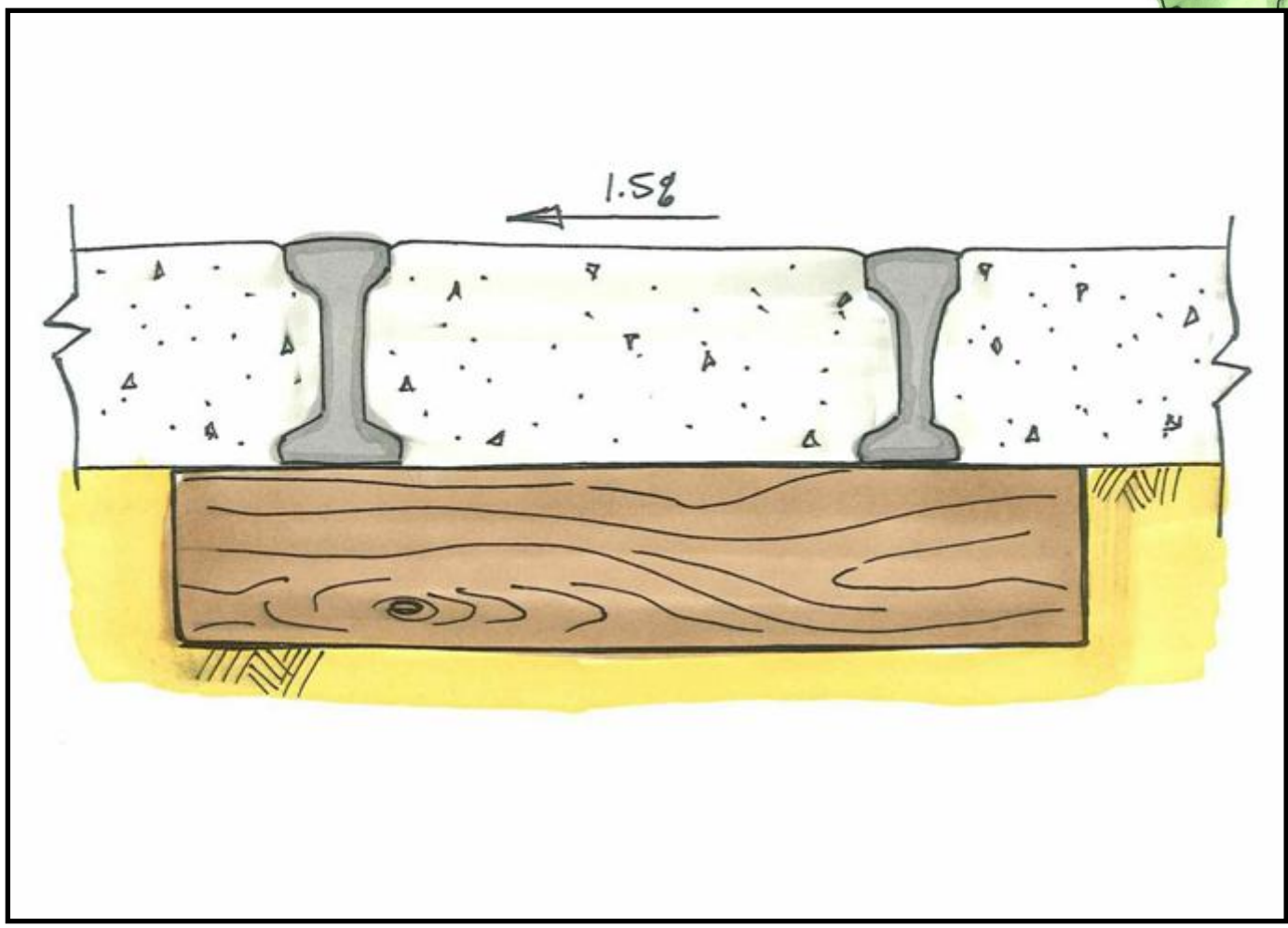

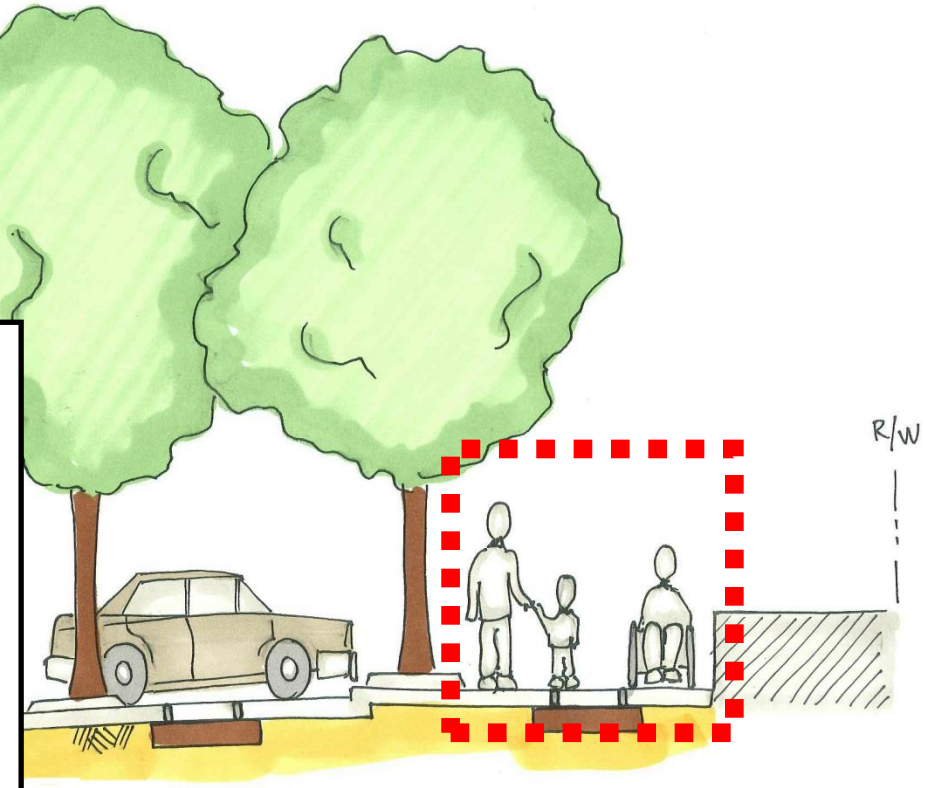

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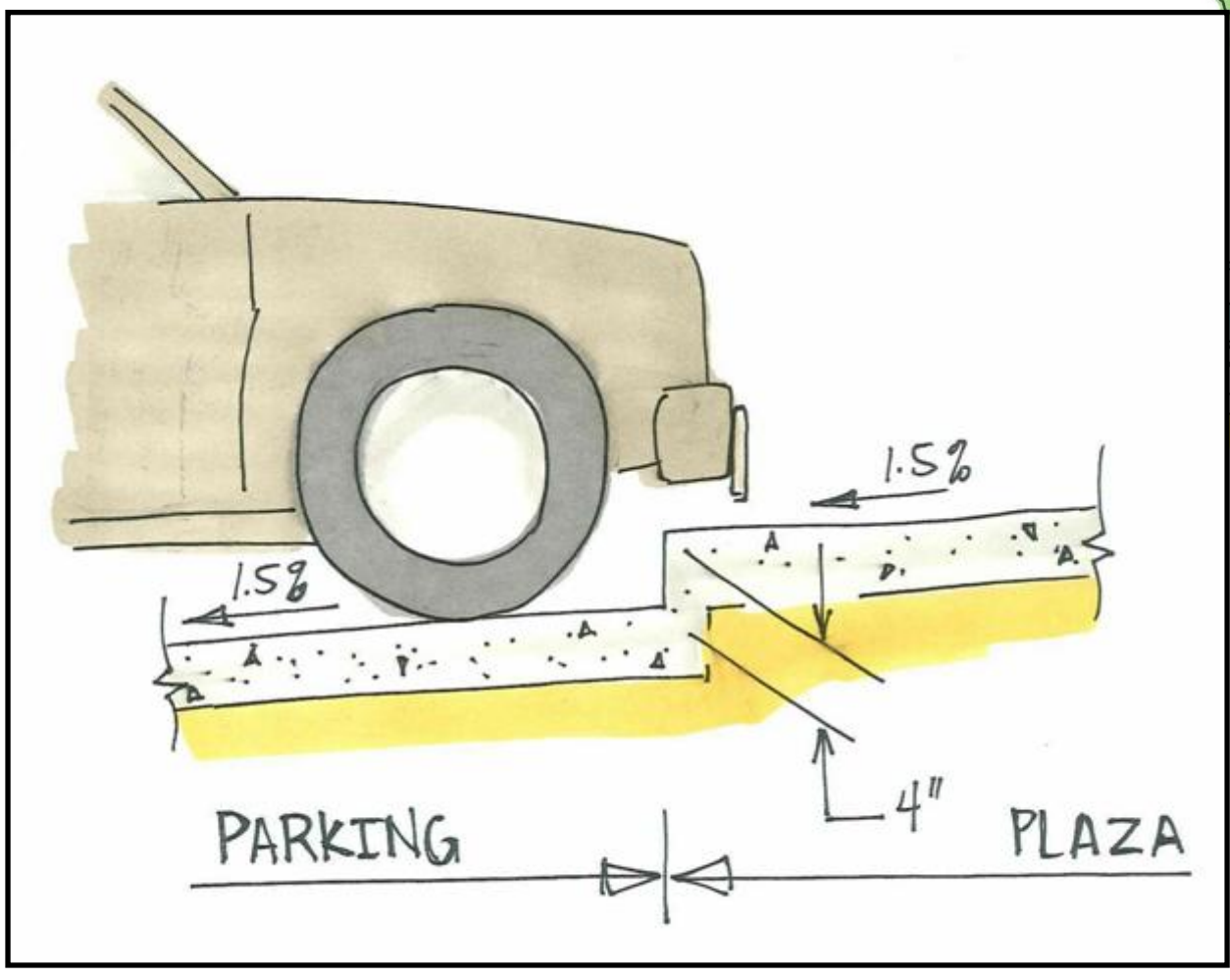

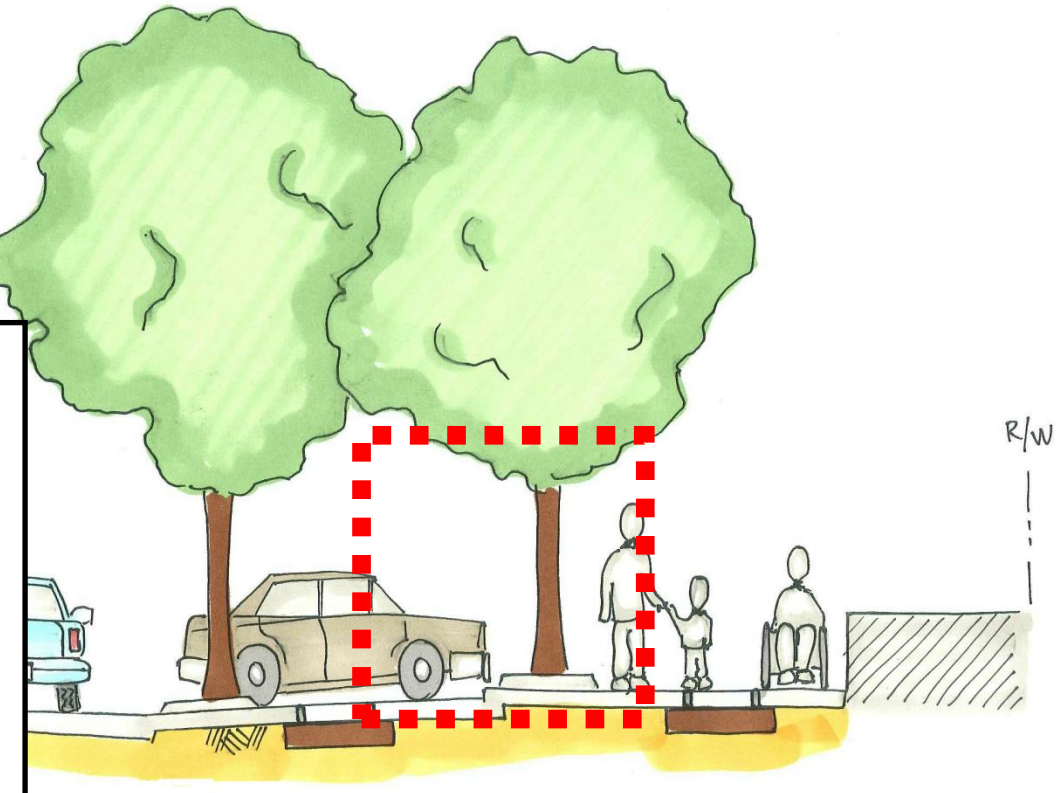

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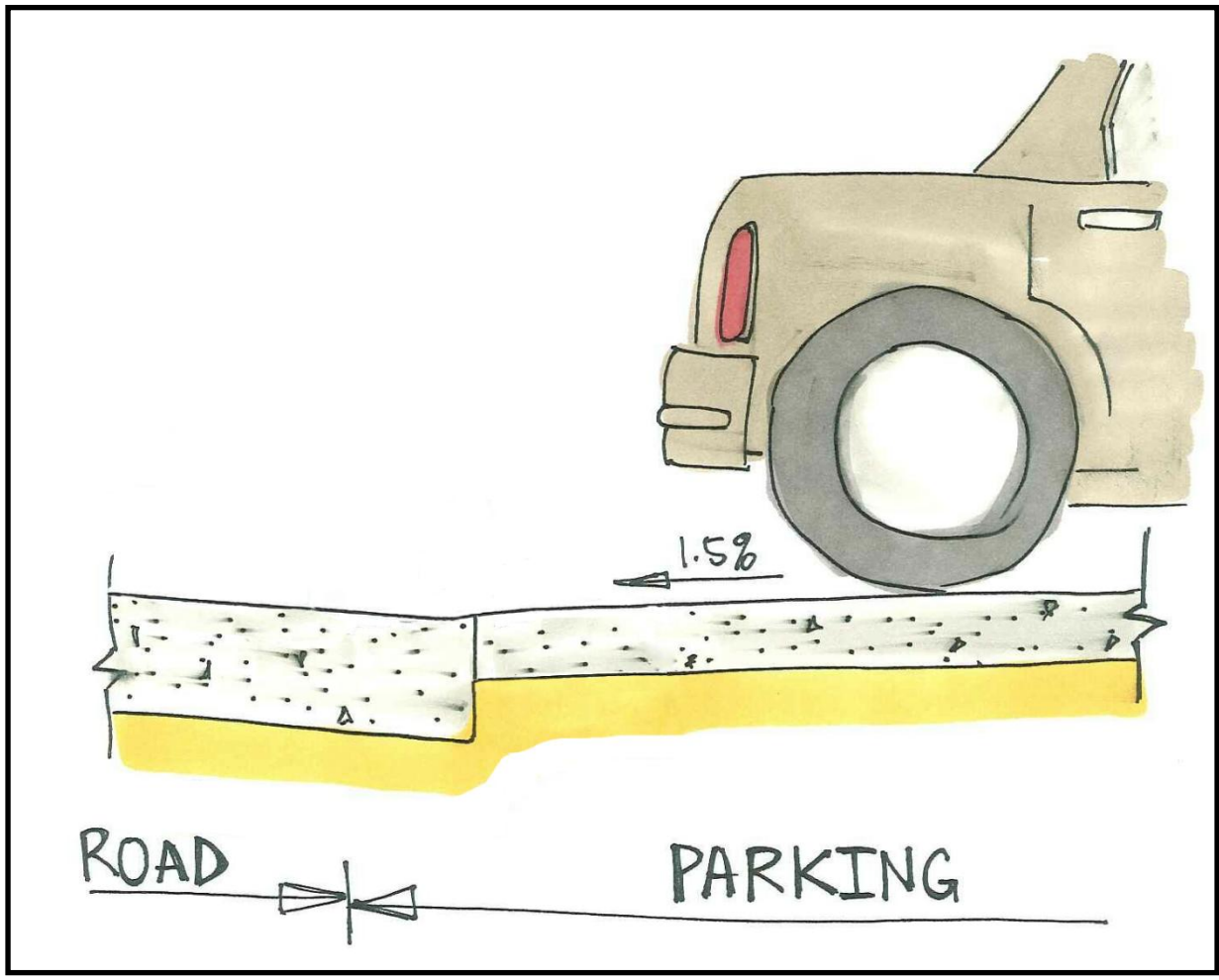
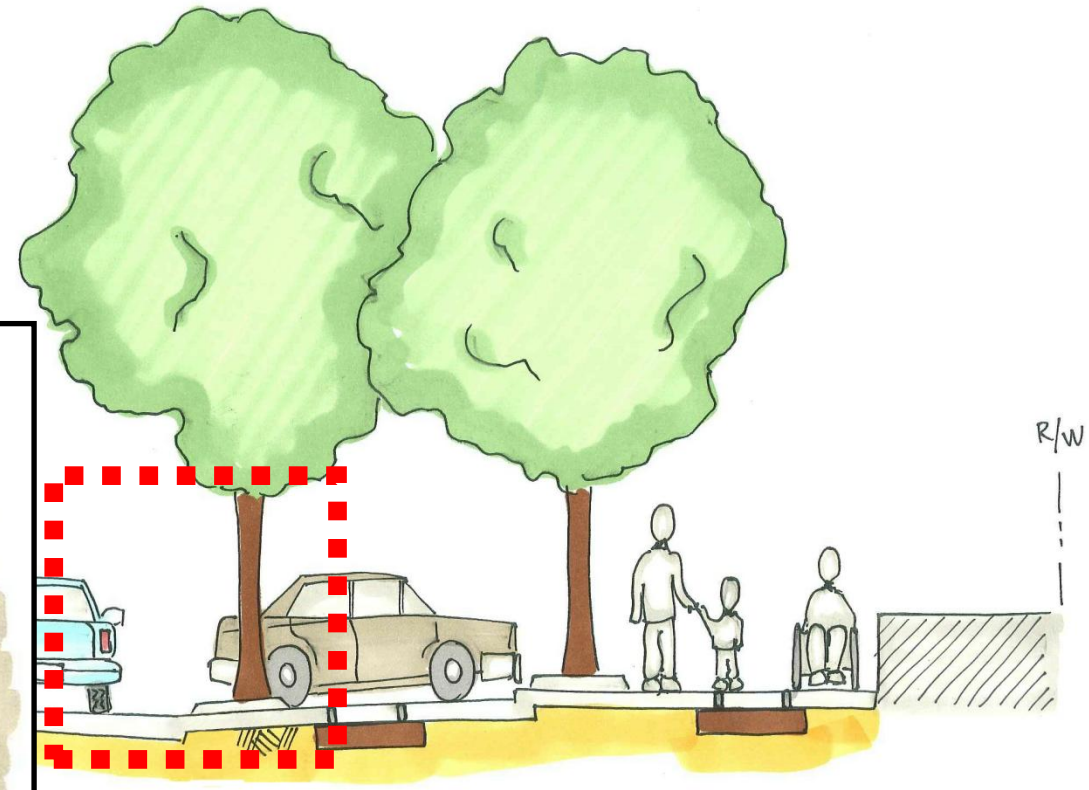


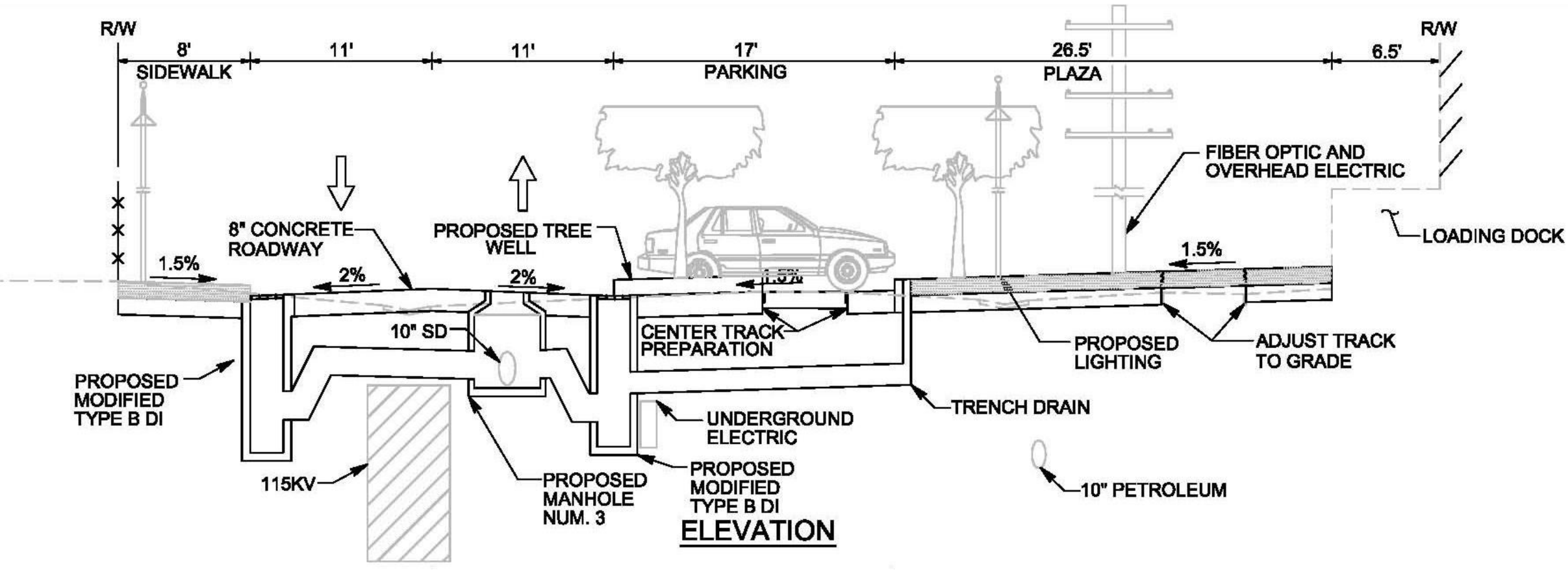


IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

Proposed Project (Utilities)



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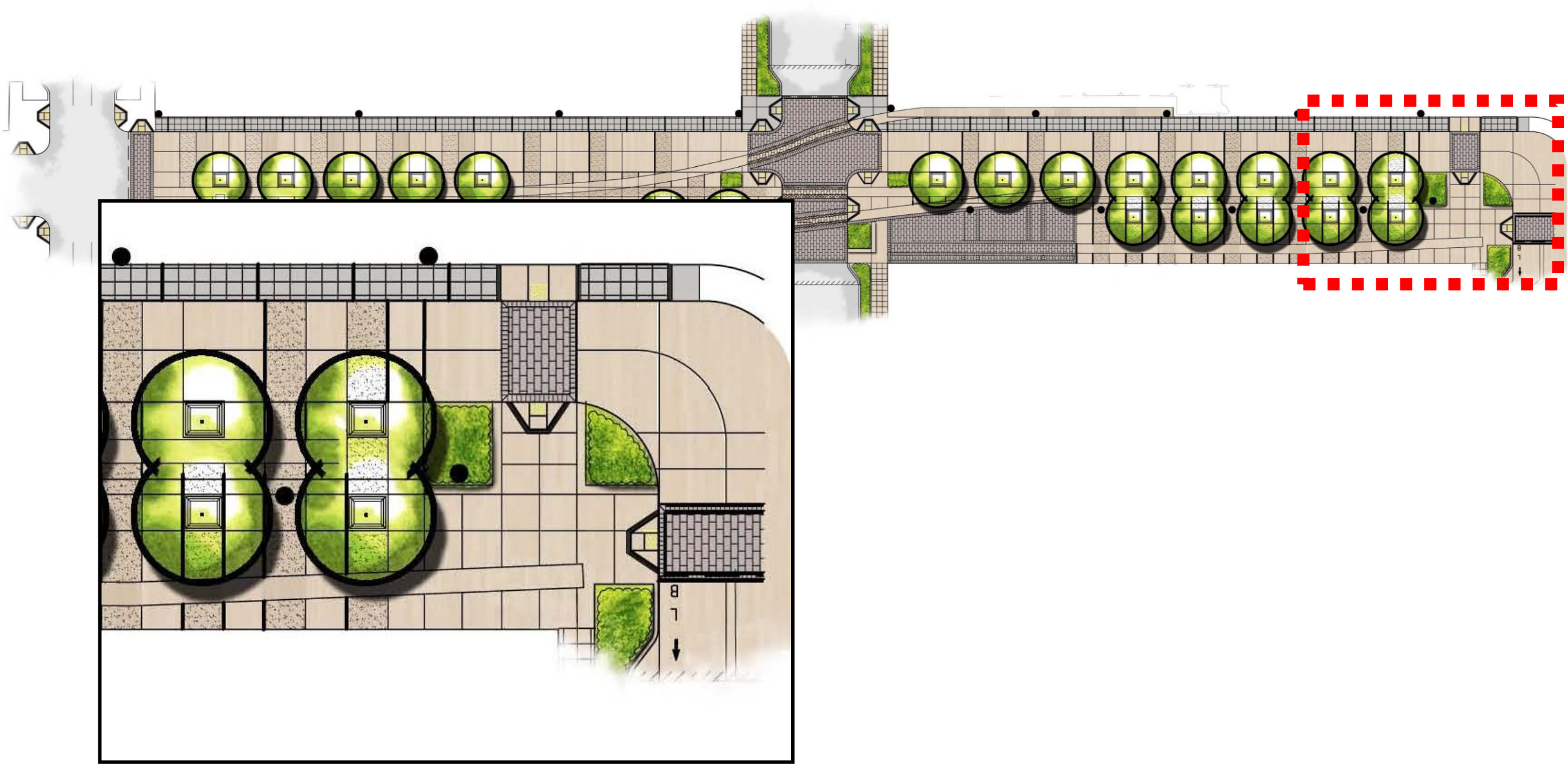

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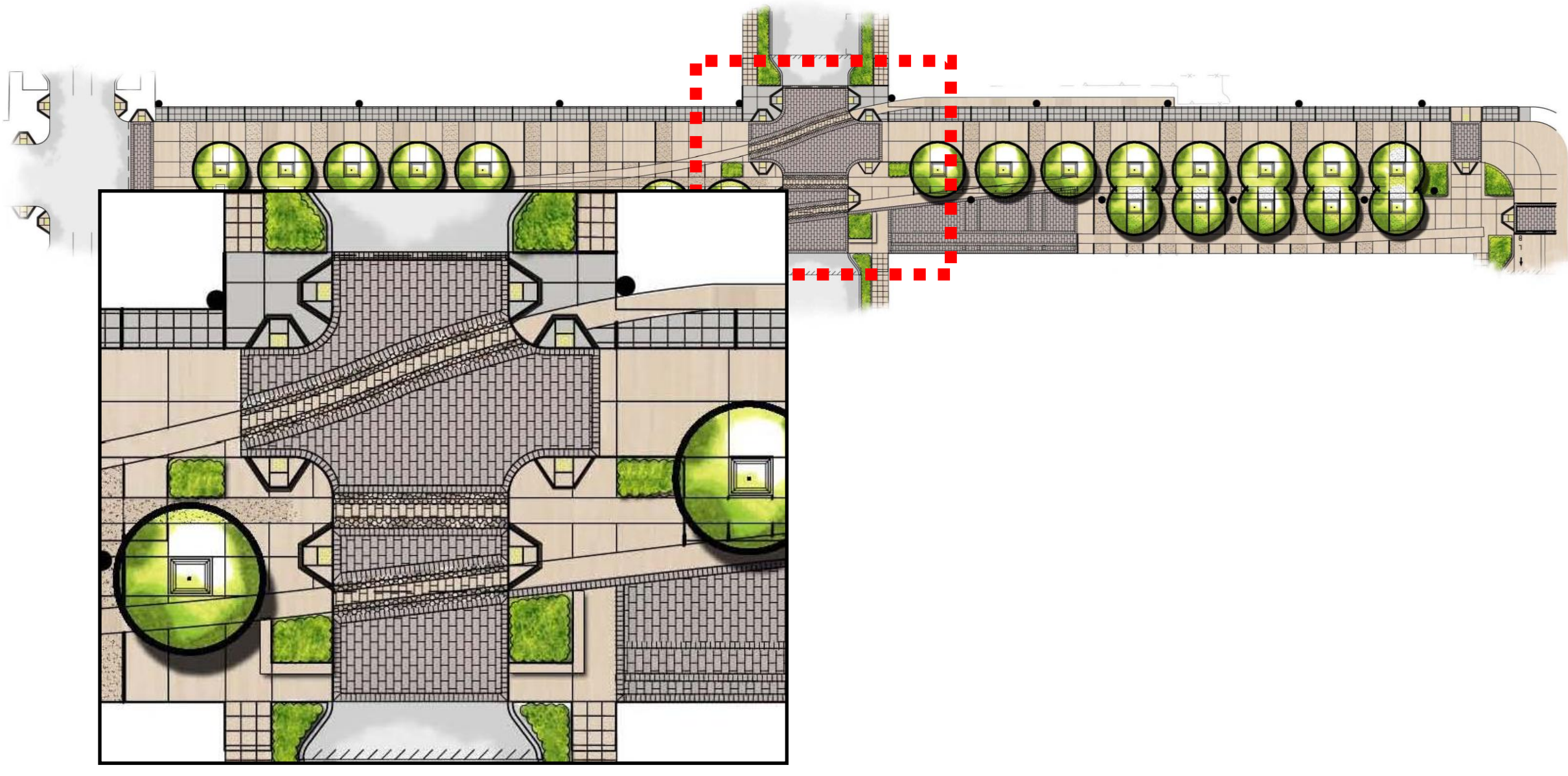

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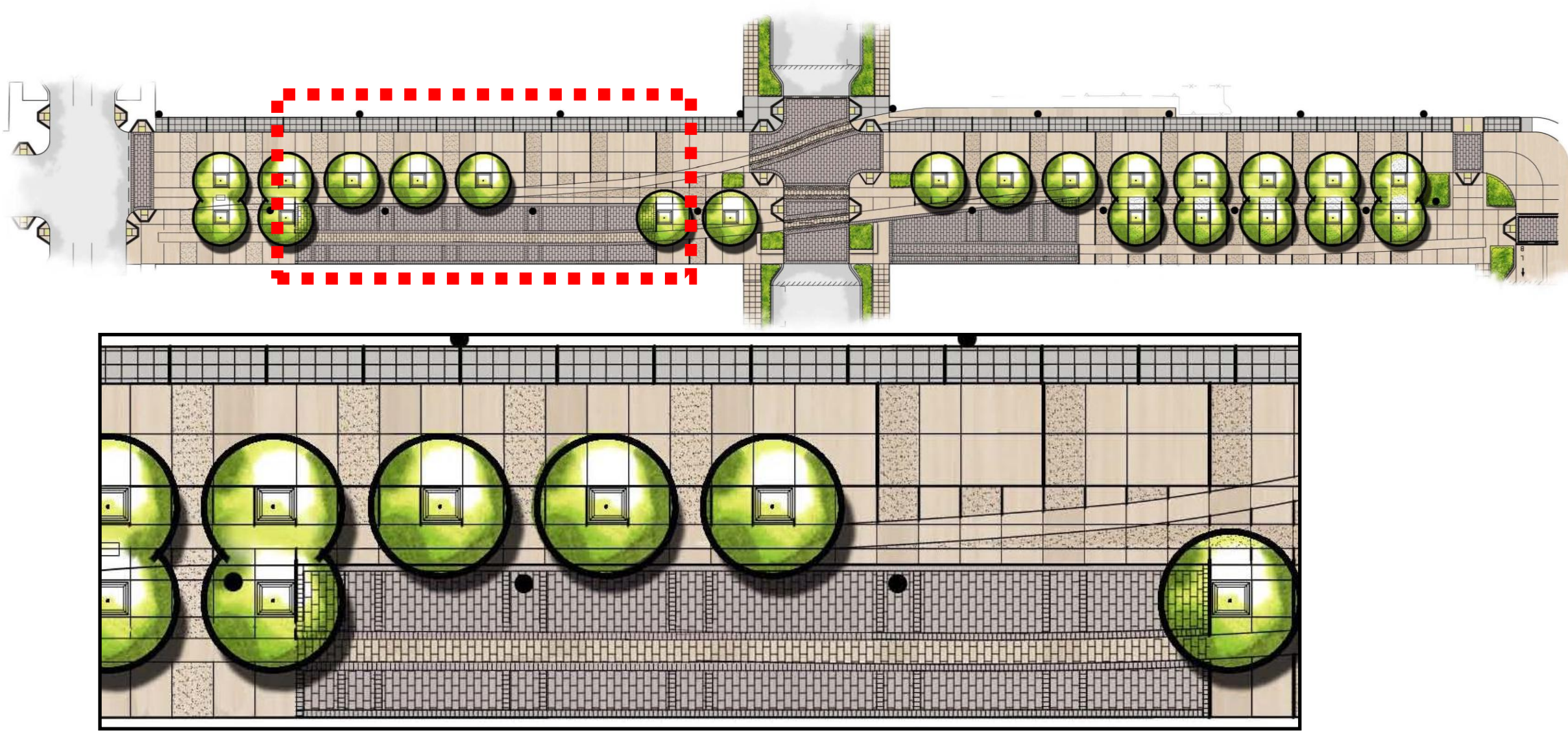

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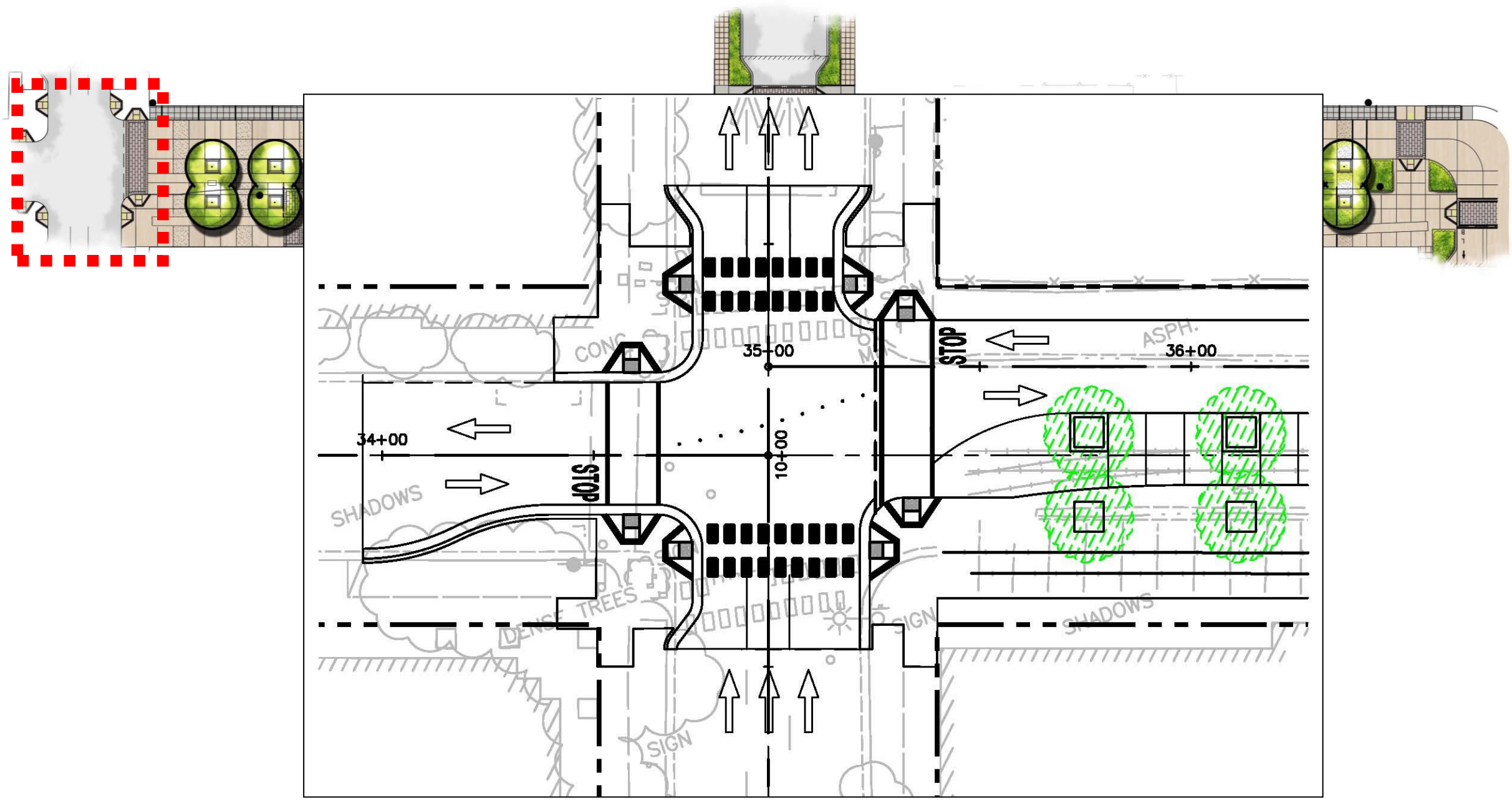
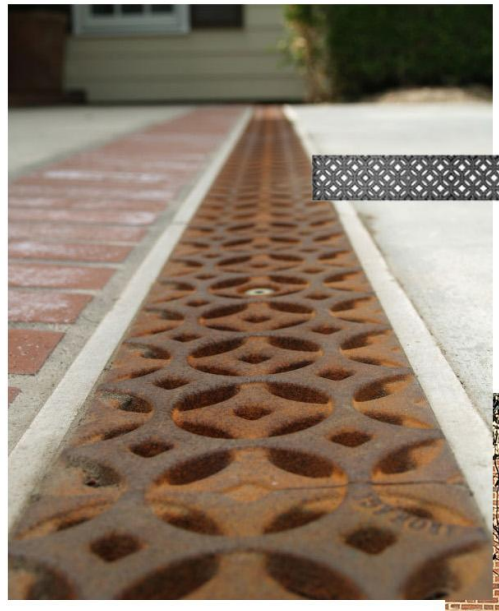


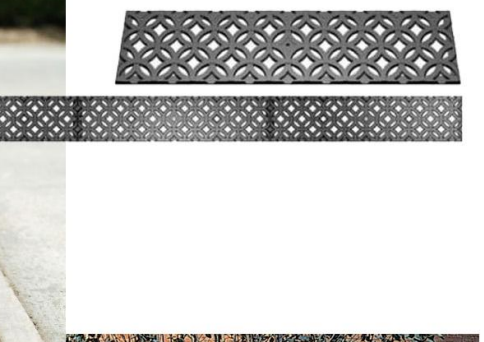
IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

Proposed Project (Aesthetics)





IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

Process and Next Steps

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

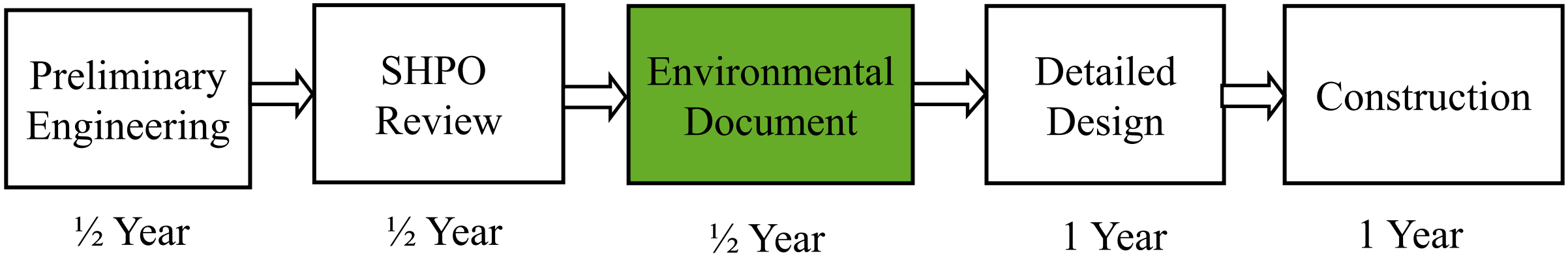
Project Review

1. City Staff (DOT, DOU, Planning)
2. CADA
3. Caltrans
4. State Historic Preservation Officer (SHPO)
5. Business Owners and Residents
6. General Public (Public Meeting)
7. Stakeholders

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010



Where are We Now?

IMPROVEMENTS PROJECT

Market Plaza 16th to 18th Street

June 16, 2010

Questions?

R STREET MARKET PLAZA IMPROVEMENTS PROJECT
16TH TO 18TH STREETS
INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

This Initial Study has been prepared for the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number:	R Street Market Plaza Improvements: 16th Street to 18th Street
Project Location:	Central City: R Street between 16th and 18th streets
Project Applicant:	Department of Transportation City of Sacramento
Project Planner:	Zuhair Amawi Development of Transportation City of Sacramento 915 I Street, 2nd Floor Sacramento, CA 95814 (916) 808-7620
Environmental Planner:	Jennifer Hageman, Senior Planner
Date Initial Study Completed:	March 20, 2010

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan (see CEQA Guidelines [Section 15176 (b) and (d)]).

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending May 21, 2010.

Please send written responses to:

Jennifer Hageman
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5538
jhageman@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

Section II – Project Description

Introduction

The R Street Market Plaza project is located in an older section of the R Street Corridor between 16th and 18th streets (Figure 1 and 2). The project area is characterized as an inactive rail corridor and underutilized warehouse district. This area is anchored on the east by the R Street Marketplace, a mixed-use complex with housing and retail establishments including a Safeway grocery store and a Panda Express fast food restaurant. Regional Transit Lightrail line extends parallel to the north of the project site along the Q and R streets alley.

Project Background

The purpose of this project is to provide improvements to the R Street Corridor according to the Central City Community Plan (City of Sacramento 2009a) and the R Street Corridor Urban Design Plan (Moore Iacofano Goltsman, Inc. et al 2006). The project will implement the guidelines within these documents, resulting in a model for revitalization and streetscape improvements along R Street, and would enhance the connection of the future redevelopment projects with the light rail system.

The improvements are needed because the existing corridor contains a mix of vehicular and pedestrian traffic with no defined separation. Pedestrians currently travel this portion of R Street on either side of the traveled way (currently used for parking), or by using the traveled way itself. The lack of separated pedestrian walkways creates an unsafe environment and does not meet current Americans with Disabilities Act (ADA) guidelines. Additionally, the existing pavement, lighting, and drainage systems are in poor condition and inconsistent with City transportation goals and policies.

PROJECT DESCRIPTION

The proposed work includes reconstructing R Street, improving the parking areas, providing sidewalks, planting trees, installing lighting and updating the storm drainage system. An 18-inch-diameter storm drain pipe will be placed below the road. Small drains would convey water from the plaza to the main drain pipe. The maximum depth of disturbance will be eight (8) feet for utility relocation, in a three-(3)-foot-wide trench. The remaining historic railroad tracks would stay in place and will be protected during construction.

The following improvements are proposed for R Street between 16th and 18th streets:

- Replacing the existing asphaltic concrete (AC) travel way with Portland cement concrete (PCC).

- Providing a 22-foot-wide travel way, with one 11-foot-wide lane in each direction. Stop signs that are currently at the intersection of R and 16th streets would be maintained. The intersection of R and 17th streets will be controlled with stop signs. Stop bars will be striped in the crosswalks.

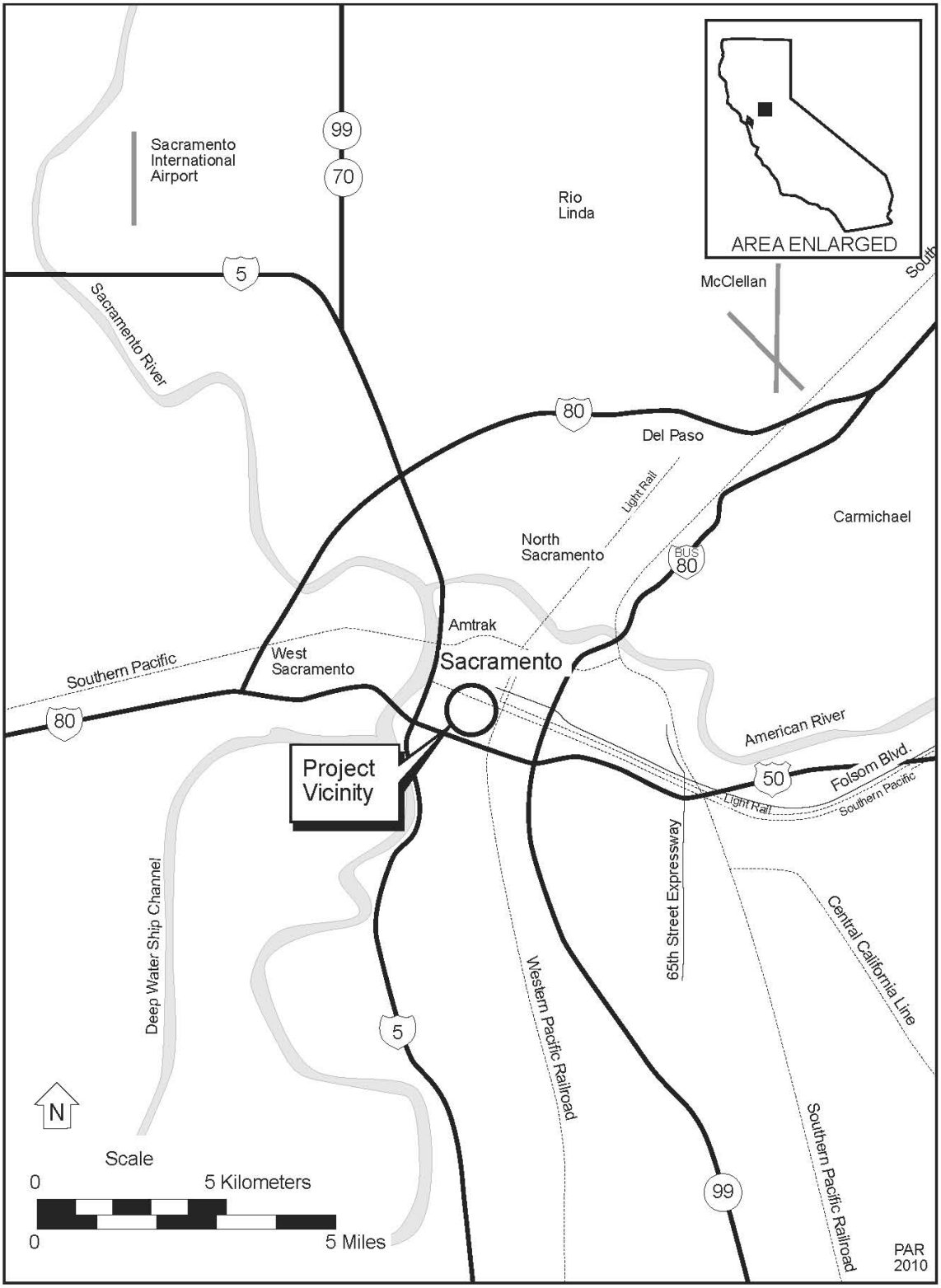


Figure 1. Project Vicinity Map

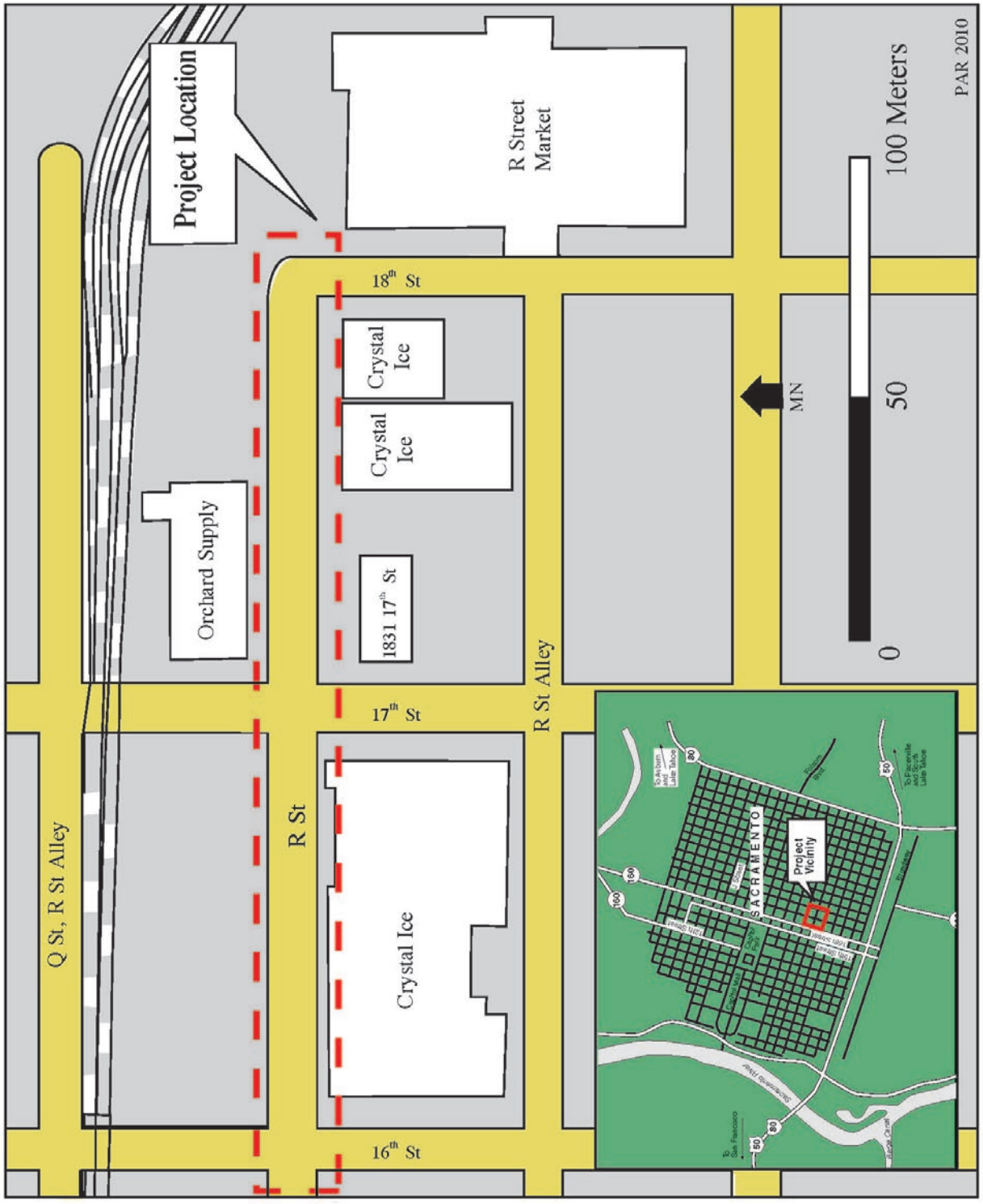


Figure 2. Project Location Map

- Constructing bulb-outs at intersection corners protruding six (6) feet into the numbered streets only to shorten crosswalk distances. No bulb outs are proposed on R Street. ADA compliant curb ramps are proposed at the intersections of R and 16th, 17th, 18th streets. Each corner would have a three-foot-long by six-foot-wide yellow truncated warning tile near the edge of the street.

- Constructing a 23-foot-wide pedestrian walkway/plaza with a four-inch-high curb on the south side of the existing right-of-way.

- Constructing an 8-foot-wide sidewalk with a four-inch-high curb on the north side of the existing right-of-way.

- Providing 90-degree parking stalls along the pedestrian walkway/plaza on the southern side of the right-of-way.

- Providing shade trees in two rows on each block of R Street in the plaza and parking area. Tree wells would be placed at the edge of parking areas and in the plaza, spaced 36 feet apart on center.

- Installing new industrial stylized lighting on both the north and south sides of R Street.

- Constructing an underground drainage system with drain inlets and laterals to accommodate street run-off and site drains for the plaza. Trenching for this activity would involve disturbance of at maximum a 4-foot-wide by 8-foot-deep area. An 18-inch-diameter storm drain pipe would be placed below the road. Small drains would convey water from the plaza to the main drain pipe.

- Reinforce the base of the existing main track with adjustments to alignment and elevation, as needed for safety, drainage and ADA compliance.

- Reconstructing the siding track to accommodate the proposed grades, walkway alignment and ADA guidelines. Where necessary, the project proposes a maximum vertical and horizontal adjustment of 12 inches. Distorted tracks would be replaced in kind, if economically feasible, with warehoused rail stock or new rails.

- Granite curbstones and other railroad elements, such as switching plates, located adjacent to the track would be cast into the concrete roadway section at their current locations and would conform to any alignment or elevation adjustments that may be required for all tracks.

- Removing minimal amounts of railroad tracks at curb ramps to meet ADA standards at curb ramps at the northeast, southwest, southeast corners of the R Street and 17th Street intersection. Curbstones would also be removed when in conflict with meeting ADA standards along the pedestrian path. Removed curbstones can be reused to replace broken or damaged curbstones in other portions of the project.

- Adding streetscape beautification elements to the walkway/plaza and at the intersection of R and 17th street, such as textured or colored concrete complimenting the industrial nature of the corridor utilizing shades of grey.

Railroad Elements

The project is designed to keep the existing mainline track in place, thus preserving the historic integrity of the corridor. One historic property, the Crystal Ice and Cold Storage facility adjacent to the project area, was found eligible for listing on the National Register of Historic Places. Additionally, the mainline, siding track and railroad elements between 16th Street and 17th Street and the southern section of track in the R and 17th intersection are considered contributing elements to this historic property.

The slope of the roadway has been designed to conform to the existing mainline track. Several locations may require reconstructing the existing siding tracks to maintain the appropriate ADA compliance in the pedestrian walkway/plaza. If adjusting is required, the siding track would be raised a maximum of 12 inches. This would be accomplished by removing the existing rail and ties and replacing the existing rails onto a new concrete footing at the adjusted elevation. The existing ties would be removed and disposed of at an approved Class I off-site facility.

Granite curbstones and other railroad elements, such as switching plates, located adjacent to the track would be cast into the concrete roadway section at their current locations and would conform to any alignment or elevation adjustments that may be required for all tracks.

Construction Staging

During construction, R Street would be closed to the public, but 16th and 18th streets would remain open to traffic. Because of anticipated hazardous materials in the excavated soil, a stockpile area would be required to classify the soil before it is hauled away to the appropriate landfill.

Existing land uses immediately adjacent to the proposed R Street Market Plaza area consist of vacant buildings that are planned for redevelopment. A mixed use complex with Safeway Market, restaurants, commercial shops and loft apartments is located at the east end of the project area at the intersection of R and 18th streets.

It may be necessary to close 17th Street from the northern light rail crossing to the alley south of R St for the contractor's use for stockpiling. All construction equipment would be stored within the existing City right-of-way. Vehicular access would be maintained along 16th and 18th streets.

Construction Methods near Historic Buildings

Removal of Existing Facilities

The existing concrete and asphalt concrete pavement would be saw-cut three (3) feet from existing building faces. In order to break the concrete or asphalt, a backhoe with a jackhammer attachment or loader would be used if the work is being done more than three (3) feet away from the buildings. The equipment would be located a safe distance from the buildings so any arms or attachments cannot reach the building. Hay bales would be stacked three rows high along the faces of the buildings to a height of six (6) feet, when construction is within ten (10) feet of the buildings.

A hand-held hydraulic jackhammer would be used to break existing concrete into pieces within three (3) feet of the building faces. The broken concrete would then be removed by hand. The

building face would be protected by a minimum one (1)-inch-thick foam board, which is generally used for insulation.

Preparation for New Improvements

Ride-on machinery would be used to compact the ground five (5) feet or more away from the building faces. Hay bales would be stacked three rows high along the faces of the buildings to a height of six (6) feet for work performed more than five (5) feet away from the building. A vibrator plate tamper would be used to compact the material that is within five (5) feet of the building face, at which time the building face would be protected with minimally a one (1)-inch-thick foam board.

Construction of New Improvements

A new concrete walkway would be constructed against the existing buildings and loading docks. The concrete walkway would be separated from the existing structures by a 0.5-inch fiber expansion joint. The concrete would be poured from a concrete truck and would be finished using hand tools. The existing buildings and loading docks would be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.

PERMITS NEEDED

California Department of Toxic Substance Control (DTSC) identified the need for regulatory oversight during project design and construction. DTSC stated that because total lead concentrations exceed the California Total Threshold Limit Concentration (TTLC) for lead, regulatory oversight will be required for any surface soil disturbance. Consequently, DTSC will require the City to enter into a Voluntary Cleanup Agreement (VCA). The VCA is discussed in further detail in the Hazards Section of this document.

ENTITLEMENTS

The project is located in the R Street Corridor District. A design review will be required as part of this project.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan; however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions; however, an increase in population may generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project.

Discussion

The proposed project begins at 16th Street on the west end and ends at 18th Street on the east. It is located within the boundaries of the City of Sacramento General Plan, the R Street Corridor and the Central City Community Plan

Existing land uses immediately adjacent to the proposed R Street Market Plaza project consist mainly of vacant buildings that are planned for redevelopment. A mixed use complex with Safeway Market, restaurants, commercial shops and loft apartments is located at the east end of the proposed project at the intersection of R and 18th streets. There is a vacant lot located on the north side of R Street between 16th and 17th streets that is planned to be developed into parking garage.

The proposed project is located within the R Street Corridor, which is considered a Special Planning District by the Central City Community Plan. The majority of the proposed project area consists of developable land or vacant buildings for redevelopment. There are presently conceptual plans for a redevelopment project on the south side of the project called the Ice Blocks (Capital Area Development Authority 2007). That development would provide a mixed use environment including retail, residential and office space.

The focus of development in the immediate project area has been on redevelopment and revitalization of underutilized land uses in the R Street Corridor. As stated in the R Street Corridor Urban Design Guidelines Initial Study/Mitigated Negative Declaration (PDG 2006), the strategies of the R Street Corridor include:

- 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; and
- Provide Development Incentives and Encourage High Density Mixed Use Residential.

Plans that apply to the current project include:

- Sacramento General Plan- 2030 (City of Sacramento [City] 2009)
- Central City Community Plan- 2030 (City 2009)
- R Street Corridor Urban Design Plan- 2006 (Moore Iacofano Goltsman, Inc. et al. 2006)

The proposed project is consistent with all applicable goals and policies of the Mobility Element and the Historic and Cultural Resources Element City 2030 General Plan and the Central City Community Plan. Applicable goals and policies from the R Street Corridor Urban Design Plan are consistent with the proposed project (Table 1).

Table 1. Project Consistency with the Applicable Plans

Goal, Objective, or Policy	Consistency Discussion
The City of Sacramento General Plan	
Mobility Element	
Goal M 1.1 - Comprehensive Transportation System. Provide a transportation system that is effectively planned, managed, operated, and maintained.	Consistent. The proposed project is a road improvement project. Raised walkways would be installed; drainage and lighting systems would be improved.
Goal M 1.2 - Multimodal System. Provide expanded transportation choices to improve the ability to travel efficiently and safely to destinations throughout the city and region. **Policy M 1.2.1 - Multimodal Choices.** The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions.	Consistent. The proposed project will improve the pedestrian environment through the addition of sidewalks and ADA-compliant curb ramps. The project is located near the 16th Street Light Rail stop.
Goal M 2.1 Integrated Pedestrian System. Design a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking. **Policy M 2.1.2 - Sidewalk Design.** The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes. **Policy M 2.1.3 - Streetscape Design.** The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including	Consistent. The proposed project will improve the pedestrian environment through the addition of sidewalks and ADA-compliant curb ramps. The south side of the project area will incorporate a 23-foot-wide sidewalk, creating a plaza walkway. Shade trees will be provided along the plaza in two rows. Parking stalls will be provided at 90-degrees along the pedestrian plaza.

Goal, Objective, or Policy	Consistency Discussion
shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities. **Policy M 2.1.7 - Parking Facility Design.** The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access, including clearly defined corridors and walkways connecting parking areas with buildings.	
Historic and Cultural Resources Element	
Goal HCR 2.1 - Identification and Preservation of Historic and Cultural Resources. Identify and preserve the city's historic and cultural resources to enrich our sense of place and our understanding of the city's prehistory and history. **Policy HCR 2.1.1 - Identification.** The City shall identify historic and cultural resources including individual properties, districts, and sites (e.g., archaeological sites) to provide adequate protection of these resources. **Policy HCR 2.1.11 - Compatibility with Historic Context.** The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.	Consistent. The project would maintain the mainline tracks and the majority of the siding track of the Sacramento Valley Railroad (SVRR) that contribute to the historical significance of the Crystal Ice Cold Storage Facility. Additionally, granite curbstones and other railroad elements, such as switching plates, located adjacent to the tracks, will be retained.
Central City Community Plan	
Mobility Element	
Policy CC.M 1.2 - Adequate Parking. The City shall provide adequate offstreet parking to meet the needs of shoppers, visitors, and residents.	Consistent. The proposed project will include parking stalls at 90-degrees along the pedestrian plaza.
Historic and Cultural Resources Element	
Policy CC.HCR 1.1 - Preservation. The City shall support programs for the preservation of historically and architecturally significant structures which are important to the unique character of the Central City.	Consistent. The project would maintain the mainline tracks and the majority of the siding track of the Sacramento Valley Railroad (SVRR) that contribute to the historically significance of the Crystal Ice Cold Storage Facility. Additionally, granite curbstones and other railroad elements, such as switching plates, located adjacent to the tracks, will be retained.
R Street Corridor Special Planning District	
Policy CC.SPD 1.5 - R Street Surface Parking. The City shall reduce the amount of land devoted to surface parking through reduced parking standards and local, regional, and state implementation of shuttle service and peripheral parking lot	Consistent. The R Street Market Plaza Improvements project will maintain a two-lane street and will construct pedestrian walkways on

Goal, Objective, or Policy	Consistency Discussion
programs. **Policy CC.SPD 1.17 - R Street Design.** The City shall design R Street as a local, pedestrian scale street. **Policy CC.SPD 1.18 - R Street Local Street Classification.** The City shall retain the local street classification for R Street as a two-lane, two-way street; facilitate pedestrian, bicycle and vehicular forms of circulation; retain stop signs, as warranted, to reduce traffic volumes; and slow the speed of traffic. **Policy CC.SPD 1.20 - R Street Design.** The City shall improve portions of R Street which are currently substandard, and design streets to reflect a pedestrian scale. **Policy CC.SPD 1.23 - R Street Design.** The City shall provide within the R Street public right of way: street trees where appropriate, street lighting, on-street parking, and pedestrian walkways to provide a safe and attractive environment for pedestrians, bicyclists, and other modes of transportation. Several different street cross sections are proposed for R Street to address different historic, urban design, transit, circulation, and land use conditions. T he west end of the corridor, the 3rd to 9th Street section, is proposed to serve more intensive office, and residential mixed-uses. For the east end of the corridor, from 23rd to 29th Streets, the light rail line occupies the middle of the street, and a significant amount of the street right of way. This cross section is proposed to serve predominantly residential and retail uses	both sides of the street. 90-degree parking will be provided along the south side of the street. Stop signs will be maintained at the R and 16th streets intersection and the R and 17th streets intersection will be controlled through stop signs. The proposed project will install lighting, update the storm drainage system and provide shade trees in two rows on the south side of the project. The project would also include ADA compliant curb ramps to provide for pedestrian safety.
R Street Corridor Urban Design Plan	
Design Strategies	
Action A-3: Maintain and enhance the sense of shared space. **Action A-4**: Respect the utilitarian aesthetic/essence of the corridor.	Consistent. The R Street Market Plaza Improvement Project would increase vehicular and pedestrian safety. The R Street Market Plaza Improvements project will maintain a two-lane street and will construct pedestrian walkways on both sides of the street. The project would also include ADA compliant curb ramps to provide for pedestrian safety.
Action B-2: Enhance pedestrian and bicycle activity in the area by … improving the pedestrian character along the north-south streets with traffic calming features.	Consistent. The project would include ADA compliant curb ramps at all corners of intersections between 16th and 18th streets. Drainage and lighting systems would be improved and sidewalks would be constructed to help improve safety while at the same time offering a sense of shared space.

Goal, Objective, or Policy	Consistency Discussion
Action D-1: Improve the pedestrian experience by creating a safe, walkable, aesthetically appealing corridor with built edges that enhances and relates to the pedestrian experience.	Consistent. The proposed project would provide for a separate walkway. The walkway would be separated from the travel lanes with the parking areas and by a 4-inch-high curb .
Action D-4: Continue to enhance the sense of shared space by pedestrians, bicyclists and automobiles by reclaiming the wide 80-foot right-of-ways as part of the pedestrian realm.	Consistent. The proposed project is within the right-of-way and would provide sidewalks and travel lanes. The sidewalks would have a four-inch height. The sidewalks would be textured or stained to complement the industrial nature of the corridor.
Design Guidelines	
Guideline 2Ai-1 – Maintain a sense of shared space between pedestrians, cyclists, cars and trucks along R Street. This unique curbless street concept is defined by an absence of sidewalks, and by on-street parking primarily located along the edge of pedestrian pathways.	Partially Consistent. The proposed project would install sidewalks; however, they have been designed to keep the industrial feel of the area and the sense of shared space. They would be stained and the curb height would be four inches. Parking would be located on the south side of the street between the pedestrian area and the travelway
Guideline 2Aii-1 – Maintain a minimum five-foot wide pedestrian pathway at least one side of the R Street.	Consistent. The proposed project has sidewalks on the north and south sides of R Street, throughout the project area. Width of the sidewalks would be 23 feet wide on the south side of the project and 8 feet wide on the north side of the project.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AESTHETICS, LIGHT AND GLARE Would the proposal: A) Have a substantial adverse effect on a scenic vista?			✓
B) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
C) Substantially degrade the existing visual character or quality of the site and its surroundings?			✓
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓

ENVIRONMENTAL SETTING

The proposed project area is located in an older section of the R Street Corridor that is characterized as an underutilized rail corridor and warehouse district. The project area is anchored on the east by the R Street Marketplace, a mixed use retail and housing establishment.

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The existing lighting is limited and in poor condition. The lighting conditions of the project are inconsistent with City goals and policies. The proposed project would bring the light up to City standards and would not cast any glare that would create a public hazard.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

- Substantially alter or degrade the existing visual character or quality of the project site and its surroundings;
- Creation of glare that is cast in such a way as to cause public hazard or annoyance for a sustained period of time; or
- Conflict with design guidelines applicable to the project site.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR determined that implementation of the General Plan could result in construction which could create glare. The MEIR mitigation measure requires that the City amend the Zoning Ordinance to prohibit new development from using mirrored glass, reflective metals or highly reflective glass.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO PROJECT

No mitigation measures from the MEIR apply to this project, since this project does not involve construction of new buildings that would block light or cast a glare.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B and C

The proposed project would not obstruct views from any scenic highway or roadway, and is not located within the viewshed of a federal or state scenic highway. The project site does have historic buildings; however, the proposed project would not block views to or from these buildings. The R Street Market Plaza Project would maintain the industrial feel of R Street.

The project is designed to enhance the existing industrial feel of the corridor, while providing necessary improvements. No structures would be added to the project area; therefore, no shadows would be cast. Trees will be added to the south side of the project in two rows to provide shade for pedestrians within the market plaza area. Trees selected, once matured, would provide a canopy that is high enough not to detract from the various viewer groups (such as pedestrians, roadway users and neighbors to the proposed project) line of sight of the historic Crystal Ice building.

The proposed project is consistent with applicable goals and policies from the R Street Corridor Urban Design Plan.

Question D

The proposed project would add lighting to the street edge or the back of the walkway in order to bring R Street up to City standards for street lighting. This street lighting would be installed in accordance with city standards, while keeping the industrial feel of the R Street Corridor. This lighting would not affect day or nighttime views of the area since the area is within the central city. Any impacts due to light or glare are considered to be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

There are no additional significant environmental effects.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY *Would the proposal:* A) Conflict with or obstruct implementation of the applicable air quality plan?			✓
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			✓
D) Exposure sensitive receptors to substantial pollutant concentrations?			✓
E) Create objectionable odors affecting a substantial number of people?			✓
F) Interfere with or impede the City's efforts to reduce greenhouse gas emissions?			✓

ENVIRONMENTAL AND REGULATORY SETTING

Sacramento County is located at the southern end of the Sacramento Valley, which is bounded by the Coast and Diablo ranges on the west and the Sierra Nevada range on the east. The county is about 50 miles northeast of the Carquinez Strait, a sea-level gap between the Coast Range and the Diablo Range. The prevailing winds are from the south, primarily because of marine breezes through the Carquinez Strait, although during winter, the sea breezes diminish and winds from the north occur more frequently.

The project area is located in the center of the county, within the Sacramento Valley Air Basin. Air quality is regulated under the federal Clean Air Act of 1990 and the California Clean Air Act (CCAA) of 1988 at the federal and state level. Air quality is managed at a local level by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD implements the emissions standards and other requirements of the state and federal regulations. Currently, the proposed project is within the Sacramento Federal Nonattainment Area (SFNA) for ozone. As a part of the SFNA, Sacramento County is out of compliance with the state and federal ozone standards (PDG 2006).

The United States Environmental Protection Agency (U.S. EPA) has a non-attainment designation of "serious" for the County because it does not currently meet the federal ozone standard. The ozone standard was established by the U.S. EPA 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." In June 2004, the U.S. EPA proposed to classify Sacramento County in attainment of the federal PM2.5 standards (PDG 2006).

In December 2006, the Environmental Protection Agency (EPA) revised the national ambient air quality standard for fine particle pollution to provide increased protection of public health and welfare. The revised standard is 35 micrograms per cubic meter (ug/m3) for particles less than or equal to 2.5 micrometers in diameter (PM2.5), averaged over 24 hours. In December 2008 the EPA Administrator identified nonattainment areas, and in October 2009 confirmed the designations. Sacramento County is included on this list, along with portions of surrounding counties that contribute to the nonattainment conditions. The designations became effective in October 8, 2009.

Pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal and California ambient air quality standards have been established for criteria pollutants whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). The criteria pollutants of greatest concern in the Sacramento County are carbon monoxide (CO), ozone, inhalable particulate matter less than 10 microns in diameter (PM10), and fine particulate matter less than 2.5 microns in diameter (PM2.5).

REGULATORY SETTING

Air quality management planning programs developed during the past decade have generally been in response to requirements established by the federal Clean Air Act. However, the enactment of the CCAA has produced additional changes in the structure and administration of air quality management programs in California.

Ozone

Ozone is not emitted directly into the air, but is formed by a photochemical reaction in the atmosphere. Ozone precursors, which include reactive organic gases (ROG) and nitrogen oxides (NO_x), react in the atmosphere in the presence of sunlight to form ozone. Because photochemical reaction rates depend on the intensity of ultraviolet light and air temperature, ozone is primarily a summer air pollution problem. Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials.

State and federal standards for ozone have been set for a one-hour averaging time. The state one-hour ozone standard is not to exceed 0.09 parts per million (ppm). The federal one-hour ozone standard is 0.12 ppm, not to be exceeded more than three times in any three-year period. In addition, the federal government has an eight-hour ozone standard that was issued in July 1997, after the recognition of the day-long ozone exposure health impacts. This standard is set at a concentration of 0.08 ppm measured over eight hours.

Inhalable Particulate Matter

Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled. Few particles larger than 10 microns in diameter reach the lungs. Consequently, both the federal and state air quality standards for particulate matter apply only to particulate matter 10 microns or less in diameter (generally designated as PM_{10}). The California ambient air quality standards for PM_{10} are 50 micrograms per cubic meter ($\mu g/m^3$) as a 24-hour average, and 20 $\mu g/m^3$ as an annual geometric mean. The federal PM_{10} standards are 150 $\mu g/m^3$ as a 24-hour average, and 50 $\mu g/m^3$ as an annual arithmetic mean.

At the same time as the new standards for ozone were proposed, new standards for particulate matter less than 2.5 microns in diameter (generally designated as $PM_{2.5}$) were issued. $PM_{2.5}$ is sometimes referred to as "fine particulate matter." The $PM_{2.5}$ standards have been set at concentrations of 15 $\mu g/m^3$ annually and 65 $\mu g/m^3$ daily.

Carbon Monoxide

Carbon Monoxide (CO) is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. CO is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicles are the dominant source of CO emissions in most areas. High CO levels develop primarily during winter when periods of light winds combine with the formation of ground level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicle also exhibit increased CO emission rates at low air temperatures.

State and federal CO standards have been set for both one-hour and eight-hour averaging times. The state one-hour standard is 20 ppm by volume, while the federal one-hour standard is 35 ppm. Both state and federal standards are nine ppm for the eight-hour averaging period.

STANDARDS OF SIGNIFICANCE

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone and Particulate Matter. An increase of nitrogen oxides (NOx) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NOx) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for PM_{10} is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM_{10}, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NOx thresholds, is can be assumed that the project is below the PM_{10} threshold as well (SMAQMD, 2004).

Carbon Monoxide. The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2004). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

Toxic Air Contaminants. The project would create a significant impact if it created a risk of 10 in 1 million for cancer (stationary sources only).

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The City found that greenhouse gas emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of greenhouse gas emissions and climate change in the 2030 General Plan Master EIR are incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

POLICIES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The following policies applicable to air quality were identified in the 2030 General Plan Master EIR, and will be applied to the project:

Greenhouse Gas Emissions and Climate Change: The Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change (see Draft MEIR, Chapter 8, and pages 8-49 et seq.). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq; the Final MEIR included additional discussion of greenhouse gas emissions and climate change in response to written comments (see changes to Chapter 8 at Final MEIR pages 2-19 et seq.; see also Letter 2 and response).

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

The proposed project will involve scraping and resurfacing to create a new roadway surface, install pedestrian walkways, provide for ADA-compliant improvements and bring lighting and drainage facilities up to current standards. The project is not intended to increase the amount of traffic in the area; therefore, the air quality would remain the same as between pre-construction and post-construction. The current air quality attainment status is summarized in the table below.

Table 1. State and Federal Attainment Status

Parameter	State	Federal
Ozone	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Nonattainment[1]
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_x	Attainment	Attainment

[1] Air Quality meets the federal PM_{10} standards; however, SMAQMD must submit a request for redesignation to attainment and submit a maintenance plan to be formally designated to attainment (SMAQMD 2006).

During construction, soils would be disturbed, construction equipment would be running and temporary road closures may occur. For construction period impacts, the City has a threshold of significance set at 85 pounds per day for nitrogen oxides (NO_x). In general, it is assumed that the largest emissions would occur during grading/excavation activities. With a proposed project area of three city blocks, staying within the right-of-way, it is expected that NO_x would be at a level of approximately 52 pounds per day (SMAQMD Roadway Construction Emission Model). This is below the 85 pounds per day threshold. Fugitive dust (PM_{10} and $PM_{2.5}$) can also occur during construction due to soil disturbance. Since the proposed project has a disturbed area of smaller than five acres, SMAQMD has indicated that the project would not be considered to have a significant impact on fugitive dust generation. Due to the nonattainment status of the basin with respect to ozone, PM10, and PM2.5, the SMAQMD recommends that projects implement Basic Construction Emission Control Practices as best management practices that include the following:

1. On-site unpaved areas shall be stabilized using water or a chemical stabilizer/suppressant.

2. All land clearing, grubbing, scraping, excavation, land leveling, grading and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.

3. All operations shall limit or expeditiously remove the accumulation of mud and dirt from adjacent public streets at least once every 24 hours when operations are occurring. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.

4. Limit traffic speeds on unpaved roads to 15 miles per hour.

Question D and E

Land uses such as residences are considered to be relatively sensitive to poor air quality. The existing land uses immediately adjacent to the proposed R Street Market Plaza area consist mainly of vacant buildings that are planned for redevelopment. A mixed use complex with Safeway Market, restaurants, commercial shops and loft apartments is located at the east end of the project area at the intersection of R and 18th streets. Commercial office buildings are located between the 14th and 16th blocks of R Street. There are additional commercial establishments located along 16th and 17th streets between Q and S streets and some multifamily residential units located along 17th street north of the light rail tracks. However, since project emissions of NOx, ROG, PM10 and CO are anticipated to be less than significant, it is not expected that concentrations will exceed any standards for sensitive receptors.

Objectionable odors may result during construction of the proposed project. Construction equipment and materials may emit odors perceptible to residents within the project vicinity; however, any construction-related odors would be temporary (occurring only during active construction). Therefore, the impact on sensitive receptors from pollutants and odor is considered less than significant.

Question F

The proposed project involves street and streetscape improvements that would not result in any new land use anticipated in the 2030 General Plan, nor would it result in new stationary or mobile source emissions.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

There are no additional significant environmental effects of the project relating to Air Quality.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
3. BIOLOGICAL RESOURCES Would the proposal result in impacts to: A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓
C) Have substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓
E) Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?		✓	
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓

ENVIRONMENTAL SETTING

Existing land uses immediately adjacent to R Street in the project area consist mainly of industrial and commercial uses and open-space. Vacant buildings are scattered throughout the project area and are planned for redevelopment. The project area is paved, and biological resources are limited to patchy ruderal vegetation and one urban landscaping tree located on the Orchard Supply Warehouse property. No native trees, shrubs or wetlands occur in the project area.

Wildlife species potentially occurring in the project area are those tolerant of a high degree of urban disturbance. Typical species include western scrub jay, American crow, mourning dove, Brewer's blackbird, and rock dove. The high level of disturbance and patchy, fragmented nature of the vegetation makes the project site of very low value to wildlife. However, the landscaping trees and non-native oaks along 16th, 17th and 18th streets in the project area are large enough to potentially support nesting birds.

REGULARY SETTING

Migratory Birds

California Department of Fish and Game (CDFG) codes (Sections 3503, 3513, and 3800) protect migratory birds from harassment or harm, and also protect their eggs and nestlings. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered a "taking" by CDFG.

Federal law also protects raptors, migratory birds, and their nests. The federal Migratory Bird Treaty Act (15 USC 703-711 and 16 USC Section 7.3, Supp I 1989), 50 CFR Part 21, and 50 CFR Part 10, prohibits killing, possessing or trading in migratory birds. Executive Order 13186 (January 11, 2001) requires that any project with federal involvement address impact of federal actions on migratory birds.

Invasive Species

Executive Order 13112 (February 3, 1999) directs all federal agencies to refrain from authorizing funding, or carrying out actions on projects that may spread invasive species. Other laws pertaining to the spread of noxious weeds include the Carlson-Foley Act of 1968 and the Federal Noxious Weed Act of 1974. Executive Order 13112 further directs federal agencies to prevent the introduction of invasive species, to control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species.

Trees (including Heritage Trees)

The City of Sacramento Code protects trees in general (12.56) as well as heritage trees (12.64) from construction and development impacts. A heritage tree, as defined in City Code 12.64.020, is:

- any tree 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 oak species Quercus sp. California buckeye (Aesculus californica), or western sycamore (Platanus racemosa), having a circumference of 36 inches or greater when a single trunk, or a cumulative circumference of 36 inches or greater when a multi-trunk;

- any tree 36 inches in circumference or greater in a riparian zone; or

- 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).

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 with 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

- Violation of the Heritage Tree Ordinance (City Code 12.64.040).

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Relative to this project, the 2030 General Plan MEIR determined that implementation of the General Plan would have a less-than-significant impact on City's Heritage Tree Ordinance. The MEIR also identified significant impacts to sensitive communities and species, however, none of those natural communities or special status species occur in the project area based on the technical memorandum prepared by PAR Environmental Services, Inc (2010).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B and C

The proposed project area of disturbance does not include, and would not result in impacts to wetlands or special status species. Other significant biological resources are discussed below.

Nesting Migratory Birds

If nesting migratory birds are discovered in the construction area, then the mitigation listed below will reduce the impact to less than significant. Nearby construction activities could potentially affect nesting migratory birds if construction occurs during the nesting season (February 1 – July 31). Potential impacts to nesting birds can be avoided by delaying construction in the vicinity until the end of the nesting season. Alternatively, pre-construction surveys could be conducted to verify that the construction zone does not support nesting birds or that nearby construction activities would not adversely affect nesting birds.

Invasive Species

The proposed project is located in a built environment with few areas of open land. The roadside vegetation is ruderal and made up mainly of non-native species. Construction activities could result in the introduction and spread of noxious weeds and other invasive plants, as could inappropriate erosion control measures. No new invasive species should be introduced.

Question D

There are no native resident or migratory fish or wildlife species with established native resident or migratory wildlife corridors in the project area. The nearest migratory fish corridor is the Sacramento River which is not in the project area and will not be directly or indirectly affected by the project.

Question E

Trees (Including Heritage Trees)

The project area is paved, and biological resources are limited to patchy ruderal vegetation and one urban landscaping tree located on the Orchard Supply Warehouse property. No native trees or shrubs occur in the project area. No trees will be removed within the project area.

Question F

The project is not located in an area governed by a Habitat Conservation Plan.

MITIGATION MEASURES

Nesting Migratory Birds

1. If construction cannot be scheduled for the non-breeding season (August 1-January 31), pre-construction surveys shall be conducted at all potential nest sites for nesting birds. Surveys shall be conducted by a qualified wildlife biologist.

2. If construction schedules are determined prior to the nesting season, the City may opt to place netting over trees and other potential nest sites, to eliminate the chance of nesting birds in the project vicinity.

3. Surveys by a qualified biologist shall be conducted no more than 14 days prior to the initiation of construction activities. These surveys will provide information on any nesting birds or will verify the netting eliminated nesting birds from the project vicinity.

4. The biologist shall inspect all trees in the impact footprint and within a 164-foot (50-m) radius for nesting migratory birds.

5. If the biologist deems that an active bird nest is close enough to the construction area to be disturbed, he or she shall (in consultation with CDFG) determine the extent of the construction-free buffer zone to be established around the nest. Site

disturbance associated with project construction that may cause nest abandonment or forced fledging shall not be initiated within this buffer zone between March1st and September 1st.

Invasive Species

To avoid the introduction of new weeds in the project area, only certified weed-free imported material shall be used for temporary erosion control, such as sterile straw-wattles or weed-free, sterile rice straw.

FINDINGS

All additional significant environmental effects of the project relating to Biological Resources can be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
4. CULTURAL RESOURCES *Would the proposal:* A) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?		✓	
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓
D) Disturb any human remains, including those interred outside of formal cemeteries?			✓

ENVIRONMENTAL SETTING

An Historic Property Survey Report with attached Historic Resource Evaluation Report and Archaeological Survey Report (HPSR/HRER/ASR) was prepared for this project (PAR 2009). Preparation of the documents included conducting site visits, completing record searches at the North Central Information Center, the Center for Sacramento History (formerly known as the Sacramento Archive and Museum Collection Center), Sacramento Central Library-Sacramento Room and the California State Railroad Museum Archive, and contacting state and local agencies, as well as nearby Native American tribes.

The area studied for cultural resources is the Area of Potential Effects (APE). The archaeological APE extends along the existing right-of-way from the west side of 16th Street east to the east side of 18th Street along R Street. The architectural APE includes properties where construction activities would occur adjacent to the building or loading dock face.

There are no identified prehistoric or historical archaeological sites within the archaeological APE. While no archaeological resources were identified, prehistoric resources could potentially occur nearly anywhere in downtown Sacramento. However, the probability of their presence is not reliably calculable, given the limited extent and quality of the available information on the local natural geography and environment and previous land disturbance due to development in the project area.

In the HPSR for the current study, one complex, the Crystal Ice and Cold Storage facility, was identified as eligible for listing in the National Register of Historic Places (NRHP). The segment of Southern Pacific Railroad (SPRR) mainline and siding tracks and railroad elements in front of Crystal Ice and Cold Storage Facility between 16th Street and 17th Street, including the

southern half of R and 17th Streets intersection, have been determined to contribute to the eligibility of the Crystal Ice facility. The property is also a historic resource pursuant to CEQA. No historic districts or known archaeological sites exist within the APE for the proposed project.

REGULATORY SETTING

Cultural resources, as used in this document, refer to historic and archaeological resources. The primary laws dealing with historic and archaeological resources include:

The National Historic Preservation Act (NHPA), as amended, sets forth national policy and procedures regarding "historic properties" – that is, districts, sites, buildings, structures and objects included in or eligible for inclusion in the National Register of Historic Places.

Section 106 of the NHPA requires federal agencies to consider the effects of their undertakings on such properties, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800).

The Native American Graves Protection and Repatriation Act (NAGPRA) addresses the rights of lineal descendants, Indian tribes, and Native Hawaiian organizations to Native American human remains and certain cultural items with which they are affiliated, and directs federal agencies and federally assisted museums to identify and repatriate the cultural affiliation of Native American human remains and related cultural items in holdings or collections under their possession or control.

Under California law, cultural resources are protected by **CEQA,** as well as **Public Resources Code Section 5024.1**, which established the California Register of Historic Places. Section 5024.5 requires state agencies to provide notice to, and to confer with, the State Historic Preservation Officer (SHPO) before altering, transferring, relocating or demolishing historic resources.

Under Chapter 17.134 of the City of Sacramento Municipal Code, historic preservation work within designated historic districts or involving designated landmarks require City preservation review. There are no designated historic districts or landmarks within the APE.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or

2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Answers to Checklist Questions

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR for the 2030 General Plan determined that implementation of the General Plan could have both project specific and cumulative effects to historic and archeological resources. The 2030 General Plan includes a number of policies to protect such resources. None-the-less, the MEIR concluded that no feasible mitigation measures beyond what the 2030 General Plan

policies require are available to ensure that no archaeological or historic resources are damaged or destroyed.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The Crystal Ice and Cold Storage facility is bound by 16th Street on the west, 17th Street on the east, R Street on the north and the alley between R and S streets on the south. As the then primary manufacturer of ice in the City, this company played an important role in the Sacramento area between 1920, when the facility was completed, to 1950, when the wide-spread use of electric refrigerators replaced the ice box; as such, it is eligible under Criterion A. The factory embodies distinctive characteristics of an early twentieth century industrial ice plant and meets Criterion C. The property is eligible at a local level with a period of significance from 1920, when initial construction was complete, to 1950, when the last addition was finished. The State Historic Preservation Officer (SHPO) concurred with this finding on November 25, 2009.

The SPRR track and siding contribute to the setting of the Crystal Ice and Cold Storage facility, determined eligible for individual listing in the NRHP under Criterion A and C. The route is associated with the early twentieth century industrial development of the storage facility in the City of Sacramento and played an important role in its location, setting and design. The relationship between the ice plant and the rails is clearly evident, resulting in a strong sense of time and place. The rail features extend from the east side of 16th and R intersection to the east side of the 17th and R intersection, where the ice plant siding reconnects with the mainline. The remaining track and sidings between 17th and 18th streets and the north siding leading to OSH within the 17th and R intersection are not contributing elements. SHPO concurred with this finding on November 25, 2009.

The proposed project is focused on street improvements; there will be no right-of-way acquisition. Improvements, such as walkways, may extend to the front facade of the existing building and loading dock. The project has been designed to avoid impacts to the Crystal Ice and Cold Storage facility and SPRR tracks. Construction activities could have an effect on cultural resources; however, with the special provisions described in the project description, the impacts would be less than significant.

Avoidance measures included in the project description include the following:

1. Replace the existing asphalt concrete with Portland cement concrete.

2. Walkways shall be limited to a four-inch-high curb to match existing walkways within the corridor and minimize the visual effect of curbs.

3. All concrete walkways shall be stained and scored to reduce the visual impact, and will conform to the street appearance and maintain the industrial feel of the district.

4. Lighting shall be provided that is compatible with the industrial feel of the district and positioned at the edge of the street or back of the walk.

5. Granite curbstones presently covered with asphalt shall be exposed, cleaned and cast in place into the concrete roadway sections alongside track as were historically positioned at street intersections. An archaeologist shall document the location of the curbstones and other features during construction. Once the curbstone sections are exposed, any damaged or missing stones may be replaced in kind, if economically feasible, using like material. If the asphalt cannot be cleaned off the exposed surface the stones shall be rotated so clean surfaces would be exposed in the intersections.

6. Distorted rails shall be replaced in kind, if economically feasible, using like material. Rails currently covered with asphalt shall be cleaned and exposed.

Questions B and C

There are no identified prehistoric or historical archaeological sites within the archaeological APE. Several archaeological resources occur near the project area. There is a possibility that grading activities or excavation during construction could disturb unknown archaeological or paleontological resources beneath the surface. The following mitigation measures will ensure that impacts to archaeological or paleontological resources are less than significant.

Question D

Based upon the known distribution of archaeological resources in Sacramento, there is a low to moderate potential that buried historic or prehistoric resources may be encountered during subsurface, ground disturbing work for this project. This potential is judged to be low for recent prehistoric sites because the distribution of the known sites of Emergent and Ethnographic age, as well as locations assigned ethnographic names in the city, are all located closer to the existing course of the river and appear to have been located near active channels while they were occupied. A moderate sensitivity for older prehistoric sites (Upper Archaic sites) is suggested because of the active nature of the river channels. Meandering river channels move about over the course of time. Prehistoric settlements located along channels during the time of occupation may be abandoned as a river channel relocates away from the settlement, or may be destroyed if a channel actively erodes the location as it moves toward the settlement. Sedimentation caused by changes in stream bed elevation may bury occupation sites over time. These processes are known to have been active in the Sacramento locality, resulting in deeply buried evidence of Early Archaic occupation at other locations in the city, including discoveries by Tremaine near Sacramento City Hall and near the Southern Pacific Railroad Depot. Geomorphic evidence visible on topographic maps of the area in the form of abandoned natural levees and channels suggests that in much of the city area active stream channels may have migrated north and west during the middle and late Holocene. A Late Discovery Plan was prepared for this project in light of the potential to encounter prehistoric archaeological resources.

MITIGATION MEASURES

1. A qualified (Secretary of Interior qualification) archaeological monitor shall be retained on-site during subsurface excavations below the current road base. These areas were historically high ground and are sensitive for prehistoric remains. The archaeological monitor shall be authorized to stop work and investigate any subsurface historic or cultural materials that are exposed by the excavation. In the event that cultural or potentially cultural materials are encountered during excavation activities, work shall cease within 100 feet of the find until a qualified archaeologist can assess and report on the significance of the find to the City's Preservation Director and State Historic

Preservation Officer (SHPO). If the find is prehistoric in nature, the Native American Heritage Commission (NAHC) shall be consulted. Tribal representatives as referred by the NAHC shall be included in the consultation process. If necessary, further mitigation measures may be developed and implemented by the qualified archaeologist and the tribal representative or the Preservation Director or SHPO.

FINDINGS

All additional significant environmental effects of the project relating to Cultural Resources can be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
5. ENERGY Would the proposal result in impacts to*:* A) Power or natural gas?			✓
B) Use non-renewable resources in a wasteful and inefficient manner?			✓
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			✓

ENVIRONMENTAL SETTING

Utility services in the R Street Market Plaza Area include electric, gas, telephone and cable television services. There are existing electrical and telephone supply lines along R Street, both underground and overhead.

Sacramento Municipal Utility District (SMUD) provides the area with electric service. Pacific Gas and Electric Company (PG&E) provides the area with gas service.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, energy impacts may be considered significant if the proposed project would result in one or more of the following:

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).

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The 2030 General Plan MEIR determined that implementation of the General Plan would have a less-than-significant impact on electricity and natural gas.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No

ANSWERS TO CHECKLIST QUESTIONS

Since the project involves street improvements and would not construct any habitable structures, the project improvements would not adversely affect energy resources nor would they increase consumption of energy resources. Impacts are considered less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Energy.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
6.GEOLOGY AND SOILS Would the project: A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii.) Strong seismic ground shaking? iii.) Seismic-related ground failure, including liquefaction? iv.) Landslides?			✓
B) Result in substantial soil erosion or the loss of topsoil?			✓
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓
E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓

ENVIRONMENTAL SETTING

An Initial Site Assessment (ISA) was prepared for this project (Blackburn Consulting 2009). The topography through the R Street Improvement Project area is generally flat with an average elevation of approximately 15 to 16 feet above mean sea level.

The site lies within the Sacramento Valley portion of the Great Valley geomorphic province. The Cascade and Klamath ranges border the Great Valley to the north, the Coast Range to the west, the Sierra Nevada to the east, and the Transverse Range to the south. The valley formed by tilting of the Sierran Block with the western side dropping to form the valley and the eastern

side being uplifted to form the Sierra Nevada. The valley is characterized by a thick sequence of alluvial, lacustrine and marine sediments. The thickness of the sediments varies from a thin veneer at the edges of the valley to several thousand feet in the central portion of the valley (Blackburn Consulting 2009).

The R Street project area is underlain by the early Quaternary Levee and channel deposits. This formation is composed of sands, silts, and clays (Blackburn Consulting 2009).

There are no known faults within the greater Sacramento region and project area. The nearest 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). The City of Sacramento has been identified as being subject to potential damage from earthquake ground shaking at a maximum intensity of VIII of the modified Mercalli scale. An earthquake of intensity VIII could cause alarm and moderate structural damage; however, the Central Valley region does not commonly experience strong ground shaking resulting from earthquakes along known and previously unknown active faults (City of Sacramento 2009).

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, 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.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The 2030 General Plan Master EIR (MEIR) determined that although the City is in an area of moderate geological hazards, existing regulations and protections are in place such as the California Building Code, and City and CalTrans road design requirements, which reduce these risks to a less-than-significant level.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS A THROUGH E

The proposed project is not considered to result in the exposure of people to geologic or seismic hazards. No unique geological features have been identified in the project area or the surrounding Central City. The proposed improvements would not change the risk of seismic hazards, nor would they result in erosion or unstable soil conditions.

The project would not involve significant changes in topography. Erosion may occur as a result of grading, since soils are especially prone to erosion from storm water runoff that occurs during or immediately after construction. All grading and erosion control shall be conducted in compliance with the requirements of the Sacramento City Code to prevent erosion of soils during construction (Ordinance 15.88.250). This ordinance requires the project applicant to show erosion and sediment control methods on the improvement plans. These plans also show the methods to control urban runoff pollution from the project site during construction. In addition, the majority of the proposed project site will be landscaped and paved upon completion of the project to prevent erosion.

Any soils that are stockpiled as part of the proposed project will use best management practices to contain the soil and reduce workers and the public's risk to the exposure of contaminated soils. For further information on stockpiled soil, see the Hazards Section.

The construction of the proposed project is not anticipated to result in groundwater pumping or dewatering, since the depth to the groundwater aquifer is 13 to 25 feet below grade surface (bgs).and the deepest excavation is anticipated to be approximately eight feet bgs. Therefore, any impacts would be less than significant.

MITIGATION MEASURE

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 outline in this section, the Contractor shall revise the plan accordingly to the satisfaction of the City Engineer.

FINDINGS

All additional significant environmental effects of the project relating to Geology and Soils can be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
7. HAZARDS Would the project: A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓	
B) Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓
F) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		✓	

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
H) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓

ENVIRONMENTAL SETTING

An ISA was conducted for this project by Blackburn Consulting (Blackburn Consulting 2009). The ISA included a review of the historic maps, aerial photographs, contacts with state, federal and local agencies and a site visit.

Known Contamination Sites

R Street between 16th and 18th streets

A Targeted Brownfields Assessment (TBA) prepared for CADA in January, 2007, identified existing soil and groundwater contamination within the R Street corridor. Surface soil samples exceeding the California hazardous waste criteria of 1,000 mg/kg for total lead were found mid block between 17th and 18th Streets. Surface soil sample results exceeding the residential benchmark for lead were found along the south side of R Street in front of Crystal Ice. Surface soil sample results exceeding commercial benchmark for Total Petroleum Hydrocarbons (TPH) were found at the southwest corner of 18th and R Streets, and midblock between 16th and 17th Streets. Subsurface soil sample results exceeding the EPA Region IX Preliminary Remediation Goals residential benchmark of 150 part per million (ppm) for TPH were found along the south side of R Street just east of 16th Street (Blackburn Consulting 2009).

Data indicates that a groundwater plume originating at Orchard Supply Company extends south and southwest beneath R Street in both the shallow and deep aquifers. As part of the TBA, one groundwater sample was collected from the southeast corner of the intersection of 17th and R Streets; results indicate contaminant levels exceeded the maximum contaminant level (MCL) and environmental screening lever (ESL) industrial standard benchmarks for benzene, xylene, and ethyl benzene; however risk of exposure to this plume is minimal. The groundwater level in the project is 13 to 25 feet bsg and excavation is anticpated to extend to 8 feet bsg. (Blackburn Consulting 2009).

Potential Contamination Sites

Historic Railroad Tracks

Historic use of the existing railroad tracks within the project corridor is a potential source of shallow soil contamination. Contamination typically associated with railroad corridors include oil/grease, locomotive fuel, fossil fuel combustion products, wood treating chemicals such as creosote and herbicides, slag ballast used to set the ties (heavy metals such as lead) and others (Blackburn Consulting 2009).

Imported Fill

Historical research shows that near-surface soils within the project area are imported fill. Fill placement occurred in the late 19th and early 20th century as the downtown area of Sacramento matured. There is a potential for the fill to have elevated levels of potential contaminants, such as metals (Blackburn Consulting 2009).

Sites Adjacent to the Project Boundary

Crystal Ice and Cold Storage, 1812 17th Street

This facility is out of business and the site is currently inactive. The original building remains on site. One underground storage tank (UST) (120 gallon, regular gasoline) was identified from a Building Permit Inspection Card (Blackburn Consulting 2009).

Orchard Supply Company, 1731 17th Street

Previous site use included a junkyard/battery storage operation and an agricultural chemical retail and wholesale outlet. Past operations have resulted in the contamination of soil and groundwater with metals (arsenic and lead), pesticides (chlordane, dieldrin and DDT) and petroleum hydrocarbons. A Removal Action Workplan (RAW) addressed on-site soil contamination, specifying excavation of soils across the site ranging in depth from one to ten feet. The Department of Toxic Substances Control (DTSC) is currently monitoring groundwater within and surrounding the site to determine the extent of the contamination. Groundwater assessment is focusing on volatile organic compounds (VOCs) and polycyclic aromatic hydrocarbons (PAHs) (Blackburn Consulting 2009).

Tom and Toby's Automotive Clinic/Repairing, 1720 17th Street

This facility is out of business and the site is now a vacant lot between 16th and 17th Streets. The site was identified on Sanborn Maps from 1964 to 1970 as an Automobile Repair. Sanborn Maps were not available after 1970. The building can be seen in aerial photographs from 1952 through 1981. In the 1993 aerial photograph the entire site has been cleared (Blackburn Consulting 2009).

A-1 Plating Company, 1721 16th Street

This facility is out of business and the site is now a vacant lot between 16th and 17th Streets. The site was identified on Sanborn Maps from 1957 to 1970 as a Plating Shop and Automobile Repair. Sanborn Maps were not available after 1970. The building can be seen in aerial photographs from 1952 through 1981. In the 1993 aerial photograph the entire site has been cleared.

Plating shops are a concern for surface soil contamination. Historically, plating operations were prone to site contamination due to the movement of parts through the plating process in an unenclosed system. Old shops often had trenches into which wastewater and waste solutions were deposited. Potential contaminants include cadmium, chromium, copper, lead, nickel, zinc and cyanide (Blackburn Consulting 2009).

REGULATORY SETTING

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave: regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste is California is regulated primarily under the authority of the federal RCRA of 1976 and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, 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 other hazardous materials; or

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The 2030 General Plan MEIR determined that implementation of the General Plan would have a less-than-significant impact related to hazardous materials because existing regulations are in effect which protect the public.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The MEIR did not identify significant hazardous materials risks from implementation of the General Plan; therefore, did not propose mitigation measures. There are no mitigation measures from the MEIR that apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Question A through D

The proposed project would disturb soil under the existing roadway and up to the right-of-way line. Since the lead concentrations exceed the California Total Threshold Limit Concentration (TTLC) for potential contamination related to previously-imported fill and the railroad tracks, regulatory oversight will be required for any surface soil disturbance. Consequently, DTSC will require the City to enter into a Voluntary Cleanup Agreement (VCA).

The VCA will include preparation of a Soil Management Plan and Health and Safety Plan to minimize the exposure risks to construction workers and end-users. Procedures to deal with soil stockpiled by this project will be addressed in the Soil Management Plan. Because of anticipated hazardous materials in the excavated soil, a stockpile area would be required to classify the soil before it is hauled away to the appropriate landfill. It may be necessary to close 17th Street from the northern light rail crossing to the alley south of R St for the contractor's use for stockpiling. Soils that exceed the hazardous threshold limit will be classified as a California hazardous waste, once excavated, and will require special handling and disposal procedures.

The Crystal Ice and Cold Storage, Orchard Supply Company, Tom and Toby's Automotive Clinic/Repairing and A-1 Plating Company are outside the construction footprint. No further action is recommended. Project improvements are not scheduled to impact those properties.

Questions E and F

The project site does not lie within the overflight zone of either of the Sacramento International or Executive airports and risks related to air traffic are less-than-significant.

Question G

There may be delays and road closures during construction. This could result in a temporary impact to emergency response plans. Mitigation measures are provided to reduce the impacts during the construction of the proposed project.

Question H

The proposed project site is within the Central City. It is not adjacent to wildlands and would not expose people to hazards associated with wildlands.

MITIGATION MEASURES

Hazardous Materials

1. A Voluntary Cleanup Agreement (VCA) will be prepared for this project and will include preparation of a Soil Management Plan and Health and Safety Plan to minimize the lead exposure risks to construction workers and end-users. Procedures to deal with soil stockpiled by this project will be addressed in the Soil Management Plan. Soils that exceed any hazardous threshold limits will be classified as a California hazardous waste, once excavated, and will require special handling and disposal procedures.

Hazards

1. Prior to the start of construction, the contractor shall coordinate with the City of Sacramento Police and Fire departments, California Highway Patrol and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Emergency Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes.

2. Prior to the start of construction, a public outreach program shall be established. As part of the public outreach program, a media communication plan shall be developed to ensure consistent and updated public information regarding the construction phases of the project. Public information releases regarding any closures shall be issued to all available media sources (newspapers, radio and television) to provide the public advance warning to closures and to notify the public of alternative routes.

3. Temporary signage shall be installed notifying the public of road closures or detours and the expected duration of the closure.

FINDINGS

All additional significant environmental effects of the project relating to Hazards can be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
8. HYDROLOGY AND WATER QUALITY Would the project: A) Violate any water quality standards or waste or discharge requirements?			✓
B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to level which would not support existing land uses or planned uses for which permits have been granted)?			✓
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓
D) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓
E) Otherwise substantially degrade water quality?			✓
F) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✓
G) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓
H) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓

ENVIRONMENTAL SETTING

The Initial Study and Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments outlines the project areas surface and groundwater as well as water quality (PDG 2006). This section provides the information from the R Street Corridor Urban Design Plan.

Ground and Surface Water

The Sacramento area has three main rivers (Sacramento, American and Cosumnes) that drain much of Sacramento and recharge the aquifer system. 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 (PDG 2006). The Sacramento River is located immediately west of the Central City and is another source of surface water. The Cosumnes River is located to the south of the City and does not provide a water source for the City.

The aquifer system underlying the City is part of the larger Central Valley groundwater basin. Groundwater levels in the Sacramento area have been declining since 1940. Groundwater is depleted by pumped extractions of groundwater for municipal, industrial and agricultural purposes. The pattern of pumping has continued over the years, and the current rate of decline is approximately 1.5 feet per year (PDG 2006). Historical depth to groundwater beneath the project area is between 13 and 25 feet below ground surface (Blackburn 2009).

Water Quality

The water quality for the American River is considered very good, while the Sacramento River water quality is considered good. The Sacramento River has high sediment loads from extensive irrigated agriculture located upstream of the City, which tends to degrade the water quality. During the spring, fall and winter, water runoff flows over agricultural lands and into the Sacramento River, introducing large amounts of herbicides and pesticides (PDG 2006).

The Central Valley Regional Water Quality Control Board (CVRWCB) has a primary responsibility for protecting the quality of surface and groundwaters within the City. The CVRWQCB focuses its efforts 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.

Flooding

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineates flood hazard zones for communities. The project site is currently within the “Shaded X” flood zone, as specified in the City’s Flood Insurance Rate Map (FIRM). This zone is applied to areas of the City that are outside of the 100-year flood plain due to the protection of levees.

STANDARDS OF SIGNIFICANCE

Water Quality. For purposes of this Initial Study, 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 construction and/or operational activities.

Flooding. For purposes of this Initial Study, an impact is considered significant if the proposed project substantially increases exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The 2030 General Plan MEIR determined that implementation of the General Plan would have a less-than-significant impact on water quality and hydrology because existing regulations are in effect which protect water quality

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No mitigation measures from the MEIR that apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through H

The proposed project would not result in the degradation of water quality or result in altered drainage patterns. The project will construct a new underground drainage system with drain inlets and laterals to accommodate street run-off and site drains for the plaza.

Runoff during construction may occur within the project area. The City was issued a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB) under the requirements of the Environmental Protection Agency (EPA) and Section 402 of the Clean Water Act (PDG 2006). Within the permit, conditions applying to Best Management Practices (BMPs) are given for before, during and after construction. The proposed R Street Improvement Project falls under the City's NPDES.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineates flood hazard zones for communities. The project site is currently within the "Shaded X" flood zone, as specified in the City's Flood Insurance Rate Map (FIRM). This zone is applied to areas of the City that are outside of the 100-year flood plain due to the protection of levees. Since the project is outside of the 100-year flood plain, there will be no increased risk of exposure to people or property.

The R Street Market Plaza Improvement 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 would not increase the amount of land, property or persons exposed to flood hazards, as the project is improving an existing roadway.

MITIGATION MEASURES

No mitigation measures are necessary.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
9. NOISE Would the project result in: A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			✓

ACOUSTICAL TERMINOLOGY

Noise may be defined as unwanted sound.

Sound is defined as a pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second) they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, or Hertz (Hz).

Sound levels are usually measured on a logarithm scale and expressed in decibels (dB) with 0 dB being the threshold of hearing. Decibel levels range from 0 to 140. Typical examples of decibel levels would be a low decibel level of 50 dB for light traffic to a high decibel level of 120 dB for a jet takeoff at 200 feet. The human ear cannot detect changes of less than 3dB.

The perceived loudness of sound depends on many factors, including the sound pressure level, frequency and the sensitivity of the receiver.

The decibel scale can be adjusted for community noise impact assessment to consider the additional sensitivity to different pitches (through the A-weighting mechanism) and to consider the sensitivity during evening and nighttime hours (through the Community Noise Equivalent Level and Day-Night Average). Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment, and is measured by the L_{eq} which is an average, or equivalent, noise level.

The day-night average sound level (L_{dn}) represents sound exposure averaged over a 24-hour period. L_{dn} values are calculated using hourly L_{eq} values, with the L_{eq} values for the nighttime period (10:00 P.M.-7:00 A.M.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises. Sounds that occur in the late night and early morning hours are perceived as being louder than the same sound heard during daytime hours.

ENVIRONMENTAL SETTING

Noise is defined as unwanted sound, and thus is a subjective reaction to characteristics of a physical phenomenon. The unity of sound level measurement is the decibel (dB). The decibel notation used for sound levels describes a logarithmic relationship of acoustical energy, for example, a doubling of acoustical energy results in an increase of three dB, which is considered barely perceptible. A 10-fold increase in acoustical energy equals a ten dB change, which is subjectively like a doubling of loudness. Table 2 provides decibel levels and their common noise source (pers comm. J. Brennan, 2006).

Table 2. Noise Levels of Common Noise Sources

Common Noise Source	Decibel (dB)
Threshold of pain	130
Jet aircraft take-off at 100 feet	120
Riveting machine at operators position	110
Shot-gun at 200 feet	100
Bulldozer at 50 feet	90
Diesel locomotive at 300 feet	80
Commercial jet aircraft interior during flight	70
Normal conversation speech at five to ten feet	60
Open office background level or light traffic	50
Background level within a residence	40
Soft whisper at two feet	30
Interior of a recording studio	20

Source: pers. comm. J. Brennan, 2006

Noise sources in the area are related to the light rail track running parallel to, and north of, R Street, traffic noise from R Street and the heavy rail freight line at 20th Street (PDG 2006).

STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the Title 24 standards and by the 2030 General Plan Noise Policies 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 exceeding the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project. (2030 General Plan, Table EC-1, 2009).

- Residential interior noise levels of L_{dn} 45 dB 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;

- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The 2030 General Plan MEIR determined that implementation of the General Plan would result in significant noise and vibration impacts on a project and cumulative basis. The MEIR further determined that no feasible mitigation measures are currently available to reduce these impacts to a less-significant level.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through D

The proposed project would not increase the vehicle capacity of R Street. Therefore, there would not be an increase in long-term noise levels. The vehicle capacity on R Street and construction activities resulting from the proposed project would not cause the peak vibration velocities to be greater than 0.5 inches per second during construction (pers. comm. J. Brennan, 2007). Additionally, the historic building and elements in the project are protected from possible vibration damage by procedures outlined in the project description.

The existing land uses immediately adjacent to the proposed R Street Market Plaza area consist mainly of vacant buildings that are planned for redevelopment. A mixed use complex with Safeway Market, restaurants, commercial shops and loft apartments is located at the east end of the project area at the intersection of R and 18th streets. Commercial office buildings are located between the 14th and 16th blocks of R Street. There are additional commercial

establishments located along 16th and 17th streets between Q and S streets and some multifamily residential units located along 17th street north of the light rail tracks.

During construction, noise from construction activities would dominate the noise environment in the immediate area. Activities included in construction would include grading, paving and installing project elements using general construction equipment such as scrapers, backhoes and heavy trucks. Table 3 shows general construction equipment and their associated noise levels at 50 feet.

Table 3. Construction Noise Levels

Noise Level (dB) at 50 feet	Construction Equipment
88	Scraper
87	Bulldozer
88	Heavy Truck
85	Backhoe
85	Pneumatic Tools

Source: Cunniff 1977

The majority of the project area is either unoccupied or composed of business and commercial neighbors. Construction noise during the daytime hours is considered less than significant with compliance with the City Code. The City of Sacramento has adopted a noise ordinance to reduce the impact of construction noise. Sacramento City Code Chapter 8.68 is used to limit noise from fixed sounds, including construction activities.

1. Construction activities are exempt from the City Noise Ordinance (Section 8.68.080) when activities are conducted between the hours of 7 AM and 6 PM, Monday through Saturday, and between 9 AM and 6 PM on Sunday (City Code 8.68.080).

2. Any adjacent residences within the R Street Market Plaza vicinity shall be notified prior to any nighttime or weekend construction activities.

Questions E and F

The project area is not located within or adjacent to land designated as airport land. The project will not have impacts to airports or airstrips.

MITIGATION MEASURES

To the extent possible, the nighttime or weekend construction activities should be limited to areas of the project that are farthest away from any residences.

Findings

The project would have no additional project-specific environmental effects relating to Noise.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
10. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: A) Fire protection?		✓	
B) Police protection?		✓	
C) Schools?			✓
D) Other public facilities?			✓

Environmental Setting

Fire Protection

The project area is within the Central City and is served by the City of Sacramento Fire Department (SFD). The project is within District 3. The nearest fire station is located at 624 Q Street and houses an engine and EMT medic (PDG 2006).

Police Services

The project is served by the City of Sacramento Police Department, District 3 and is served by the Richards Police Facility. The headquarters is located at 300 Richards Boulevard.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, 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 beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

No significant impacts to fire, police, schools or other public services were identified by the General Plan MEIR.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A though E

The implementation of the proposed project would not require altered services to existing or planned fire protection, police protection, schools, maintenance of public facilities, or other governmental services. The project consists of road corridor and drainage improvements and would not add new residences or other occupants to the project area.

The project would not impact government facilities or require construction of new government facilities. These impacts are considered less than significant with the incorporation of mitigation measures.

MITIGATION MEASURES

No mitigation measures are necessary other than the measures previously listed in the Hazards section.

FINDINGS

The project would have no additional project-specific environmental effects relating to Public Services.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
11. RECREATION A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓

ENVIRONMENTAL SETTING

The R Street Market Plaza Improvements Project is located in the Central City, within the City of Sacramento Parks and Recreation Department. The City of Sacramento Parks and Recreation Master Plan Update 2005-2010 was adopted by the City Council in April 2009 (City 2009b). The parks in closest proximity to the proposed project include Fremont Park (1515 Q Street) and Park Site CC1 (19th and Q streets).

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR did not identify any significant impacts to parks and recreation facilities.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The project is located in a street corridor. The objective of this project is for revitalization and streetscape improvements along R Street. The project would not add new residences or other occupants to the project area. The project will not impact or affect parklands in any manner

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Recreation.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
12. TRANSPORTATION AND CIRCULATION Would the project: A) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?			✓
B) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			✓
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓
E) Result in inadequate emergency access?		✓	
F) Result in inadequate parking capacity?			✓
G) Conflict with adopted policies, plans, or programs supporting alternative modes of transportation (e.g., bus turnouts, bicycle racks)?			✓

ENVIRONMENTAL SETTING

R Street is classified as a local street in the City's General Plan. Major emergency routes do not use R Street, unless the emergency is located on R Street.

The current parking along R Street is not marked. Parking in front of the Orchard Supply Co. building on the north side of R Street between 17th and 18th streets is regulated by a private business. There are approximately 100 parking spaces on R Street between 16th and 17th streets; however, there are presently no businesses that occupy the space adjacent project right-of way that require use of these parking spots. The spots are assigned/rented spaces used by persons working in the office building located on R Street between 15th and 16th streets (pers. comm. Silva).

STANDARDS OF SIGNIFICANCE

The standards of significance for Transportation utilize policies in the 2030 General Plan, Mobility Element and, when appropriate, standards used by regulatory agencies. For traffic flow on the freeway system, the standards of Caltrans have been used.

Roadway Segments

A significant traffic impact occurs for roadway segments when:

1. The traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project); or

2. The Level of Service (LOS) (without project) is E or F, and project generated traffic increases the Volume-to-Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

A significant traffic impact occurs for intersections when:

1. The traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project); or

2. The LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Freeway Facilities

Caltrans considers the following to be significant impacts:

1. Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;

2. Project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;

3. Project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or

4. The expected ramp queue is greater than the storage capacity.

Transit

Impacts to the transit system are considered significant if the proposed project would:

1. Adversely affect public transit operations or

2. Fail to adequately provide for access to public transit.

Bicycle Facilities

Impacts to bicycle facilities are considered significant if the proposed project would:

1. Adversely affect bicycle travel, bicycle paths or
2. Fail to adequately provide for access by bicycle.

Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if the proposed project would:

1. Adversely affect pedestrian travel, pedestrian paths or
2. Fail to adequately provide for access by pedestrians.

Parking

Impacts to parking are considered significant if the proposed project would eliminate or adversely affect an existing parking facility, interfere with the implementation of a proposed parking facility, or result in an inadequate supply of parking.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The 2030 General Plan MEIR determined that implementation of the General Plan would have a significant and unavoidable impacts to roadways in both the near term and on a cumulative basis. The MEIR determined that the policies and programs of the General Plan would have a less-than-significant impact on bicycle, pedestrian and transit facilities.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project would not result in increases in vehicles or permanently change circulation patterns in the area.

Question C

The project site does not lie within the approach zones of either of the Sacramento International or Executive airports and risks related to air traffic are less-than-significant.

Question D

The R Street Market Plaza Improvement Project would implement the Central City Community Plan and the R Street Urban Design Plan goals and principles. Improvements include installing ADA-compliant, raised walkways, bringing drainage and lighting systems up to current standards.

Question E

The proposed project would not have an adverse effect on emergency response, planning, emergency access and risk exposure. The project is not within an area that is exposed to wild lands and wild land fires. The proposed project would have a beneficial impact for risk exposure, as the project will improve the safety of the corridor for pedestrian and vehicle traffic.

The proposed project will not change the capacity of the R Street travel lanes. Changing the capacity could result in changes in total vehicle trips. The improvements would not change capacity and would not generate new vehicle trips and no new congestion would result.

Traffic congestion and delays can occur during construction and can result in an adverse effect; however, these adverse effects can be avoided through standard construction period traffic management planning that includes timely notification of any road closures and detours to police and fire departments, and other emergency service providers.

Question F

The proposed project plans identify 25 parking spaces on the south side of R Street between 16th and 17th streets and 23 parking spaces on the south side of R Street between 17th and 18th streets. The number of parking spaces proposed for the project is consistent with the requirements outline in the City approved R Street Urban Design Plan. Although this is a reduction in the current parking that is available, this plan is also consistent with the City of Sacramento and the Central City Community plan to reduce the amount of surface parking. Since the project will be bicycle and pedestrian friendly and is within close proximity to the Regional Transit Lightrail station at 16th street, alternative modes of transportation are provided to accommodate for the loss in parking spaces.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
13. UTILITIES AND SERVICE SYSTEMS Would the project: A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓
E) Result in a determination by the wastewater treatment provider which serves or may serve the project's projected demand in addition to the provider's existing commitments?			✓
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid water disposal needs?			✓
G) Comply with federal, state, and local statutes and regulations related to solid waste?			✓

ENVIRONMENTAL SETTING

Water

The City of Sacramento provides water to the majority of the people within the city limits. Municipal water is received from the American and Sacramento rivers. Surface water is treated at two facilities, E.A. Fairbairn Water Treatment Plant (FWTP) and the Sacramento River Water Treatment Plant (SRWTP). In 2005, the FWTP processed 200 million gallons per day of water for domestic uses, while the SRWTP processed 110 million gallons per day. These two water treatment plants also maintain on-site storage in case of emergencies, totaling more than 32 million gallons of water (City 2005).

The City also operates 32 active municipal groundwater wells. These wells are used to contribute to the water supply during peak days and can process between 30 and 33 million gallons of water per day (City 2005).

The City also maintains 15 enclosed water storage reservoirs that are used to meet water demands for fire flows, emergencies and peak hours when the City exceeds the maximum day supply rates. These reservoirs total 85 million gallons of water (City 2005).

Sewer

The Central City is located within the City of Sacramento Combined Sewer System area (CSS). This is a 100-year-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. The proposed project will place an 18-inch-diameter storm drain pipe below the road. Small site drains would convey water from the plaza to the main drain pipe.

Drainage

The City of Sacramento has obtained a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. This permit requires that the City employ Best Management Practices (BMPs) in order to reduce pollutants found in urban storm runoff. BMPs are approved by the Sacramento Department of Utilities (PDG 2006).

The R Street project area does not have adequate drainage and is subject to occasional ponding and flooding during storm events. The R Street Urban Design Plan provides measures to accommodate new standards for streetscape improvements. The guidelines include new gutters and direct drainage to intersections where existing drop inlets and drainage facilities are located (PDG 2006). The proposed project will construct a new underground drainage system with drain inlets and laterals to accommodate street run-off and site drains for the plaza.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, 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;
- Generate more than 500 tons of solid waste per year; or
- Generate stormwater that would exceed the capacity of the stormwater system.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The 2030 General Plan Master EIR determined that implementation of the General Plan could result in an increased demand for potable water in excess of the City's existing diversion and treatment capacity, and could require the construction of new water supply facilities. Although

the MEIR requires that the City participate in a Sacramento River Water diversion project, to reduce this impact, the impact still remains significant.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

As part of a separate project in anticipation of the capacity needs for the R Street Corridor project, the City of Sacramento upgraded the current water main system and storage capacity of the combined sanitary sewer system, a single transmission system that serves both storm water run-off as well as wastewater. The project would not exceed of the capacity for water supply, storm water run-off or wastewater conveyance.

The City of Sacramento received state funding (Workforce Housing-Jobs Housing Balance Grant Funds) to improve the capacity of the storm drainage system by installing larger capacity pipelines and a large detention basin to manage flows from existing land uses and anticipated redevelopment projects in the area. This increased storage capacity was completed to mitigate the additional sewer flows that would be generated by the anticipated R Street redevelopment projects. The project included a new water main and fire hydrants and was completed in July 2006. It was the first of several planned infrastructure projects within the R Street corridor.

The project will construct a new underground drainage system with drain inlets and laterals to accommodate street run-off and site drains for the plaza, thus the proposed project would not result in the degradation of water quality, exceed the capacity of the system or result in altered drainage patterns.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
14. MANDATORY FINDINGS OF SIGNIFICANCE 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?			✓
B.) 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.)			✓
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓

Answers to Checklist Questions

Questions A through C

With the incorporation of mitigation measures, the project would not 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, or threaten to eliminate a plant or animal community. The project would not impact rare or endangered wildlife species, or eliminate important examples of the major periods of California history or prehistory.

Under the proposed project, the improvements to R Street between 16th and 18th streets would improve vehicular and pedestrian safety, bring lighting and drainage systems up to current standards, and bring the pedestrian walkways into ADA compliancy. The proposed project would not result in cumulative effects and would improve traffic circulation, public services, parking, and pedestrian and vehicular safety. This will be beneficial when planned

redevelopment projects are completed in the R Street corridor. The proposed project would result in less-than-significant impacts with mitigation.

With implementation of the mitigation measures described in this document, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

	Aesthetics	✓	Hazards
	Air Quality	✓	Noise
✓	Biological Resources		Public Services
✓	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
✓	Geology and Soils		Utilities and Service Systems
	Hydrology and Water Quality		
	None Identified		

SECTION V - DETERMINATION

On the basis of the initial study:

✓ I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project **will** have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

Signature

Date

Printed Name

LIST OF PREPARERS

The following is a listing of principal contributors involved in preparing the Initial Study (IS).

PAR ENVIRONMENTAL SERVICES, INC.

James Gary Maniery, M.A., is Director of Environmental Planning at PAR Environmental Services, Inc. He earned a Master of Arts in Anthropology and Bachelors of Arts in Environmental Studies from Sacramento State University. Mr. Maniery also possesses a Certificate in Environmental Management and Auditing from the University of California, Davis. Mr. Maniery has 30 years of professional experience, 20 of which have focused on transportation planning in Northern California. Mr. Maniery was responsible for overseeing the environmental process for this project.

Mary Maniery, M.A., is the President of PAR Environmental Services, Inc. She earned her Master of Arts in Anthropology from California State University, Chico. Ms. Maniery is a registered Professional Archaeologist, specializing in historical archaeology in the west, with 30 years of experience. Ms. Maniery was the Cultural Coordinator for this project and author of the Historic Property Survey Report and Finding of Effects document.

Jennifer Moore, B.S., is a Senior Environmental Planner with PAR Environmental Services, Inc. She earned her Bachelors of Science degree in Anthropology from the University of California, Davis. Ms. Moore served as project manager for this project as well as author for the Initial Study, Community Impact Assessment and the Visual Memorandum.

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PAR Environmental Services, Inc.
2009 Historic Property Survey Report for the R Street Corridor Improvement Project, including the Historic Resources Evaluation Report and the Archaeological Survey Report. October 2009.

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Sacramento Metropolitan Air Quality Management District (SMAQMD)
2004 Guide to Air Quality Assessment in Sacramento County.

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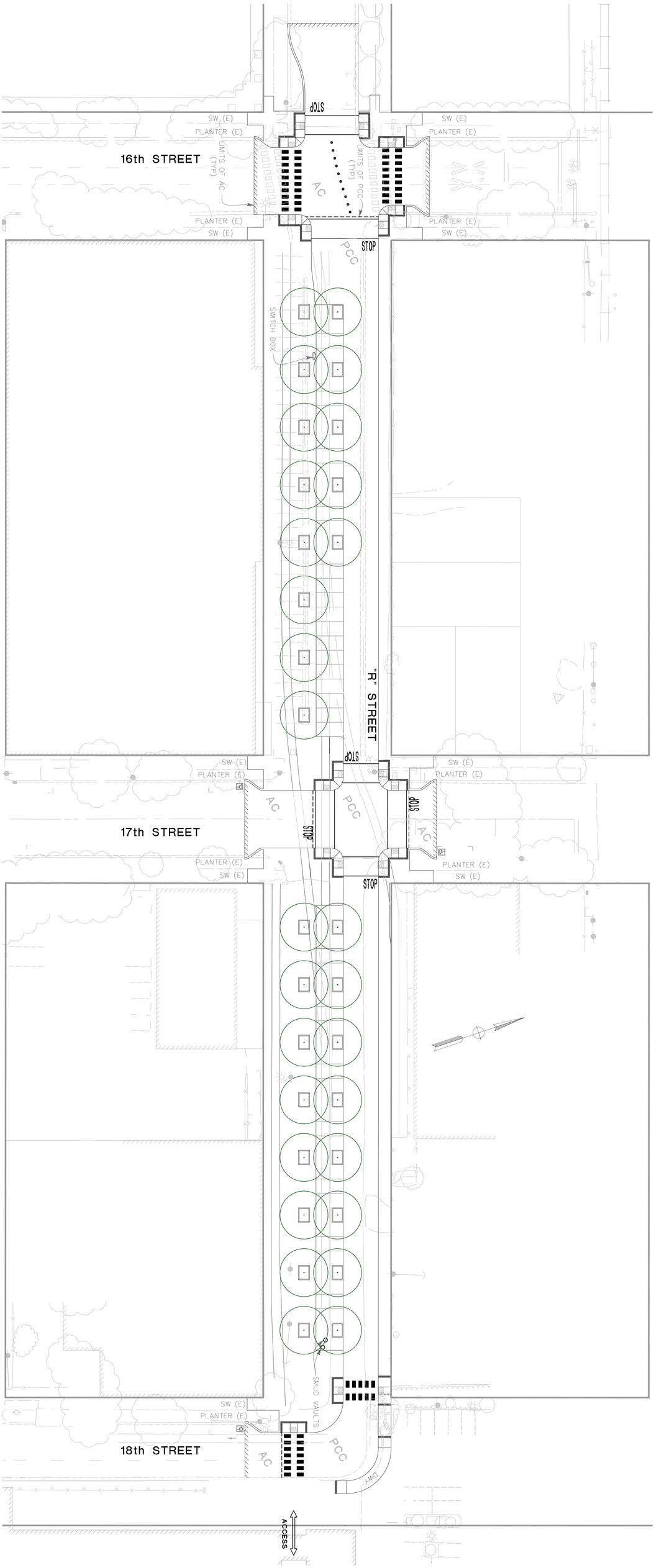
PERSONAL COMMUNICATION

Brennan, Jim. Conversation with Jim Brennan of j.c. brennan associates on December 12, 2006. Mr. Brennan discussed the definitions of noise terms, along with general noise levels and their associations. He also discussed the noise levels for traditional construction equipment.

Conversation between Jim Brennan of j.c. brennan associates and J.G. Maniery on November 16, 2007. Mr. Brennan discussed the threshold for peak particle velocities.

APPENDIX A
Project Geometrics


16th STREET
17th STREET
18th STREET
"R" STREET
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PLANTER (E)
LIMITS OF AC (TYP)
LIMITS OF PCC (TYP)
AC
PCC
SWITCH BOX
SMUD VAULTS
DWY
ACCESS

REPORT TO DESIGN COMMISSION City of Sacramento

915 I Street, Sacramento, CA 95814-2671

STAFF REPORT
June 16, 2010

To: Members of the Design Commission

Subject: Statement of Initiation to Establish the Florin Road Corridor Design Review District (LR07-008)

Location/Council District: Florin Road from Tamoshanter Way at the western edge to Franklin Boulevard in the east. The district boundaries are approximately one to two parcels deep along the corridor except around the Florin Light Rail Station area near Florin Road and Indian Lane. Council District 5 and 8.

Contact: Desmond Parrington, Infill Coordinator, Community Development Department, (916) 808-5044; Luis R. Sanchez, AIA, LEED-AP, Senior Architect, Community Development Department, (916) 808-5957

Applicant: Not applicable

Owner: Not applicable

Summary: The Florin Road Corridor Plan and the related implementation actions are being readied for public hearing. As part of the preparation of the Florin Road Corridor Plan design guidelines were prepared. In order to apply the design guidelines for the Florin Road Corridor area, establishment of a new design district is preferred. Under Chapter 17.132 of the City Code, a Statement of Initiation must be approved before the Design Commission can hold a public hearing to make a formal recommendation for Council adoption of the ordinance to implement this proposal.

Staff Recommendation to Commission: Adopt a) a motion to approve a Statement of Initiation to establish the Florin Road Corridor Design Review District; and b) review and provide initial comments on an early draft of the Florin Road Corridor Design Guidelines.

Staff Evaluation: Design quality is a concern among staff, residents and business on or adjacent to Florin Road. The section of Florin Road (refer to Attachment 1, Exhibit A) that was selected is primarily commercial in nature and this corridor has struggled in recent years from both economic and site design issues. While the corridor was once a major retail destination for the region in the 1980s, it faced significant decline during the late 1990s and again more recently as a result of the severe economic recession. All of the auto dealerships are either closed or will be closed in the next two years. Many of

the other properties have vacancies and some are deteriorating. Much of the corridor was developed in a suburban style during the 1970s and 80s. The corridor is dominated by small strip centers and some big box format retailers with little landscaping and buildings set back great distances from the street front to accommodate parking. Many buildings are aging and little focus has been paid by developers in the past to site design, building design, articulation and massing or to the relationship of buildings to pedestrians or the street.

The City's efforts in conjunction with Sacramento County, the Florin Road Partnership, the auto dealers and other property owners and residents have led to the development of the Florin Road Corridor Plan. This planning effort, including implementation efforts such as rezoning, is aimed at encouraging reinvestment and redevelopment along the corridor. Staff believes that creating a new design review district and adopting design review guidelines along this section of Florin Road will help improve overall design quality and over time make the corridor a more attractive destination. A well-designed environment is critical to revitalization and redevelopment efforts on Florin Road.

In general, design guidelines help protect and enhance the appearance and promote quality development of public and private property. Inclusion of property in a design review district imposes the requirement for formal design review either by staff, the Design Director or the Design Commission depending on the type and size of the project. The establishment of the new district also streamlines the development process by incorporating the Florin Road Corridor design guidelines into the formal design review process.

The draft design guidelines (refer to Attachment 2) are in an early form and staff is seeking initial feedback on major design issues or challenges along the corridor that should be addressed in the guidelines. The draft guidelines incorporate and, in many cases, build upon the City's Commercial Corridor Design Guidelines from 2003, as well as recent guidelines, including the Florin Station Area TOD Concept and Guidelines, Swanston Station TOD Design Guidelines, the Del Paso Heights Design Guidelines, Oak Park Design Guidelines and Central City Urban Design Guidelines.

The boundaries of the proposed design review district follow the existing boundaries in the City for the Florin Road Partnership, the property-based improvement district covering the corridor. However, a few areas were included that extend beyond the Florin Road Partnership boundary. These include the area around the Florin light rail station as well as a couple areas in the west and southeast that result in a more clearly defined district for property owners and residents as well as for staff.

Public/Neighborhood Outreach and Comments: In conjunction with the County and its consultant team, City staff conducted extensive outreach for the Florin Road Corridor Plan in late 2007 and 2008 including several community meetings; stakeholder interviews; youth planning sessions, on-line surveys; and booths at the Florin farmer's market. City staff will be conducting additional outreach and noticing during June and July with the Florin Road Partnership, local property owners, residents and the public. A community meeting on the design review district and rezoning proposal will be held on July 14th.

Environmental Considerations: Approval of the Statement of Initiation is not a project under CEQA. The City is preparing an Initial Study/Mitigated Negative Declaration for the Florin Road Corridor Plan and adoption of the design review district ordinance would be included as part of the actions implementing the Florin Road Corridor Plan.

Policy Considerations: The recommended actions further the 2030 General Plan goal to require excellence in the design of the City's form and structure through development standards and clear design direction. The recommended actions are also necessary to promote an appropriate regulatory environment and streamline the entitlement process.

Adoption of the Florin Road Corridor Plan implementation actions including the design guidelines and the establishment of the Florin Road Corridor Design Review District promotes several city policies by increasing development opportunities adjacent to a light rail station and on the corridor; creating policy and vision for the redevelopment of a blighted and under-utilized area; encouraging compact, higher density development with a mix of land uses; utilizing existing infrastructure; and refining development guidelines to support mobility and promote pedestrian and bicycle activity.

The Florin Road Corridor Plan and related implementation actions including the establishment of a design review district plan are also consistent with the policies contained in the newly adopted 2030 General Plan, specifically those pertaining to infill, transit oriented development areas, and the revitalization of the City's corridors:

Respectfully submitted by: _____
Desmond Parrington, AICP
Infill Coordinator
Community Development Dept.

Recommendation Approved:

_____
Luis R. Sanchez, AIA, LEE AP
Senior Architect

_____
William R. Crouch, AIA, FRAIA, NCARB, LEED AP
Urban Design Manager
Community Development Department

Table of Contents:

Attachment 1

STATEMENT OF INITIATION

Establishment of the Florin Road Corridor Design Review District

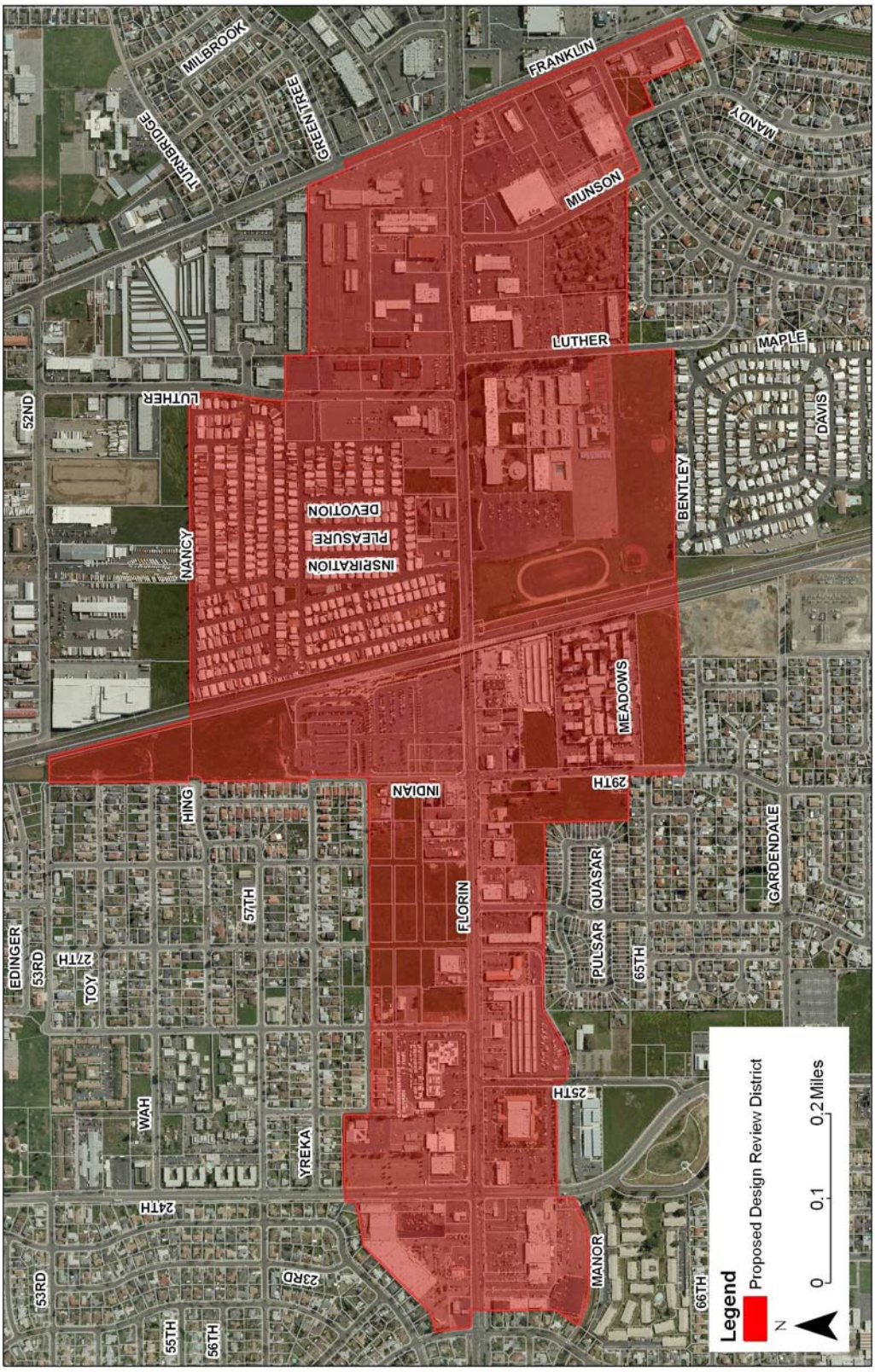
June 16, 2010

In accordance with the procedures for establishment of new design review districts as set out in Section 17.132.160 of Title 17 (Zoning Code) of the Sacramento City Code, the Design Commission hereby initiates establishment of the Florin Road Corridor Design Review District as shown in the attached Exhibit 1.

After approval of this Statement of Initiation, it shall be filed with the Secretary of the Design Commission and thereafter a public hearing shall be noticed and held to consider the proposed establishment of the Florin Road Corridor Design Review District in accordance with the procedures specified in Section 17.132.160.

Exhibit A - Proposed Florin Road Corridor Design Review District Boundaries

Exhibit A
Proposed Florin Road Corridor Design Review District Boundaries



Attachment 2

Draft Florin Road Corridor Design Review Guidelines

Please note that the design guidelines are still in an early draft state. Staff realizes that additional work is needed in many sections, especially those dealing with mixed-use development and higher density single-family building types. However, staff wanted to provide Design Commission with an opportunity to provide input early in the process.

Staff is seeking feedback on major design issues on the corridor that should be refined in the guidelines or that may need to be added. Some of these corridor design issues include:

- balancing retailer site requirements with aesthetic concerns;
- the relationship of new buildings on the corridor to existing neighborhoods and businesses;
- treatment of “gateway” buildings on the corridor;
- treatment of horizontal mixed use compared to vertical mixed use development;
- parking location versus retailer demands; and
- signage (type, location, etc.)

The guidelines will be refined based on input from the public, City Design Review staff, and the Design Commission prior to staff returning to the Commission in late summer/ early fall.

Florin Road Corridor Design Guidelines

Administrative Draft

June 10, 2010

Table of Contents

Table of Contents

Table of Contents

Table of Contents

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Introduction

PURPOSE OF THE DESIGN GUIDELINES

The Florin Road Corridor Commercial and Residential Design Guidelines (Design Guidelines) have been developed for the Florin Road Corridor and Design Review District. They provide consistent design principles for residential and commercial structures to contribute to the creation of a neighborhood with a positive, cohesive sense of place, and can improve the overall character of the neighborhood by making it a more attractive, safe, and inviting place to live. In addition, the Florin Light Rail Station Design Guidelines provide guidances for new development at the existing Light Rail stop.

The Design Guidelines have been created for use by residents, developers, design professionals, City of Sacramento (City) planning staff, and the City's design review boards. They are intended to facilitate the design review process by helping applicants and staff identify and devise solutions for design issues early in the application process. In summary, these Design Guidelines are intended to:

- create a sense of place and enhance community identity;
- promote neighborhood pride;
- encourage high-quality development and creative design options;
- provide clear and usable design direction to project applicants, developers, designers, and City planning staff;
- protect and enhance property values and community economic viability
- facilitate a clear and expeditious project review process.

Projects will be reviewed for compliance with the design principles identif ed in this document. Although it is understood that not all design principles will be applicable to all proposed projects, conformance with relevant principles is required.

Overall, the Design Guidelines are intended to encourage consistent design while allowing for variety and innovation. City staff do not advocate a particular architectural style or styles, and will review all applications on the basis of this document.

THE CITY'S COMMITMENT TO SUSTAINABILITY

The City of Sacramento is committed to creating a sustainable future for its residents. The 2030 General Plan outlines the city's strategies to achieve this goal. Planning and developing a truly sustainable future depends on a healthy environment, strong economy, and the social well-being of Sacramento residents. Factors that contribute to achieving this goal are as follows:

- Protect the environment: reduce carbon emissions that contribute to climate change, conserving air, water, land, soils, minerals, natural habitat, energy, and protecting aesthetic resources;
- Foster economic growth: create good jobs, income, and f nancial resources;
- Promote equity and social well-being: provide good education, income, health, safety, arts, and cultural attainment for all;
- Focus on compact, mixed-use growth patterns; encourage inf ll development and the reuse of under utilized properties;
- Encourage transit-oriented development: intensify development near public transit and mixed-use activity centers to encourage walking, biking, and use of public transit;
- Locate jobs close to housing: provide opportunities for employees to live close to their jobs which will lead to increased walking and reduced automobile use;
- Encourage "green building" practices: use solar energy systems, architectural design to reduce heat gain, recycled construction materials, and water conservation measures;

By carrying out these strategies, the City of "Sacramento will become the most livable city in America"

HOW TO USE THE DESIGN GUIDELINES

Each subsection within the Design Guidelines is organized to include the following elements:

Design Principle

The *design principle* is a general concept that must be met by all projects, and is further delineated by the individual design guidelines.

Rationale

The *rationale* explains the key features of the design principle and how it relates to the neighborhood context.

Design Guidelines

The *design guidelines* provide a list of specif c recommendations to ensure that appropriate Design Principles are applied to project design.

Sustainability Design Guidelines

The *sustainability design guidelines* provide suggestions for high performance building and landscape design.

Graphics

Each section within the Design Guidelines is supplemented by drawings and photos that are intended to provide visual support for the principles and guidelines.

DESIGN REVIEW PROCESS

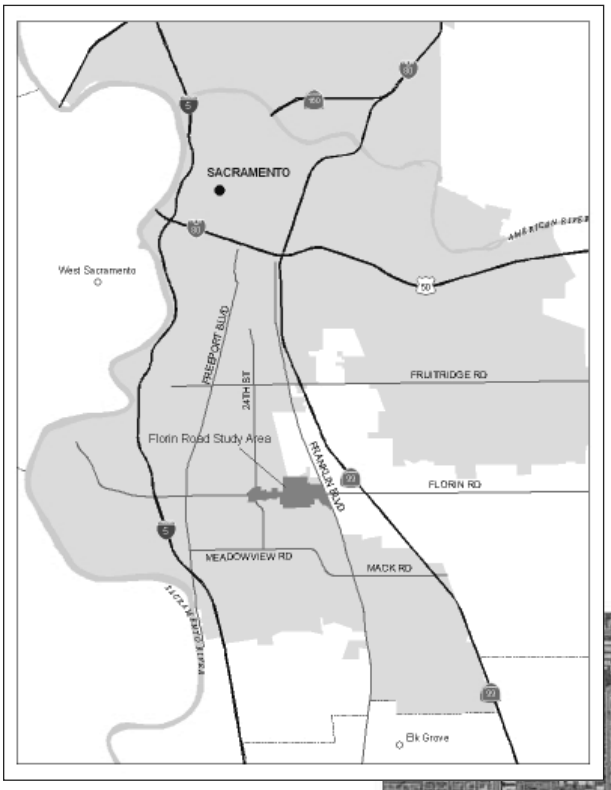
City planning staff must review the design of any proposed inf ll project or major renovation of or addition to an existing structure within the Florin Road Corridor and Design Review District. City staff will then provide early notif cation to adjacent property owners and community groups of the proposed project. Applicants should expect to communicate with planning staff at several key junctures in the application process, including a pre-application meeting and a meeting following the review process to discuss any revisions. Once a project has been approved by City planning staff or the appropriate review board, as necessary, an application for a building permit may be submitted if other planning entitlements needed for the project have been approved.

LOCATION OF THE FLORIN ROAD CORRIDOR AND DESIGN REVIEW DISTRICT

The Florin Road Corridor and Design Review District is located within the City of Sacramento, from Tamoshanter Way in the west to Franklin Boulevard in the east, as shown on the maps below.

Residents and business owners who wish to determine whether their property is within the Florin Road Corridor Design Review District may call the help line at (916) 808-5656 or view maps at the City's website:

http://www.cityofsacramento.org/dsd/maps/DesignReviewMaps.cfm



HISTORY OF THE FLORIN ROAD CORRIDOR

The colonial history of Florin began with an English born settler named James Rutter, who arrived in California in 1852. In 1858, Rutter moved south, becoming the f rst to settle in the area, near present day Florin and Power Inn roads, which later became known as Florin. Spanish cattle were grazing on the untilled land when he f rst arrived. Rutter obtained cuttings of Tokay grapes from Senator George Rich, who had imported them from Europe, and established the f rst commercial planting of Tokays in the state. His grapes won him many awards in the east and Midwest as well as California, thus bringing national recognition to the Florin area. It was cuttings taken from Rutter's vineyards that were introduced to Lodi where they also f ourished and brought fame to that area as well.

According to common belief, the name of Florin was given to the locality about 1864 by Judge E.B. Crocker who noted the profusion of wildf owers in the area and commented that it should be called Florin, after the Spanish word f or, meaning f ower. A post off ce was established in 1869, the same year the Southern Pacif c Railroad (then the Central Pacif c Railroad) completed its line through the area. However, the town was not off cially established and its name accepted until 1875.

With the completion of the railroad, Chinese laborers began to arrive seeking agricultural work and while the Chinese had been free to immigrate to the United States in the 1850s, the Japanese had not. By 1885, a centuries- old ban on the emigration of Japanese from their country began to ease, and the f rst Japanese came to this country. In 1898, four Japanese families settled in Florin, leased some land, and began to grow strawberries. The successful cultivation of strawberries, f rst assisted by the availability of Chinese labor, grew in volume. By 1902, three shipping companies had been established in Florin, and strawberries were being shipped by train to locations as far away as Chicago and the Mississippi Valley. This success attracted more Japanese who were anxious to f nd employment and would work for low wages.

The ethnic gap widened in Florin between the Japanese and Americans in the early teens. The Japanese population in Florin greatly increased and by 1912 appeared to equal or even outnumber Caucasians. In 1913, the Anti-Alien Land Bill, excluding Japanese from land ownership, was passed. The rural communities of Florin, Walnut Grove, Isleton and Courtland in Sacramento County adopted the legislative amendment and established separate schools for Asian students.

In 1941, with the onset of World War II and the Japanese attack on Pearl Harbor, fear gripped the west coast. The Japanese Americans in Florin were gathered and put on trains to internment camps for the duration of the war. Their removal from Florin essentially caused its demise, because 80 percent of the population at that time was Japanese American.

When the war was over and the Japanese Americans returned to Florin, there was little of what they had left. The agricultural lands and residences that remained had suffered from a lack of care and maintenance. The markets had changed and could not support the same type of pre-war agricultural activity. A number of former Japanese American residents left the area and turned to other vocations. Changing markets and the loss of so many of its former residents started the town of Florin on a path of decline.

The post World War II era also brought changes to the farms on the west side of Florin Road and in the City of Sacramento. The Meadowview community was emerging out of thousands of acres of farm land as home after home was constructed to meet the demands of growth in the city. By 1957 new three bedroom homes starting at an affordable $13,000 had attracted thousands of new residents in the area, with many of Sacramento's leaders calling Meadowview one of the most desirable new communities in the city.

The residential development in Meadowview was balanced by appropriate commercial developments, including local retail establishments. In the late 1960s and throughout the 70s new federal policies that targeted poverty and new housing projects began to take their toll on communities similar to Meadowview. Residents feared large affordable housing projects in their thriving community, but the push for new projects, driven by policy leaders was strong. In time, many of the residents that f ocked to Meadowview as young professionals seeking quality housing for their young families had started to move away. Eventually businesses closed and the thriving intersection of 24th Street and Meadowview Road, in the heart of the Meadowview community, showed few signs of activity. It would take the community two decades to rebound.

To the east, what was once the town of Florin is lower density housing large affordable housing projects in their thriving community, but the push for new projects, driven by policy leaders was strong. To the east, what was once the town of Florin is lower density housing and vacant land. Once productive and verdant, the farms are now surrounded by an encroaching development. Old Florin Town has lost some of its identity, and a number of its old structures have been destroyed. However, there is still an identif able core of residences, churches and commercial buildings that can evoke a sense of the time and place when Old Florin Town was the center of a thriving agricultural community.

Introduction

One-time farm land to the west slowly transformed in the 1950s and 60s into one of the regions premier destinations for retail, with a number of roadways connecting to Meadowview, Franklin, Valley Hi and Greenhaven. Southgate Plaza, on the city/county line, f rst anchored the retail corridor with a full-scale department store and a number of other large and small retailers. In the early 1960s the Cordano Company developed Florin Mall and through the 1970s and 80s retail f ourished as people across the region f ocked to the booming retail establishments on Florin Road.

Residential growth continued to push southward and by 1980 nearly all of the land around the Mall and Southgate Plaza was developed. The primarily blue collar, middle class residential areas in the Florin area continued to prosper through the 1980s, with dozens of large scale retail stores calling the three mile corridor home, including Best Products, Montgomery Ward, Sears, Weinstocks, JCPenney, four grocery stores, hundreds of community serving retailers and nearly a dozen car dealerships.

The 1990s brought new challenges to the corridor, with a changing retail marketplace and continued growth in the south county (Elk Grove). The aging roadway and shopping establishments needed signif cant updating to compete with the new retail development further to the south. Slowly businesses began to close their doors. By the late 1990s the businesses had launched a new initiative, and created the state's f rst commercial corridor Property–based Business Improvement District (PBID). Leaders of the new district, in conjunction with community advocates and elected off cials, charted a path for the future. Their plan called for extensive economic development and the pursuit of dozens of streetscape enhancements on the corridor. The "pooling" of private resources, coordinated advocacy, and a renewed commitment from the public sector began to pay off by the late 1990s. Nearly $12 million of funding had been secured for roadway improvements by the end of the decade, and just in time. Vacancy rates on the corridor had climbed to their highest point in history by 1997.

By the early 2000s the area showed signs of recovery, vacancies dropped and the Partnership cemented its place as the organization that would help lead the charge. The historic area of Florin and its surrounding diverse population, continued to contribute to the community's successes.

Although very few historic resources remain in the area that ref ect Florin's early prosperity and its signif cant role in the development of the region and state, new examples of retail success and community development are leading the way to the next 100 years of prosperity.

Commercial Design Guidelines

Well-designed commercial development can help create a sense of place for the Florin area. Developing an urban pattern which is pedestrian oriented, walkable, safe and a visually appealing is the focus for new commercial development along the Florin Road Corridor. The following commercial design guidelines lay the ground work to assist developers, building professionals, and residents in positively transforming the Florin Road Corridor.

New commercial development on Florin Road should be designed to encourage pedestrian activity adjacent to the street with site furniture, shade trees, and other amenities.

Introduction

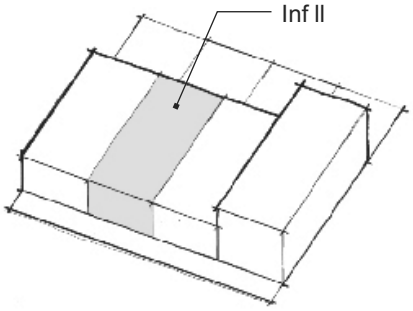
SITE DESIGN

This section provides direction for the site design of new commercial development and the renovation of existing structures. Effective site planning techniques should create a unif ed commercial environment with an urban form that promotes a pedestrian oriented walkable corridor. The major principles of commercial site design are intended to:

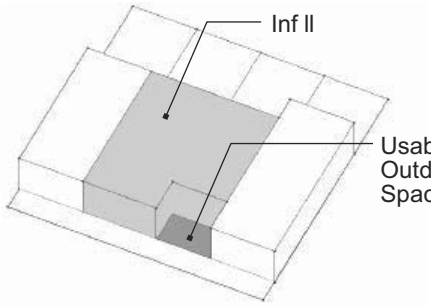
- create a comfortable and welcoming pedestrian environment;
- enhance the vitality of the commercial district;
- create a distinctive character and sense of place for commercial streets; and
- clearly def ne the public realm with a “streetwall” of commercial buildings that frame the street.

A pedestrian-oriented commercial district can include street trees, cafe seating, and wide sidewalks.

This commercial district creates a comfortable and welcoming pedestrian environment.



New construction and additions should be built to the back of the sidewalk or at the front of the property line.



New construction and additions may increase a portion of the front setback if designed as usable outdoor space.

Commercial districts have buildings built to the property line.

1 Building Orientation, Setbacks, and Build-To Lines

Design Principle

Buildings should be constructed to the front of the property line behind the sidewalk, with allowable variation in the setback to provide for café seating, plazas, and other additions to the public realm.

Rationale

Commercial buildings in urban areas have typically been built to the front of the property line behind the sidewalk, creating a line of buildings with a consistent “streetwall” that supports a strong relationship between the building, the sidewalk, and the street. This streetwall should be reinforced by new construction and additions. The streetwall may be varied to create usable public spaces such as outdoor café dining and small plazas with seating.

Design Guidelines

1-1 Buildings should be constructed to the edge of the build to line (BTL), 6 feet from back of sidewalk.

1-2 A portion of the front setback may be increased by as much as 15 feet, if that setback is used as public space, such as outdoor restaurant seating or a courtyard with public access. A minimum of 60% of the front facade should be constructed up to the front setback.

1-3 Many existing commercial structures on Florin Road have parking in lots at the front of the buildings. To create a more pedestrian-oriented commercial district, new commercial construction on Florin Road should place buildings at the front of the lot line near the sidewalk, with parking lots located at the rear or side of buildings.

1-4 Deep building setbacks behind large expanses of parking or vacant areas are discouraged.

1-5 Encourage distinction between buildings on the same block face by varying setbacks, roof heights, stepbacks, building articulation, landscaping treatment, etc to provide a richer pedestrian experience.

1-6 Buildings on corner lots should address both streets with windows, entryways, architectural detailing, and/or landscaping. If possible corner projects should provide some architectural element to anchor the corner. This can be accomplished using a building feature element and/or strong landscaping features.

2 Parking

Design Principle

Parking areas should provide vehicular access without compromising pedestrian accessibility and the character of the public realm on primary commercial streets. Parking lots should be placed at the rear of the building, when feasible, to not obstruct views of the building's front facade from the street.

Rationale

Adequate and accessible parking areas are important to the viability of commercial districts. However, large surface parking lots fronting the street can create the appearance of a vacant and uninviting area that detracts from the visual appearance of the corridor and impedes and discourages pedestrian traff c. Smaller parking lots located at the rear or sides of commercial buildings are a recommended alternative.

Design Guidelines

Surface Parking

2-1 Parking lots should be located behind the commercial frontage on major pedestrian streets. Where parking at the rear of the building is not possible, it may be located in an interior side lot. Parking at the front of the building or corner lots is highly discouraged.

2-2 Driveways into parking lots should be located on side streets, where feasible. Access to parking on major pedestrian streets should be minimized.

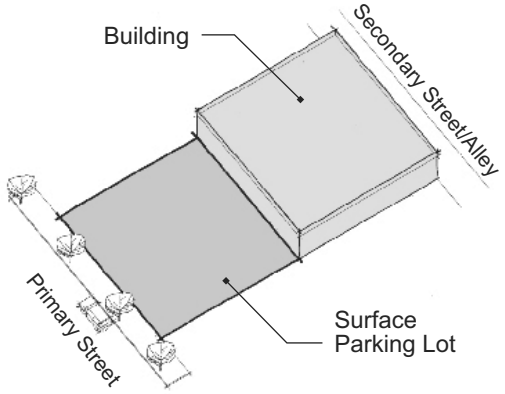
2-3 Parking lots should include signage and well-designed locations for ingress and egress that reduce conf icts with pedestrian movement.

2-4 Access to commercial buildings from rear or side parking lots or alleys should be well maintained and kept clear of obstructions.

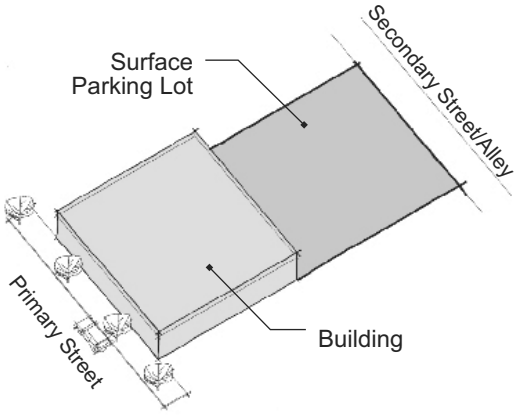
2-5 Parking within or underneath new building projects is encouraged.

2-6 Shared parking arrangements between uses is strongly encouraged, especially if the building uses have peak-demand time periods.

2-7 Screening parking areas from views exterior to the site is encouaged.



Avoid placing parking at the front of the building.



Parking should be unobtrusive to encourage an active street life and a comfortable pedestrian environment. Parking should be placed behind, under, or on the side of buildings.

The facade of this parking structure has been designed to complement the adjoining commercial building.

Structured Parking

2-8 Parking structures that are located on primary commercial streets should have a minimum of 25% of the total ground f oor area devoted to retail, off ce, or other uses at the street level to avoid monotonous blank walls.

2-9 Parking structures should be designed to incorporate passive safety design features to create a secure facility. The use of glass for pedestrian stairways and adequate interior lighting are encouraged.

2-10 Parking structure entry/exit ramps should be mid-block or toward service areas rather than facing pedestrian streets.

3 Circulation

Design Principle

Balanced circulation routes must be provided for both vehicular and pedestrian movement. Conf ict between vehicles and people must be minimized, and convenience should be maximized. Access points should be clear and obvious and articulated to announce 'entry' or 'exit'. Prominent, attractive pedestrian circulation routes must be provided from the public streetscape to each building or complex entrance.

Rationale

Vehicular movements on commercial sites include customers, employees, as well as delivery trucks and trucks that remove trash. Pedestrians include people walking and bicycles. There are also visual impacts to circulation. For the customer, the arrival to the site is part of the 'f rst impression' that can contribute to a positive experience. Getting into the site should be convenient and clearly obvious to avoid frustration. Once on the site, it should be clear where to go to park the car or bicycle, and the parking area should be reasonably secure and protected from the overhead sun. Trucks that arrive and leave the site for delivery, or picking up of trash, may conf ict with both cars, and pedestrians. The service areas trucks access are usually separate from access points of customers and employees.

Increasing the walkability of commercial corridors enhances pedestrian activity and opportunities for retail spending. Turning shopping from a goal-oriented to an experience oriented activity produces friendly and vibrant areas where people choose to return.

Design Guidelines

Pedestrian Circulation

3-1 Pedestrian planning should provide for easy access to public bicycle/pedestrian ways, nodes, neighborhood centers and transit stops. Pedestrian routes should be as obvious, direct, and simple as possible.

3-2 Pedestrian walkways should connect each primary entrance of a commercial building to adjacent parking lots, structures, or site amenities and public sidewalks. Pedestrian routes are required, by law, to be ADA accessible.

3-3 Pedestrian and vehicular entries should be separate. For purposes of improving visibility and safety, pedestrian access may employ changes grade, texture, material, color and/or f nish to differentiate from driveways.

3-4 Walking distances to transit services should be considered in project design. Pedestrian accessibility should be measured by the actual paths available.

3-5 Bicycle parking should be located close to, and with direct access to buildings. Parked bicycles should be out of the travel paths. Screening for bicycles may be desirable, if they can still be visible for security.

3-6 Projects should be consistent with and supportive of the policies of the City's Pedestrian Master Plan and Bicycle Master Plan (see Appendix).

3-7 All facilities and amenities should be made accessible to people with disabilities.

Vehicle Circulation

3-8 Driveways, parking lots, and access routes should be consolidated whenever feasible to limit curb cuts, minimize development costs, and reduce auto/pedestrian conf icts. Minimizing curb cuts reduces impacts to pedestrians, cyclists and on-street parking.

3-9 Access to parking lots should be generally provided from side streets whenever possible.

3-10 Parking lots with dead ends or that require backing out onto drives should be avoided whenever possible.

3-11 When possible, large parking lots (over 50 vehicles) should have more than one point of entry/exit.

3-12 Textures, patterns, and colors are encouraged in the design of paved parking areas or entries.

3-13 Large monolithic areas of unbroken, single-color, untextured paving are discouraged. Use planting, site features, berms, etc to break up large areas.

3-14 Where practicable and appropriate, connections between adjacent non-residential development should be provided, so that vehicles will not have to re-enter public streets. This reduces traff c conf ict at entry/exit points.

3-15 Highlighting project entryways drives and parking court entries by using landscape or pavement features is generally encouraged to enhance the streetscape.

3-16 To the greatest extent feasible, common or shared service and delivery access should be provided for adjacent buildings. Locations for service access can be prone to greater potential conf ict between trucks and cars and pedestrians, and be higher maintenance areas, so minimizing their occurrence can provide design and operation benef ts.

3-17 Access points for service trucks and pick up of garbage and trash should be separated to the extent possible from cars. The heavier demands of trucks, particularly when lifting dumpsters, should be considered in the paving design (such as by using concrete in front of dumpster enclosures rather than asphalt).

ARCHITECTURAL ELEMENTS

Architectural design guidelines address the exterior of buildings, as well as the relationship of these buildings to the surrounding built context. It is paramount to ensure that the design of the building enhances the corridor and strengths the character of the community. Architectural design should promote commercial buildings that are:

- visually welcoming from the primary pedestrian street;
- use appropriate mass and scale to create and support a pedestrian oriented urban environment.
- constructed of high-quality materials that will contribute to the longevity of the building.
- encourage the use of materials, forms and colors on buildings that provide visual interest to the pedestrian and contribute to the street edge.
- encourage architectural styles that use sustainable building practices and materials, and ecologically-sensitive design solutions, including solar panels, light shelves and cool roofs.

Human-scaled design can contribute to a pedestrian-friendly commercial district.

4 Building Height, Massing, and Scale

Design Principle

The size and scale of commercial buildings should be compatible with existing development and should encourage an urban pattern along the Florin Road corridor.

Rationale

To ensure new development uses appropriate massing and scale to promote a pedestrian-friendly urban form along Florin Road.

Design Guidelines

4-1 Encourage building heights of 20 to 35 feet f oor to f oor, but avoid blocking important view corridors in the neighborhood.

4-2 New, higher buildings can reinforce the established building heights along a block by stepping back upper f oors that are above the average building height along the street.

4-3 A building that is larger than the average of buildings on the same block should break up the mass of the structure with articulation of the structure into smaller components, and the creation of multiple surfaces.

4-4 Appropriately scaled doors, windows, awnings, and detailing, particularly at the ground f oor level, can reduce the appearance of mass.

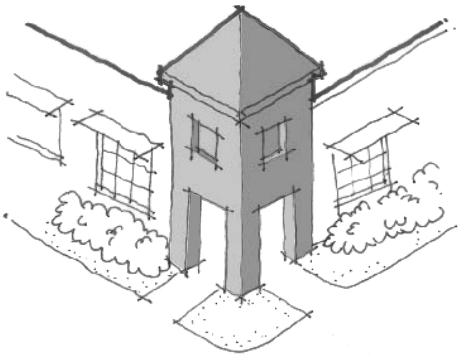
4-5 Projects at def ned nodes or gateways are encouraged to provide prominent visual landmarks such as a projecting tower, promenade, arcade, or other pedestrian-oriented feature. These types of 'signature' elements can help anchor a node and give it a unique identity and sense of place.

4-6 Buildings on corner lots provide an opportunity for structures that exceed the average height on the block and can serve as anchor points.

4-7 Commercial buildings sharing street frontage with residential uses should maintain a residential character.

4-8 Provide transitions between large scale, tall buildings and existing small scale buildings by stepping down building heights or providing stepbacks within buildings.

4-9 Step back the massing of the building development such that it is at its highest intensity along major streets and at its lowest when adjacent to existing residential development.



Buildings at corners can exceed the average height and anchor the block.

Structures that exceed the average height on the block and can serve as anchor points.

Building facade .

5 Building Facades

Design Principle

Building facades should be designed to create visually interesting buildings that offer variety along the commercial street.

Rationale

Building facades provide the interface between the built environment and the public realm. Historically, commercial districts have consisted of buildings that are one or two stories in height and cover entire lots. This pattern creates a regular rhythm of building mass and streetwalls. A streetwall of varied building facades is visually appealing and enhances the pedestrian environment. Blank walls at the ground f oor level or large expances of parking are unattractive and uninviting that should be avoided. Instead, elements should be used to create visual interest, including awnings and canopies, trellises, detailed parapets, or arcades.

In recent decades, new buildings have increased in size and scale, creating greater challenges to creating human-scaled commercial environments. Therefore, appropriate architectural elements, such as window openings, commercial displays, frequent building entries, ornamentation, windows, doors, awnings and canopies, contribute to a pleasant urban streetscape.

Design Guidelines

5-1 The primary facade of a building must face a public street and include entries that are accessible from the street, where feasible.

5-2 The main entrance of a building without street edge facades should open directly onto a publicly accessible walkway. This walkway should connect directly to an adjacent street sidewalk.

5-3 Building facades facing streets should be lined with windows, entries, and openings that provide indoor and outdoor views to the public rights-of-way and sidewalks. Continuous blank wall surfaces are not allowed.

5-4 Utilize appropriately scaled elements such as doors, windows, lintels, sills, balconies, stoops, cornice lines, signage, and awnings to enhance building facades.

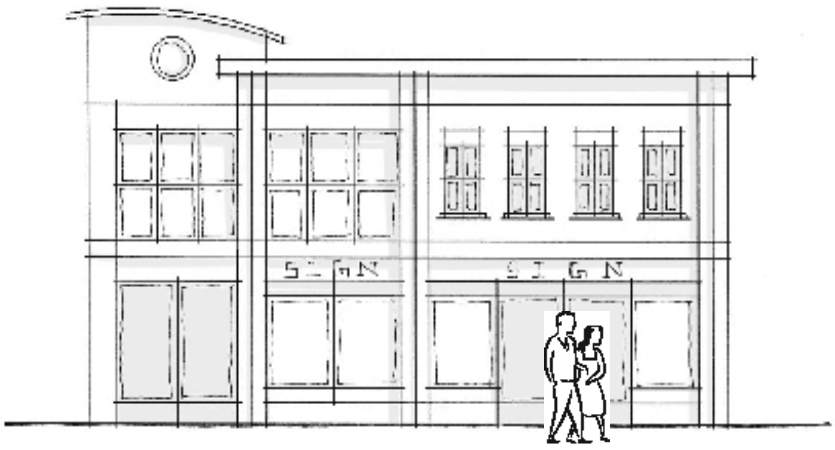
5-5 Architectural features, such as display windows, pilasters, lattices, and alcoves for the display of products, can provide visual relief on buildings that cannot achieve continuous openings along the street and sidewalk.

5-6 Facades can also be articulated with insets, partial setbacks, and small pedestrian plazas (see Section 1, “Building Orientation, Setbacks, and Build-to Lines”).

5-7 H ighly ref ective or dark tinted glass should be avoided.

5-8 Incorporate vertical and horizontal architectural elements to mitigate long unbroken building facades.

5-9 For developments with long frontages, monotonous facades should be avoided. This can be achieved by breaking up the building mass, in particular the roof ine, and incorporating variety, articulation, vertical elements, color, landscaping and material changes to add interest.

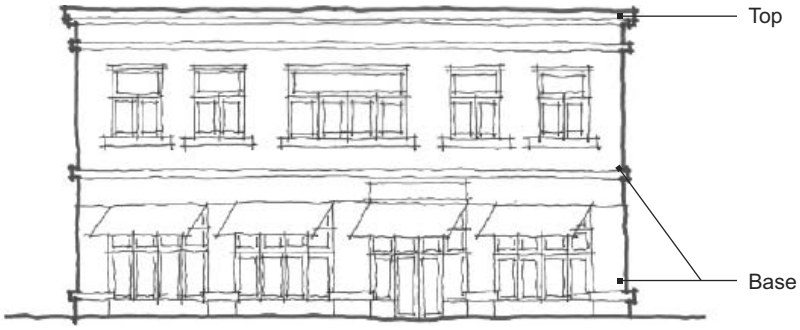


This building is a contemporary interpretation of traditional design.

5-10 Building facades should be designed to create a recognizable "base" and "top." Building bases and tops can be created with variations in:

- building wall thickness;
- use of special materials;
- changes in colors and materials on window trim;
- cornice treatments;
- roof overhangs with brackets; and
- use of ornamental building lines.

5-11 Long facades should be designed with suff cient building articulation and landscaping to break them up into smaller visual elements. Long expanses of uninterrupted wall area, unbroken roof forms, and box-like structures should be avoided.



New construction and additions are encouraged to use horizontal elements to create a "top" and "base" that give definition to the building and break down the facade into elements that can be comprehended by pedestrians at the street level.

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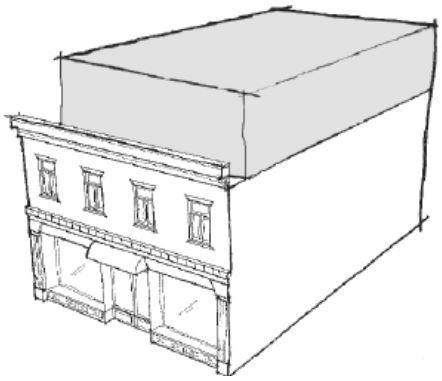
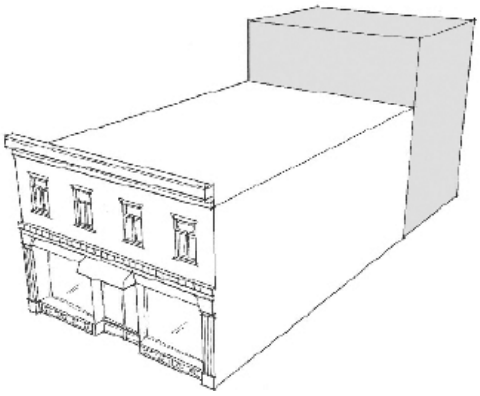


Addition to the top of the structure, with a second-story setback from the existing facade



Addition at the rear of the original structure

6 Additions

Design Principle

Additions should be consistent with and not disrupt the architectural style, massing, proportions, and scale of the existing building.

Rationale

Additions should be designed as an adjunct that does not visually interfere with the original structure. The architectural details on the addition should be designed to ref ect those on the original building.

Design Guidelines

6-1 An addition should respect, but be subordinate to, the design of the original building, and should be designed so that the form of the original structure can still be recognized.

6-2 An addition should not alter or destroy the architecturally def ning features of the building, such as original porches, columns, railings, stairs, windows, doors, and roof and eave forms.

6-3 A large addition should be broken down into smaller, varied components that relate to the scale and massing of the original structure.

6-4 An addition should be compatible with the overall character of the property, block, and neighborhood.

6-5 An addition should be set back from the primary facade, especially if the additions are taller than the original building.

6-6 Where appropriate, additions should bring the building closer to the street front.

7 Roof Forms

Design Principle

The roof forms of new development should ref ect the roof ines of the best quality existing commercial structures.

Rationale

Flat roof ines are typical of much established commercial development. New commercial development should try to emulate this existing form to maintain the character of the corridor. However, variation in roof shapes can be desirable if compatible with existing buildings on the block.

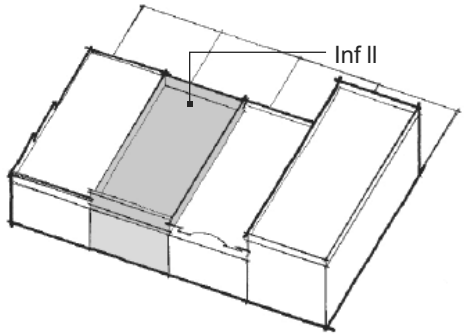
Design Guidelines

7-1 Articulated facade surfaces with multiple roof ines are encouraged for taller buildings to avoid an appearance of mass and to add interest.

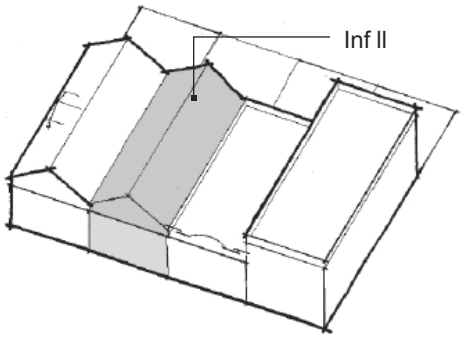
7-2 Roof parapets may be used to add visual interest to f at roof lines.

7-3 One-story buildings should avoid the use of exaggerated, sloped roof forms.

7-4 Special roof forms on corner buildings are encouraged to help accentuate the corner location.



Infill project with a flat roof similar to other nearby existing structures.



An infill project with a pitched roof in areas where nearby buildings have pitched roofs is acceptable.

Typical flat commercial roof

A contemporary recessed entry

Even simple entries can be embellished with architectural detailing to improve their appearance. This building has decorative painted trim.

8 Entry Features

Design Principle

Entry features of commercial buildings should be clearly visible to pedestrians, with a def ned relationship to the street and sidewalk.

Rationale

A recessed entry helps to break up the massing of a building and make the threshold immediately apparent to pedestrians. Decorative features, such as awnings, canopies, lighting, and signage, can also be used to clearly def ne and articulate an entryway.

Design Guidelines

8-1 Primary entries should be located on major sidewalks to provide clearly visible pedestrian access.

8-2 The size of the entry should be proportional to the building.

8-3 Secondary entries may be located at the side or rear of the building to provide access from parking areas.

8-4 Entries should be clearly def ned with signage and architectural details.

8-5 In mixed-use buildings, the entrance to residential uses on the second story should be clearly def ned and easily approachable from a public street or sidewalk.

9 Windows and Doors

Design Principle

The proper placement and design of windows and doors should be used to create visual interest in commercial buildings and contribute to the stylistic coherence of development along the street.

Rationale

The proper placement of windows and doors along a street frontage is one of the best methods of creating visual interest and reducing the appearance of mass. Storefront windows at the street level can be used to allow pedestrians to see into the structure, and individuals inside the building to view the street, improving visual surveillance of the area outside the building and increasing security.

Design Guidelines

9-1 Windows, entries, and doors should occupy most of the wall surface on the ground f oor.

9-2 Building openings, such as windows and doors, should maintain the proportions and spacing of other openings on the block.

9-3 Headers, trim, and sills of windows of new buildings should be well articulated in design, dimensions, and prof les.

9-4 Windows should be made of clear glass to allow pedestrians to see into the structure. A 70% visible light transmittance is recommended for visibility. Use of mirrored or dark tinted glass is not allowed.

9-5 Windows with authentic mullions that contain true divided lights are encouraged.

9-6 Doors should primarily be constructed of transparent materials, such as panels with glass, full-light glass, or glass panes in a wood or metal frame.

9-7 Security bars on the outside of commercial windows are highly discouraged.

9-8 Require all ground f oor commercial uses to have non-ref ective glass windows fronting onto sidewalks. When windows face southwest and west, frame them with protruding vertical and horizontal shading elements such as lintels, sills, and awnings to provide adequate protection from glare.

A commercial facade lined with transparent glass is highly desirable.

Commercial doors should primarily be constructed of transparent glass.

9-9 Window grills are a common element in many City commercial corridors. Simple tubular metal grills mounted on the exterior are discouraged, since they are generally unattractive and do not meet the intent of this section. Alternatives that are architecturally integrated include:

- Interior mounting of the grills
- Using grills that are decorative in character
- Using windows that by their size and geometry offer inherent protection from intrusion.

9-10 Innovative solutions to window security that have architectural enhancement character are encouraged.

9-11 Solid roll-down security grates should not be used on the exterior of the building; however, they may be placed on the interior of storefront glazing or entry doors.

10 Color

Design Principle

Color should be used in a way that complements the surrounding structures and adds to the liveliness and character of commercial districts.

Rationale

The use of pre-approved colors can lead to a repetitive streetscape that is lacking in distinction and interest. Matching existing color schemes can also lead to blocks, or an entire district, in one repetitive color. In general, the major design principle in the selection of building colors is to be compatible with, but not identical to, surrounding development.

Design Guidelines

10-1 Colors should be compatible with those of the neighboring buildings.

10-2 Creative use of colors is encouraged. Unique or unusual color schemes will be considered on a case-by-case basis during the design review process.

10-3 Building colors that complement natural materials, such as brick, stone, tile, and terra cotta, are encouraged as a primary building color. Building colors should avoid more intense colors as a primary design element.

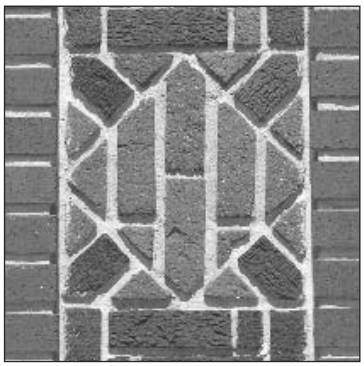
10-4 Contrasting accent colors are encouraged for architectural details, awnings, and entrances.

10-5 Colors should be selected with consideration for the orientation of buildings. Colors on south- and west-facing facades will often appear warmer, due to sun exposure, than the same colors on the north or east sides.

10-6 Fluorescent, neon, or “dayglo” colors are strongly discouraged as the primary color.

Stucco

Stucco, tile, and glass block



Brick of varied textures and patterns

11 Materials

Design Principle

Buildings should be constructed of high-quality materials that add to the longevity of the structure and provides a pleasing appearance as the materials age.

Rationale

High-quality f nish materials promote the longevity of a building and add to its character, particularly on the ground f oor, where people are most likely to come in contact with the building and can easily see and touch the materials.

Design Guidelines

11-1 Durable, solid facing materials should be used.

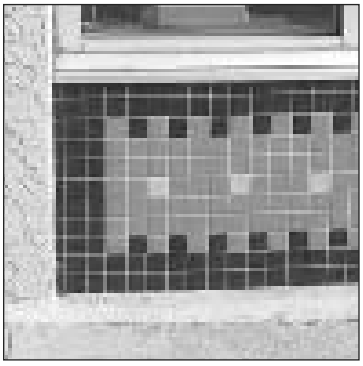
11-2 Brick, tile and other masonry-type materials are encouraged. When using these materials as a veneer, attention should be paid to the corner treatment and similar details so that the materials do not appear to be too thin.

11-3 Wood should be milled, with a smooth, painted f nish.

11-4 Use of the following materials is not allowed:

- vinyl or grooved plywood siding
- sprayed-on, textured stucco
- raw, raised grain, or rough-sawn wood

11-5 Stucco covered foam, although not recommended, can be acceptable if properly detailed and applied. Special attention to durability is required at lower levels accessible to the pedestrian.



Ceramic tile

12 Canopies, Awnings, and Arcades

Design Principle

When incorporated into a commercial building, canopies, awnings, and arcades should be made of high-quality components that complement the overall design, colors, and materials of the building.

Rationale

Canopies, awnings, arcades, and overhangs are traditional commercial design elements that articulate the building facade and create variety and interest at the street level. They also serve the practical purposes of providing space for signage of commercial uses, shading windows during the summer to reduce energy use, and providing shade and weather protection for pedestrians, encouraging walking instead of auto use.

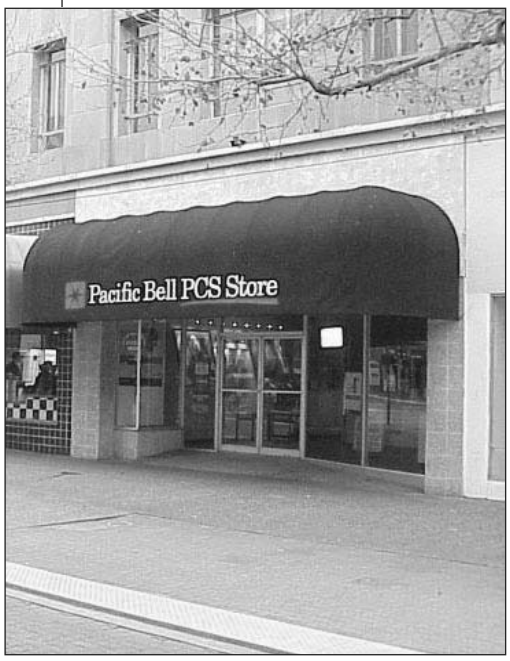
Design Guidelines

12-1 Canopies, awnings, arcades, and overhangs are encouraged over window displays and entries along public sidewalks on the ground f oor of commercial buildings.

12-2 Canopies, awnings, and overhangs that project into the public right-of-way are subject to a City revocable encroachment permit. Contact the Building Division of the City Community Development Department for more information.

12-3 Canopies, awnings, and arcades should be designed with respect for the proportions of the building in terms of size, shape, and placement unless a unique architectural style encourages something different.

12-4 Canopies and awnings should f t within individual bays or structural divisions of the building facade rather than extending beyond a single bay, unless the building structure dictates an alternative placement.



Canvas awning

Steel overhangs help to articulate commercial entries, offer shade, and add architectural interest to the building.

A corner awning

12-5 Use of a continuous awning for the windows in the upper f oors is discouraged. Each window should be articulated with an individual canopy or awning, with awnings extending no more than halfway down the window. The color and style should complement ground-level awnings and canopies on the same building.

12-6 Self-supporting canopies and awnings are recommended.

12-7 A variety of solid and striped colored awnings may be considered.

12-8 Brightly colored awnings should be compatible with the colors used on the main building. Uncolored or light-colored canvas awnings may be appropriate for dark and north-facing facades to allow daylight to f lter through to storefronts and second-story windows.

12-9 C anvas, f re-resistant acrylic, and metal are preferred materials for awnings. Vinyl, plastic, plasticized fabric, and f berglass awnings are strongly discouraged.

12-10 Canvas awnings often fade and deteriorate over time. Canvas awnings will need regular maintenance and periodic replacement.

12-11 Awnings, decorative roofs, and miscellaneous entry features may project into the front public right-of-way, provided that they are not less than 8 feet above the sidewalk.

12-12 Canopies and awnings should only be internally illuminated where appropriate to the architectural style of the building.

12-13 Canopies and awnings should be designed to provide window shading to reduce energy use.

Steel awnings

13 Signage and Graphics

Design Principle

Building identif cation signs and graphics should enhance the appearance of the building and contribute to the overall character of the street while minimizing the appearance of clutter.

Rationale

Attractive, artistic, well-proportioned, and carefully located signs can enhance the character of commercial districts. Signage should be used for information, direction, and wayf nding, and not for advertising specif c products. Too much and too prominent signage can be confusing, visually cluttering, and detract from a streetscape. Large monument signs are useful only when viewed from far away, and at high speeds. Smaller signs can be functional, and do not compete with the building design for prominence.

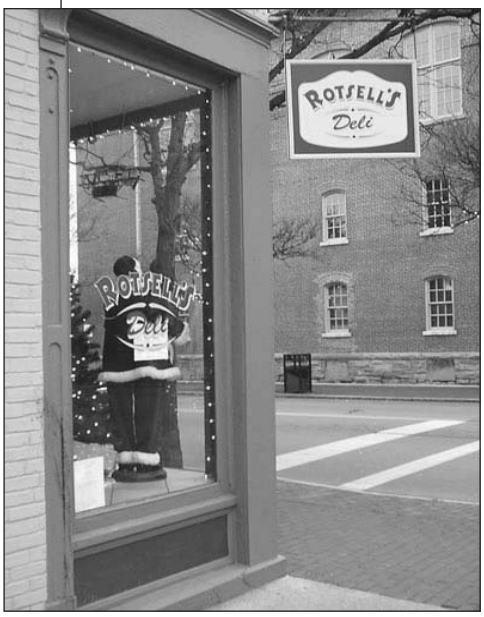
Design Guidelines

13-1 All commercial signage is subject to a City of Sacramento sign permit. Contact the Building Permits Division of the Community Development Department for more information.

13-2 Signage can be wall-mounted, projecting, combined with awnings, or placed on windows. Hanging signs with projecting lettering are encouraged.

13-3 Allow commercial signage and awnings to extend up to f ve feet into setbacks.

Signage applied to a glass window



Wall-mounted, projecting “blade” signage

Signage for multiple tenants

13-4 Cabinet and pole signage are discouraged.

13-5 Materials and colors of signage must be compatible with those of the building as well as adjoining buildings.

13-6 Signage should be modest in scale and appearance, and should complement, not overpower, the building.

13-7 Signage should not obscure important architectural elements, such as windows, cornices, or decorative details.

13-8 Individual shop signs in a single storefront should relate to each other in design, size, color, lettering style, and placement on the building.

13-9 Buildings with multiple tenants should have a common signage program and include a multiple directory.

13-10 Monument signs are discouraged. If monument signs must be used then they should be placed near gateways or parking entrances.

13-11 Signage should be designed for it's effect both during the day, and at night. Sign lighting should be indirect to avoid glare and harshness.

13-12 Signage should be the minimum in size and number needed to do the job. Excess signage creates visual clutter and defeats the purpose of signage.

13-13 Signs at site entries should be sized and designed to accommodate all future tenants and individual businesses.

13-14 Attached or monument signs are encouraged for use in all non-freeway oriented development. These signs are to be directed to pedestrian use and should be at the average pedestrian eye level.

14 Lighting

Design Principle

Lighting f xtures should be designed to complement and enhance the site and architectural style of the building and should be compatible with the character of the corridor.

Rationale

Lighting on buildings and sites can have a dramatic effect on the mood, quality, and character of commercial districts. The color, intensity, and types of lighting used in streets, on buildings, and in landscaping contributes to the character of commercial areas.

Adequate and carefully placed lighting can improve the safety and security of a site, adjacent streets, and surrounding properties. Visibility at intersections and pedestrian crossings can also be enhanced with appropriate lighting.

Design Guidelines

Building

14-1 Building lighting should relate to the style and character of lighting on the whole site.

14-2 Use of neon, marquee lighting, and other specialized lighting is appropriate in some areas, and may be used for restaurants and entertainment uses.

14-3 Specialized lighting is appropriate for building features, entries, building towers, and other architectural elements.

14-4 Lighting should provide even illumination. Flashing, pulsating, rotating, or otherwise moving light f xtures are not appropriate.

14-5 L ighting f xtures must not obscure major architectural features.

14-6 Lighting should not direct unwanted glare toward adjacent residential or other sensitive areas. Downlighting and specialized f xtures that reduce sky-lighting and glare are encouraged.

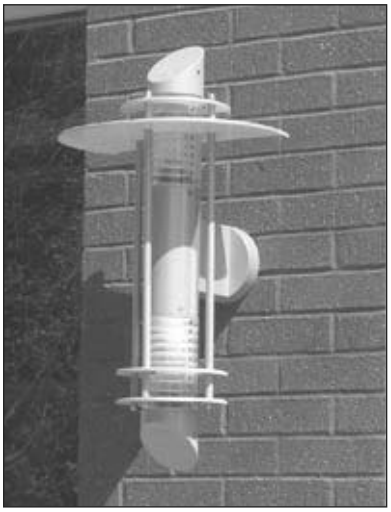
14-7 Exterior lighting should be architecturally integrated with the building style, material and colors.

14-8 Lighting should be provided at building entries, for safety and to visually accent the entry.

14-9 Non-directional up-lighting that contributes to back scatter and fugitive light against the nighttime sky is discouraged.

Pedestrian pole lighting with a solid top eliminates light spillover and glare.

Pedestrian-scaled bollard lighting



Contemporary lighting

14-10 Building lighting should be architecturally integrated with the building style, material and colors. Surface-mounted lights should be selected and located to not produce unwanted glare either on the property, to the street, or to adjoining properties. The typical 'wall-mounted box' security f xture is unattractive, produces signif cant glare, and adds no enhancement to the appearance of a building at night. These types of lighting solutions are discouraged. More architecturally-integrated solutions to building lighting include, placing f xtures in the landscape or on poles aimed at the building. The light source then is not seen; only the effect of the light illuminating the building.

14-11 Entries should get accent lighting that creates a focal point, such as by the use of recessed f xtures over the door locations.

Site

14-12 Pedestrian areas should be lighted by pole- or bollard-type f xtures that are not more than 14 feet in height for pole lighting, or 3 feet in height for bollards.

14-13 Raised light pole bases should be attractively designed and well-detailed to be compatible with the overall project.

14-14 Parking areas and entry drives should be lighted to facilitate pedestrian movement and safety, especially where parking is located away from street views. Pole mounted lighting should be spaced for both functional effectiveness as well as energy eff ciency, and generally be no taller than 16 feet. Cutoff type f xtures should be used where glare could be a problem for adjacent properties or streets.

14-15 Coordinate planting and lighting plans. Choose appropriate light pole size and location to avoid conf icts between mature trees and lighting.

14-16 Pedestrian walk lighting should be of an appropriately lower scale and style such as bollard type lighting, step lighting and/ or low pole mounted lights.

14-17 Landscape lighting which creates a sense of beauty and character is encouraged. Most effective landscape lighting design hides the light source; for example uplighting trees can create a pleasing night effect, but this is negated if the glare from the f xture is visible.

15 Service Areas and Utilities

Design Principle

Service and utility areas, including loading docks, storage areas, mechanical systems, and trash bins, should be screened from view and integrated into the design of the project.

Rationale

Although necessary and functional aspects of commercial districts, service areas, loading docks, delivery areas, and mechanical equipment can be unsightly and noisy and may detract from the quality of the urban environment. Functional service areas of buildings should receive the same design attention and consideration as more public spaces and should be carefully placed and screened to reduce noise and visual blight.

Design Guidelines

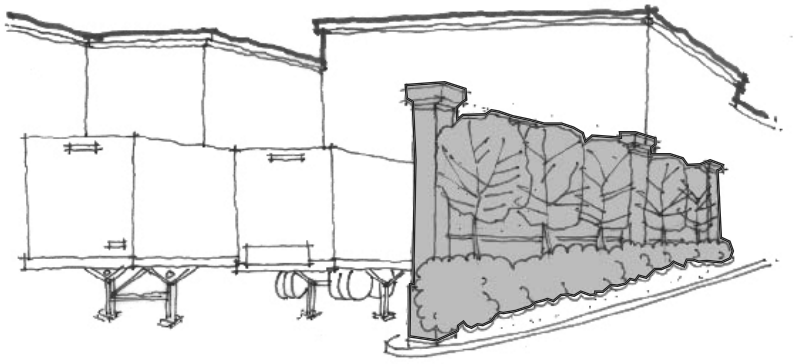
Service Areas and Loading Areas

15-1 Service areas, including loading docks, storage areas, and trash bins, should be screened from adjoining walkways.

15-2 To the extent feasible, loading areas should be located and designed to minimize their visibility from public areas and adjacent properties. Loading areas should be accessible from side streets, interior parking garages, or the rear of buildings rather than from the fronts of buildings.

15-3 Landscaping and decorative walls and fences should be used to screen mechanical equipment, loading areas, and other service areas.

15-4 Where feasible, loading areas should be functionally separated from parking and pedestrian walkways for safety and to provide convenient access for delivery trucks.



Service/loading and trash areas should be screened from view with landscaping, walls, or other structures.

The rear of this commercial building has been carefully screened.

15-5 Prefabricated trailers, metal shipping containers, and other temporary structures create a negative and cluttered appearance. These types of elements are not permitted by City ordinances to be used as part of ongoing business operations or site design.

15-6 The design of accessory structures and storage areas should be consistent with the overall architectural design of the adjoining building. Roof pitches should match those of the main building roof. Exterior materials and colors should also be consistent with primary structures.

Mechanical Systems

15-7 Mechanical equipment, such as air conditioning units, pipes, ducts, vents, access doors, meters, transformers, and other building systems equipment that produce noise, exhaust, or visual unsightliness, should be located away from pedestrian ways.

15-8 All such equipment should be screened or hidden from public view in a manner consistent with the character of the building and the surrounding district.

15-9 Roof-mounted equipment should be concealed behind parapets or screen walls whenever feasible. Where equipment cannot be fully concealed, it should be painted to match the visually adjoining surfaces. Any new equipment should be located in as unobtrusive a position as possible. Where screened walls are used, they should be integral to the building design.

15-10 Where possible, provide shade adjacent to mechanical equipment to reduce temperature at air intakes.

15-11 Utility equipment such as transformers, electric and gas meters, electrical panels and junction boxes should be screened by walls and/or landscaping. Cluster utilities and services where feasible.

Trash Enclosures

15-12 All outdoor trash and garbage containers should be located at the rear of lots away from public view and screened with solid, decorative walls that match the design of the primary structure. Where possible, trash enclosures should not be located along the pedestrian ways and streets.

15-13 Trash enclosures should contain enough space to facilitate both waste disposal and recycling. Containers should not block each other and should be user friendly.

15-14 Trash enclosure design should address solid waste personnel safety. All enclosures should have access routes that allow solid waste personnel to easily access dumpsters for collection. Vertical curbs should be avoided, and materials for sidewalk or driveway access should be f at to prevent wheels from becoming stuck.

15-15 Trash enclosures are required to be constructed of split face block, brick, stucco over block or similar quality materials that are durable. Avoid the use of plain cinder block.

15-16 Landscaping should be incorporated around trash enclosures to provide for more effective screening.

STREETSCAPE GUIDELINES

The design of the streetscape should address the relationship between commercial buildings and the public realm by providing such amenities as street trees, street furniture, landscaping, and paving. A successful streetscape should foster a sense of place and feelings of community pride and ownership. It can also enhance the value of commercial properties. Elements such as street trees and street furniture should contribute to a walkable, pedestrian-scaled environment. The streetscape design in the neighborhood should also support public social interaction and enhance the vitality of the commercial district. The *Florin Road Streetscape Master Plan* provides additional guidance for streetscape improvements along the Florin Road Corridor.

Streetscapes that include landscaping, lighting, and street furniture help to create an inviting commercial district.

17 Parking Lot Design

Design Principle

The visual prominence of parked vehicles shall be minimized whenever possible. Parking lots should be screened from the street and nearby sidewalks and provide shade to parked automobiles.

Rationale

Pedestrian safety, screening, and eff cient vehicle circulation should be the focus of parking lot design. Parking areas should be as small as is needed for the purpose intended. Parking lots should be adequately screened with fences, walls, and landscaping. Trees and landscaped areas incorporated into parking lots can help to soften paved areas, reduce heat during the summer months by providing shade, and f lter pollutants from the air.

Design Guidelines

17-1 Surface parking lots adjacent to public sidewalks should be screened with appropriate design elements, such as fences, walls, landscaping and or 'micro-retail'.

17-2 Screening materials should not block views of the parking lot from passing cars to promote visual surveillance of the lot.

Landscaping should screen parking lots from the street while still allowing some visibility to promote safety.

This landscaped walkway allows pedestrian access to local businesses.

Example of micro-retail treatment at corner of parking lot

Large unbroken expanses of asphalt are ugly and get extremely hot in the summer.

A trellis and fence used effectively as screening for parked cars

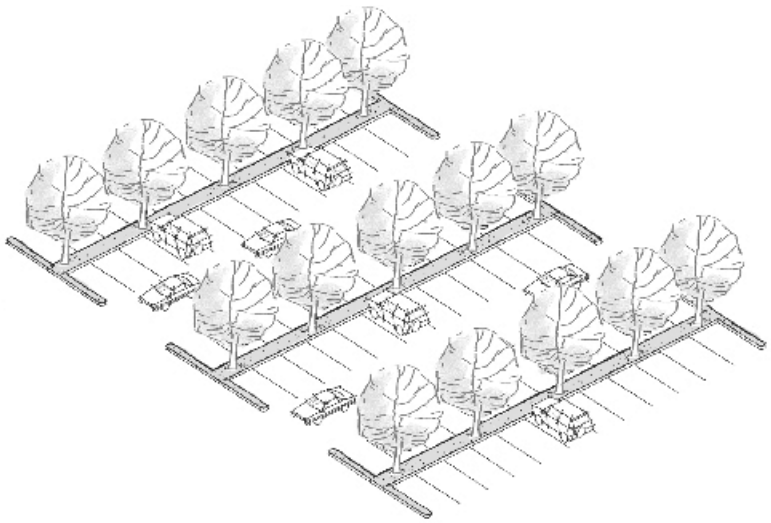
17-3 Use of a trellis-style structure attached above a wall or fence can help maintain the character of the streetwall and improve the pedestrian environment along the street.

17-4 Parking lots shall be planted with trees to provide a minimum of 50% shading after 15 years in conformance with City Municipal Code Section 17.68, “Landscaping and Paving Regulations.” Shading should be calculated by using the expected diameter of the tree at 15 years. A link to the City of Sacramento Parking Lot Tree Shading Design and Maintenance Guidelines is available at:

h ttp://www.cityofsacramento.org/parksandrecreation/ppdd/pdf/SHADING_GUIDELINES_06-05-03.pdf

17-5 Trees planted in parking lots should be protected with curbs, bollards or tree grates, or located on landscaped walkways.

17-6 Lighting in parking areas is a key design component. Lighting should avoid glare that affects adjacent properties. The design of the f xture and it’s height should be compatible with the overall site and building design. See also the principles under site security.



Parking lots should be designed to provide 50% shading after 15 years.

18 Street Trees

Design Principle

Street trees should provide a visual frame to the street and offer shade and comfort to visitors to commercial districts.

Rationale

Street trees soften the appearance of the commercial streetscape, and make it more comfortable for pedestrians by providing essential shade during the summer months.

Design Guidelines

18-1 Street trees should be carefully planted and spaced to ensure that commercial businesses are easily visible and accessible.

18-2 Street trees that are not planted and maintained by the City, and that project into the public right-of-way, are subject to a City revocable encroachment permit. Contact the Community Development Department for more information.

18-3 Street trees should be easy to maintain, reduce sidewalk damage, and provide a suff ciently large, wide canopy to shade the sidewalks.

18-4 Street trees must be pruned to provide a clear space between the lower branches and the sidewalk and roadway to prevent damage and provide a clear view of building signage, ground f oor windows, and doors.

18-5 Street trees within the public right-of-way must not be trimmed or removed without consulting the City Department of Parks and Recreation Urban Forest Services at 916-433-6345.

18-6 Tree species should be suitable for the Sacramento climate, and should be selected for water conservation. Refer to the following lists for recommended species:

Sacramento Tree Foundation
http://www.sactree.com/

City of Sacramento Urban Forest Division
http://www.cityofsacramento.org/transportation/urbanforest/

18-7 The Florin Road Streetscape Master Plan calls for canopy trees to be placed in 7-foot wide tree wells. An approved tree list includes the following species: Quercus agrifolia, Celtis australis, Liriodendron tulipifera, Pistachia chinensis , and Platanus acerifolia 'Bloodgood', which is a species that should be used primarily at the intersection of Florin and Franklin Blvd.

Street trees soften the appearance of a commercial street.

Street trees provide welcome shade for pedestrians.

Landscaped areas add to the beauty of commercial districts.

19 Landscape Elements

Design Principle

Landscape elements should be used to foster an attractive and comfortable commercial environment.

Rationale

Landscape elements, such as ornamental plants and water features, help to create visual interest and create an attractive, appealing environment.

Design Guidelines

19-1 Landscaping compatible with building design is encouraged. Trellises, arbors, cascading landscaping, vines and perimeter garden walls are encouraged.

19-2 Landscaping shall conform to the City Municipal Code Section 17.68, “Landscaping and Paving Regulations.”

19-3 Plant species should be suitable for the Sacramento climate. Low-water landscaping materials are encouraged.

19-4 High-maintenance annuals and perennials should be used only as smaller landscape elements.

19-5 The full growth of landscaping materials should be anticipated so that trees and shrubs do not conf ict with signage, lighting and roofs.

19-6 Landscaped areas are preferred over impermeable paved surfaces.

19-7 An automatic irrigation system must be installed to provide consistent coverage of all landscaped areas. Automatic controllers with rain shut-off valves will allow for greater water conservation. Irrigation controls should be screened from view by landscaping or other attractive site materials.

19-8 Turf and groundcover are more effectively irrigated with a conventional spray system. Head-to-head spray coverage is recommended. Avoid overspray onto sidewalks and adjacent properties.

19-9 A drip irrigation system is recommended for shrubs and trees to provide deeper, more even watering. Drip irrigation also permits greater water conservation than a conventional spray system.

19-10 Bare soil should be planted or mulched to avoid unsightliness and unnecessary run-off.

19-11 Landscaping must not impede access to hydrant connections or other essential services, but can be used in a good design to soften these elements and make them blend in.

19-12 Retain existing mature trees in landscaping, site, and building plans whenever possible. Note that large trees may require city permission for removal or major pruning.

19-13 Security issues should be considered in the landscape design of the site, including creation of barriers and screening. Openness and visibility can be maintained even with signif cant landscape coverage, with proper selection and maintenance of plant materials.

Seating can consist of conventional benches.

Trash receptacles should be provided at regular intervals

Seating can even be combined with public art.

20 Site Amenities

Design Principle

Appropriate site amenities that complement the surrounding architecture should be selected and installed along the entire building front so as to increase opportunities for people to congregate and interact.

Rationale

Site amenities, such as pedestrian kiosks, benches, transit shelters, newspaper racks, trash cans, and café tables, encourage pedestrian use and increase opportunities for casual social interaction and enhance the appeal and vitality of the commercial corridor.

Design Guidelines

20-1 Street furniture should be attractive, functional, easy to maintain, high quality, and vandal resistant.

20-2 Street furniture must not block the sidewalk or access to parking.

20-3 Seating is highly encouraged. A variety of seating alternatives, such as benches, seat walls, and café tables is possible.

20-4 Incorporation of public art into site and building design is recommended.

20-5 The pattern and texture of ground paving materials should enhance the quality of the district. Use of high-quality brick, stone, textured concrete, terrazzo tile, or other decorative pavers is encouraged.

20-6 Hardscape materials that can endure Sacramento's intense weather conditions should be selected.

20-7 Bicycle racks that complement other street furniture should be provided.

20-8 Site amenities provided by a commercial development project should be accessible from the sidewalk and/or public walkways. Site amenities that are 'fragile' or moveable, or those that might serve as icons attracting vandalism, should be in secure areas of the site.

20-9 Site amenities such as public art/sculpture, fountains or other water features, public plazas or open space, and landscape features, are strongly encouraged, Where architectural features of a building do not provide a focal point or anchor at a major street corner.

21 Fences Walls and Gates

Design Principle

Fences, walls and gates should be made of high quality materials that are consistent with the style of the building to enhance the overall character of the site and contribute to the positive appearance of the corridor.

Rationale

Fences, walls and gates are useful in screening unattractive areas such as parking lots and utilities and providing safety and security for the site and building.

Design Guidelines

21-1 Gates should be integrated into a design to be unobtrusive when open, and obvious when closed. Please note there are city requirements that will affect gates, to avoid 'backing up' of vehicles into the street.

21-2 Fencing and gating should be designed as an integrated part of the site, rather than as a separate element. For example, a planter can be integrated with a wall; or a wall can be a continuation of the architecture of an adjacent building.

21-3 Masonry walls or fences should be designed to minimize visual monotony through changes in plane, height, material or texture and/or signif cant landscape massing where appropriate.

21-4 Blank, undivided expanses of wall without changes in plane, texture, masonry pattern, or without relation to human scale are discouraged.

21-5 Fencing should be of decorative design compatible with the building architecture and with the wall element, if provided.

21-6 Alternative fencing designs and materials, (for example wrought iron with brick columns eight foot on center, or hedges combined with shortened walls) are encouraged. Woven wire (chain link) fencing, or razor/barbed/concertina wire is highly undesirable or in some cases not permitted (refer to the City's Zoning Code).

21-7 Wrought iron fencing of the stock black tubular variety is encouraged to be accented with plants, brick or stone pilasters, or other features. Long uninterrupted lines of tubular black fencing are discouraged.

21-8 Fencing should be screened to the greatest extent possible with landscaping to soften the appearance.

21-9 Solid fencing, walls, large hedges, or other similar barriers exceeding four (4') feet in height are generally discouraged.

21-10 Fencing should allow pedestrian ingress and egress to the project site. Fencing should not create a barrier to pedestrian movement.

21-11 Where a portion of the site is concealed for aesthetic reasons, secure access should be provided. Where gates are provided, they should enhance the appearance of the property as seen from the street or adjoining properties.

21-12 Fencing must not exclude use of hydrants or f re department connections. All gates should have “knox” access for emergency use subject to review and approval by the City of Sacramento Fire Department.

21-13 Screen walls at outdoor dining areas should be scaled accordingly for visibility and safety.

Residential Design Guidelines

The Residential Design Guidelines are intended to be applied to all residential infill construction, as well as additions or renovations to existing dwellings. Separate sections in this document address the design of single-family and multi-family dwellings and manufactured homes.

These Design Guidelines are intended to provide principles and guidelines that support reinvestment and redevelopment of the corridor, transforming the Florin Road over time from an auto-dominated suburban retail environment into an active, vibrant mixed-use urban corridor.

RESIDENTIAL DEVELOPMENT BUILDING TYPES

A variety of residential building types should be considered for new residential development in the Florin Road Corridor area. A mix of multi-family, attached and detached single family, and mixed use building types, where zoning permits, will provide equitable housing options and enhance the overall character of the Florin Road Corridor community.

Multi-family

Multi-family buildings are def ned as residential structures with three or more units. Example include apartments and condominiums.

Single family

Attached Buildings

Row houses and town homes

Row houses and town homes are def ned as multi-story single-family residential units. Row houses generally front public streets, while town homes are located along internal pedestrian pathways and mews.

Detached Buildings

Single-family homes

Mixed-use

Mixed-use buildings

Mixed-use buildings provide a variety of residential units and ground f oor commercial/ retail services. Where higher residential densities and commercial uses are appropriate, mixed-use buildings should be incorporated throughout the Florin Road Corridor.

Live-work lofts

Live work lofts provide space for unique small business which adds to the mix of commercial services along the Florin Road Corridor.

Multi-family Residential

The Multi-family Residential Design Guidelines outline good design practices for multi-family development. Florin Road has some existing multi-family development. Future multi-family development near established single-family homes should complement those homes without appearing too massive or out of scale. Multi-family development in the vicinity of Florin Road should be designed to complement nearby commercial development.

This multi-family development has been designed with architectural features similar to those in single-family homes.

SITE DESIGN

This section discusses the location of multi-family structures on the lot, their orientation toward the street and adjacent buildings, and the location of parking lots and parking structures.

Good site design of multi-family structures should ensure that residents can easily access them from the street, with entryways clearly located on the street side. Parking areas, utilities, and service facilities should be located toward the rear of the site. Common spaces should be toward the interior of the site so that all residents can easily access these facilities, and to provide additional safety for small children.

Setbacks for multi-family structures should be similar to those of established structures in the area. If the established context consists of single-family homes, multi-family structures should have similar setbacks, and the design of the multi-family structures should minimize the mass of the buildings. Multi-family structures located in or near commercial corridor may have smaller setbacks similar to the guidelines for new commercial buildings.

A multi-family structure with defined entries, gates, and paths.

22 Relationship to the Street

Design Principle

Multi-family structures should present a facade that encourages interaction with the street by including entry features, windows, and landscaping along the street side of the building.

Rationale

Multi-family structures that are adjacent to a public street should encourage residents to actively engage with that street through a variety of design elements. In addition to improving the visual quality of the streetscape, design elements should allow residents to see and be seen from the street, enhancing neighborhood interaction, improving safety and providing “eyes on the street.”.

Design Guidelines

22-1 Multi-family structures that present a blank wall to the street are not allowed.

22-2 Multi-family structures that are constructed as inf ll near an existing single-family residential neighborhood should provide a streetside facade that is complementary to these single-family homes in style and massing.

22-3 Multi-family structures should have entry features that front onto the street, including a door and porch or stoop that relate directly to the street frontage.

22-4 Recessed entry features are strongly discouraged. Residents should be able to see and be seen as they enter and exit their residences.

22-5 Streetside windows should be installed that provide views of the street from active living spaces.

22-6 Small, landscaped private entry yards afford an attractive appearance on the street side and allow residents to control and take pride in these areas.

22-7 Pedestrians should have clear, unobstructed access to the street and to nearby transit stops.

22-8 Paths and access points should be clearly visible during the day and well lit after dark.

Blank walls facing the street are not allowed.

Private front yards that are visible to the street can help residents to see and engage with the public realm.

23 Setbacks

Design Principle

Setbacks of multi-family residential structures should ref ect the appropriate commercial or residential context.

Rationale

When multi-family residential structures are placed on busy commercial streets, smaller setbacks that locate the building closer to the street are preferred. Multi-family structures constructed near single-family residential neighborhoods should ref ect the larger setbacks typically found in those areas.

Design Guidelines

23-1 Large multi-family developments should be designed with varied setbacks that contribute to an interesting streetscape and avoid a monotonous streetwall. Continuous lines of buildings with the same setback should be avoided.

23-2 Individual buildings can also be designed with an articulated front, with porches closer to the street than recessed garages.

23-3 In residential neighborhoods, multi-family housing should adopt the predominant setback, but should also vary the building facade to relieve the appearance of mass.

23-4 Design front setbacks to allow maximum opportunities for interaction between residents and neighbors.

These multi-family homes have been designed with setbacks and architectural features similar to those found in single-family homes.

This contemporary multi-family development has been designed with setbacks similar to adjacent commercial development.

24 Interior Common Spaces

Design Principle

Multi-family structures should provide interior common spaces that are easily accessible. Individual units adjacent to common spaces should have facades with entry features and windows that open onto those common spaces.

Rationale

Interior common spaces should ideally foster a sense of community. This can be facilitated by building facades that allow residents to see and easily use common spaces. Common spaces should offer amenities that invite use, such as seating, shade, and tot lots.

Design Guidelines

24-1 Ground floor units should have doorways that open onto interior common spaces.

24-2 All units that overlook interior common spaces should have windows that allow residents to easily see these areas.

24-3 Common amenities, such as tot lots, seating areas, and swimming pools, should be provided that cater to all age ranges, from small children to the elderly, as appropriate.

24-4 Common facilities such as recreation rooms, and laundry and mail areas should be located adjacent to common open space to increase activity in these areas.

24-5 Common open space should be designed as a visible, accessible transition between the street and individual units.

Interior common spaces can offer seating and areas for informal activities.

This multi-family complex has an inviting interior common space with picnic area.

25 Scale and Mass

Design Principle

Multi-family residential structures should be consistent with the scale and mass of existing structures in the vicinity.

Rationale

Multi-family development should use design and construction methods that minimize the appearance of mass with multiple roof lines, articulated facades, and architectural detailing that break up the facade.

Design Guidelines

25-1 Multi-family structures that are constructed as infill near an existing single-family residential neighborhood should provide a streetside facade that is complementary to these single-family homes in style and massing.

25-2 Encourage two- to four-story buildings.

25-3 Setback upper floors to create opportunities for balconies.

25-4 The second story on two-story structures should be articulated to break up the facade and minimize the appearance of mass.

25-5 Two-story structures should have multiple roof lines with corresponding gables that are consistent in style and materials with the overall structure.

25-6 Architectural detailing, such as dormer and other types of decorative windows, complementary trim, porch details, decorative shutters, and wainscoting, can reduce the appearance of bulk and mass by providing visual interest.

Multiple roof lines can reduce the appearance of mass in large multi-family structures.

The facade of this multi-family structure has been designed with architectural detailing to add interest and reduce mass.

26 Parking Lots

Design Principle

Parking should be located at the rear or interior of the complex, where feasible. Parking lots that face the street or are on the side of multi-family housing should be minimized.

Rationale

Multi-family residential structures should encourage residents to have an active relationship with the street(s) adjacent to the development. To this end, parking lots should be located at the rear or in the interior of the development so as not to interfere with access to the street or interior common spaces.

Design Guidelines

26-1 Parking lots shall conform to City Municipal Code Section 17.64.030, “development standards for parking facilities,” which specif es stall size and design.

26-2 Smaller, scattered lots will provide better access to residents and be less visually obtrusive than a single large lot.

26-3 Covered parking should be located so that it does not interfere with front entries or access to interior common spaces.

26-4 Parking areas should be screened from adjacent structures with landscaping strips. However, screening should not exceed 4 feet in height, and should be permeable so that areas can be viewed by passing pedestrians and vehicles.

26-5 Underground parking in private or shared garages accessible from the street is acceptable if it does not interfere with pedestrian access to the street.

26-6 Provide parking in the rear of lots accessed by side streets or alleyways.

These units face the street, while parking is located at the rear of the building.

Parking is in small, dispersed lots in the interior of this multi-family development. The materials on the carport also match those on the main buildings.

ARCHITECTURAL ELEMENTS

This section addresses the specif c structural elements that can contribute to the positive appearance of multi-family housing.

All architectural elements should be constructed of high-quality materials to promote longevity and a visually pleasing appearance. Variety of design and materials is desirable if complementary to the existing neighborhood. If located in an established residential neighborhood, multi-family housing should be designed with architectural features that complement the character of adjacent single-family homes. Similarly if located adjacent to primarily commercial area the housing should complement and connect with neighboring off ce and retail uses.

These townhomes have facade details and colors that distinguish them as individual units.

Photo Courtesy of DesignLens

27 Garages

Design Principle

The visibility of multi-family garages from the street should be minimized. Instead, garages should be located beneath, at the side, or at the rear of multi-family structures. Garage and carport materials and architectural styles should complement the materials and styles of the primary buildings.

Rationale

To minimize the visual prominence of garages, they should be placed underneath or at the rear of multi-family structures. Garages should be grouped in small clusters rather than unbroken lines.

Design Guidelines

27-1 Garages should be varied in their location to minimize the impact of a row of garage doors.

27-2 Rows of garages or carports around the perimeter of a development should be avoided.

The garages are located at the rear of this multi-family structure.

28 Entry Features

Design Principle

The principal entry to each unit should be clearly visible from the street and include a porch, stoop, or other entry feature.

Rationale

To give definition to the facade of multi-family structures and provide visual interest, entryways should be defined by entry features such as a porch, stoop, portico, or overhang.

Design Guidelines

28-1 Entryways to each individual unit should include some form of entry feature, such as a porch or portico, that adds visual interest to the overall structure.

28-2 To promote visibility and security, front doorways should not be recessed to the extent that they are not clearly visible.

28-3 The style of porch and portico columns should be consistent with the scale and style of the building.

28-4 Porch columns and railings should be constructed of high-quality materials that complement the materials used in the overall structure.

28-5 Encourage the provision of individual entries to units rather than a single entry to promote interaction between residents and neighbors.

28-6 Provide privacy for ground floor residential units by allowing them to be three feet above the sidewalk level.

Landscaped entry area, steps, and a small porch have been constructed for each unit in this multi-family structure.

The entryways in these contemporary units are marked by a change of material - high quality wood paneling - that contrasts with the adjacent stucco.

29 Lighting

Design Principle

All common areas and accessways should be adequately lit during low-light periods. Light f xtures should complement the architectural style of the home.

Rationale

Lighting f xtures should be selected with consideration for the type of use in each area of the complex. Parking lots should be adequately lit so that residents and visitors can easily negotiate parking areas. The lighting of paths and walkways should be adequate for pedestrians to walk safely without light spillover into nearby units. The design and style of light f xtures should complement the style of the buildings.

Design Guidelines

29-1 Lighting should be provided in all common areas, including parking, vehicular and pedestrian entries, walkways, and at common facilities such as mailboxes and swimming pools.

29-2 L ighting f xtures should be designed for exterior use and should be weather resistant.

29-3 Materials, size, color, and design of light f xtures should be consistent with the style of the structures.

29-4 Ornamental pedestrian lighting in common areas should not exceed 12 feet in height. Lighting for parking areas should not exceed 14 feet in height. Pedestrian lighting, such as lighted bollards, should not exceed 4 feet in height.

29-5 Lighting of parking lots, landscaping, and pedestrian walkways should not result in light spillover to interior residential units or adjacent homes, and should not cast glare on the public way and adjacent properties.

29-6 L ight f xtures should be selected to attract attention to the building details instead of the f xtures themselves.

29-7 The lights should provide even illumination levels. Flashing or pulsating light f xtures should be avoided.

Decorative lighting

Pedestrian-scaled pathway bollard lighting

30 Signage and Addresses

Design Principle

Entry signage should be provided at all primary access points to the complex and within the complex, as needed, to ensure wayf nding. Entry signage identifying the development and its address should be easily visible from the street to assist visitors and emergency vehicles.

Rationale

Signage promotes wayf nding, and should be easy to read from the street and well-lit at night. Signage also contributes to the character of the complex, and should complement the style and character of the buildings.

Design Guidelines

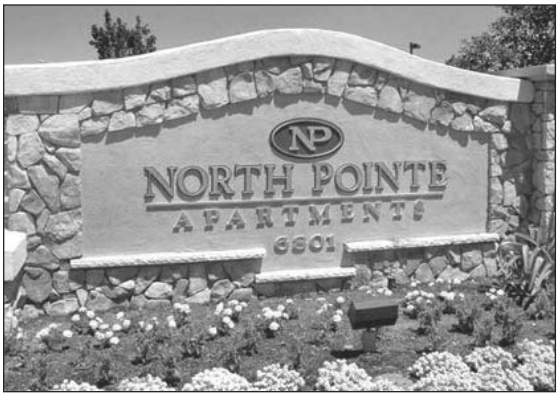
30-1 Interior vehicle and pedestrian circulation routes should be clearly marked by signage.

30-2 Individual units should have addresses with letters that are 4-8 inches high.

30-3 All signage should be illuminated and clearly visible after dark.

Pedestrian-scaled signage assists wayfinding in multi-family developments.

Signage with lighting (in landscaping)



Signage with landscaping and lighting

SITE ELEMENTS

Site elements include those features that are auxiliary to the buildings, including landscaping and fencing, as well as common facilities, such as mailboxes and trash receptacles.

Lighting, landscaping, fencing, and other site elements have been carefully selected to enhance this new multi-family development.

31 Landscaping

Design Principle

Landscaping should be provided within all streetside setbacks, common areas, and parking lots to provide shade and create visually appealing exterior spaces.

Landscaping and fencing define the common area, but interior spaces are easily seen from the street.

Rationale

A variety of landscaping plants and materials can contribute to the visual interest of a neighborhood. Landscaping elements should be selected not only with consideration for the style of the multi-family structures, but should also complement the landscaping of other buildings on the block.

Design Guidelines

31-1 Landscaping shall conform to the City Municipal Code Section 17.68.010, “Landscaping requirements,” which requires that the front and street side setbacks must be planted with landscaping materials that primarily consist of turf or low-growing groundcover.

31-2 Trees should be planted in the setbacks and common areas at intervals appropriate to the full spread of the mature trees.

31-3 Bare soil should be planted or mulched with bark, stone, or other suitable materials to avoid unnecessary runoff.

31-4 Street trees should be retained. Consult the City of Sacramento Parks and Trees Service (916-264-5200) for questions regarding the care of street trees. Private tree services are available to consult before trimming or removing mature trees.

31-5 Plant species should be suitable for the Sacramento climate. Low-water landscaping materials are encouraged.

Add caption

31-6 Refer to the following lists for more information about recommended species:

Sacramento Tree Foundation
http://www.sactree.com/

Sacramento Municipal Utility District (SMUD)
http://www.smud.org/en/residential/trees/Pages/index.aspx

City of Sacramento Urban Forest Division
http://www.cityofsacramento.org/transportation/urbanforest/

Interior pedestrian path

Add Caption

Irrigation spray head

A drip irrigation system provides deeper watering for shrubs and trees.

32 Irrigation

Design Principle

An automatic irrigation system should be provided for new construction to maintain the health and positive appearance of all landscaped areas.

Rationale

The seasonal extremes of the Sacramento climate make regular irrigation of planted areas mandatory. Automatic irrigation ensures regular and consistent watering, and is desirable for the health of landscaping.

Design Guidelines

32-1 An irrigation system must be installed to provide consistent coverage of all landscaped areas.

32-2 Turf and groundcover are more effectively irrigated with a conventional spray system. Head-to-head spray coverage is recommended. Avoid overspray onto sidewalks and adjacent properties.

32-3 A drip irrigation system is recommended for shrubs and trees to provide deeper, more even watering. Drip irrigation also permits greater water conservation than a conventional spray system.

32-4 Automatic controllers with rain shut-off valves will allow for greater water conservation.

32-5 Irrigation controls must be screened from view by landscaping or other attractive site materials.

33 Fencing

Design Principle

Fencing should complement the design of the buildings and def ne the boundary of the complex without obstructing physical or visual access.

Rationale

The design of fencing should be used to improve the appearance of the complex and enhance its character. Fencing should not obstruct access or visually screen the area, particularly on the street side of the complex.

Design Guidelines

33-1 Fencing shall conform to the City Municipal Code Section 17.76, “Wall, Fence and Gate Regulations,” which states that front fencing may not exceed 4 feet in height, while side and rear fencing may not exceed 6 feet in height.

33-2 Fencing should be perceived as an enhancement, not a barrier, and should not obstruct pedestrian access.

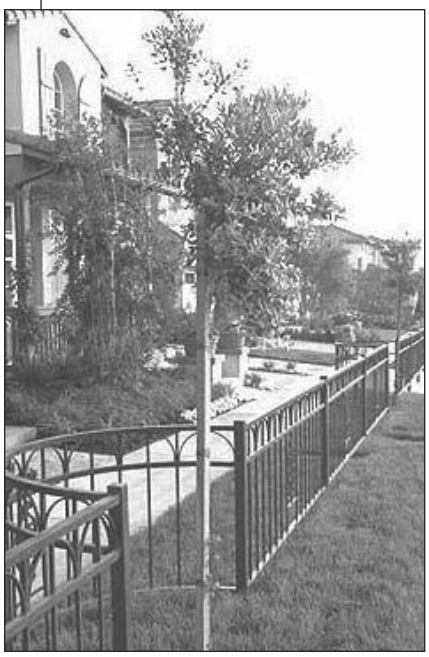
33-3 Fencing adjacent to any street should have a minimum of 50% transparency.

33-4 High-quality materials, including wood, metal, stucco, and some forms of vinyl fencing, are acceptable fencing materials. Stucco must be smooth plaster.

33-5 Combining materials, such as metal with brick or stucco pillars, is an attractive way to give interest to fencing and is recommended.

33-6 Articulate property edges with fences and landscaping. Ensure fences and shrubs are no more than three feet high.

Fencing should be a visual enhancement of the buildings.



This fencing defines the boundaries of the complex but allows easy visibility from the exterior.

Concrete paving can be enhanced with detailing and the use of integral color.

The interlocking pavers in this shaded parking lot help to keep stormwater runoff on-site.

Pervious paving reduces stormwater runoff.

34 Paving/Hardscape Surfaces

Design Principle

Walkways and common areas should incorporate decorative paving treatments and pervious paving treatments. Parking lots should incorporate pervious paving treatments, where feasible.

Rationale

All paved areas, such as parking lots, common areas, and pedestrian walkways, can be enhanced with the use of a variety of decorative paving treatments, such as stamped concrete or concrete with integral color.

Design Guidelines

34-1 Impervious surfaces should be limited to driveways, parking lots, walkways, and common areas.

34-2 Alternative paving surfaces are encouraged for walkway surfaces in common areas, where brick, modular pavers, and various forms of stamped or integrally colored concrete are appropriate. Pedestrian walkways must balance enhanced appearance with universal access; therefore, materials such as f agstones are not appropriate for common walkways unless installed in a manner that ensures accessibility.

34-3 Use of permeable materials, such as permeable asphalt, grasscrete, and modular pavers, are encouraged to reduce stormwater runoff in parking lots. Where possible, drainage should be directed into planting areas to increase percolation of water runoff. Alternative paving treatments must be approved by the Community Development Department.

35 Services and Utilities

Design Principle

Accessory structures, such as mailboxes and laundry rooms, should be easily accessible to residents. Service elements, such as trash enclosures and mechanical equipment, should be screened from view.

Rationale

Common facilities, such as mail areas, laundry rooms, swimming pools, and playgrounds, should be easy for residents to f nd and use. Trash receptacles and utility boxes should be equally accessible but screened from public view to protect the visual quality of the development.

Design Guidelines

Trash and Recycling Enclosures

35-1 Trash and recycling receptacles should be screened from view. Landscaping around trash enclosures will help to soften and screen what may otherwise be an unattractive structure.

35-2 Curbs and other impediments should be avoided so that receptacles are easily accessible for trash removal.

35-3 Trash/recycling enclosures must be made of a durable material, such as brick, concrete, or stucco, and should complement the design of the primary structures.

35-4 Trash/recycling enclosures should be located so that noise and odors are not detectable by nearby residents.

Storage Areas

35-5 Storage for personal items should be provided in structures that match the design and materials of the primary buildings.

35-6 Storage areas should be located so that residents can easily access them from parking areas.

Utilities, Mechanical, Heating, Ventilating, and Air Conditioning

35-7 All utilities, including radio and cable lines, should be installed underground. The visibility of roof-mounted satellite dishes should be minimized.

35-8 Mechanical equipment should be included in the design of the building where possible. If this is not feasible, it should be screened with a solid enclosure and landscaping.

35-9 Exterior utility equipment should be placed in low-traff c areas and screened by landscaping.

35-10 Where feasible, heating, ventilation, and air conditioning units should be placed on the north side of buildings (if not the street side) to shade the units and minimize energy consumption.

Attractive and accessible mailbox facility

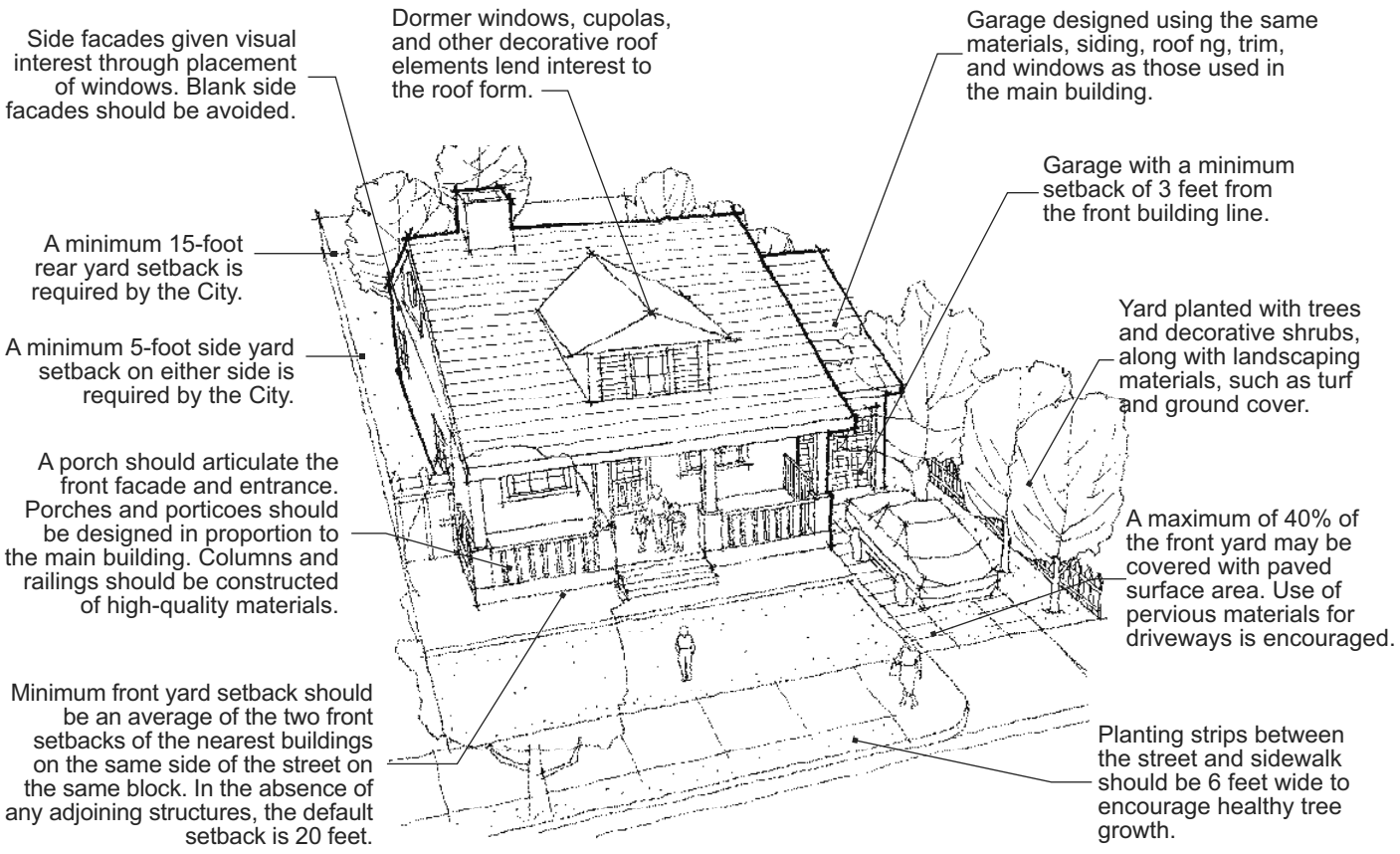
Appropriate screening of HVAC unit behind fence

Multi-family Residential

Single-family Residential

There are many ways to design a good home. The City Community Development Department has pre-approved plans that can reduce application time and aid the new home builder, and these plans do not exhaust the many possible design options.

The home shown below displays some of the key characteristics that are recommended in the Design Guidelines, and how these design features might be applied to residential inf ll, additions, and renovations. This sample home is intended as an example only, since the Design Guidelines are suff ciently f exible to allow for many variations in home styles and design.



Single-family Residential Home with Required and Recommended Design Features

SITE DESIGN

Site design addresses a home's location on the lot, its orientation toward the street and adjacent buildings, and its overall layout relative to the site. The site design of infill homes and additions to existing homes should emphasize respect for the context of established structures. In addition, infill homes and some additions, where appropriate, should:

- reflect the scale of existing homes on the block;
- in most cases, be located toward the front of the lot;
- provide an entry facing the street to create a welcoming appearance and to give homes "curb appeal";
- minimize the appearance of the garage by locating it recessed to the main structure at the side or rear of the home; and
- minimize the appearance of mass in two-story homes with an articulated facade.

Typical home near the Florin Road Corridor

36 Setbacks and Orientation

Design Principle

The front setback and the placement of the home on the lot should correspond to the prevailing setbacks of other homes on the block to create a consistent appearance along the street.

Rationale

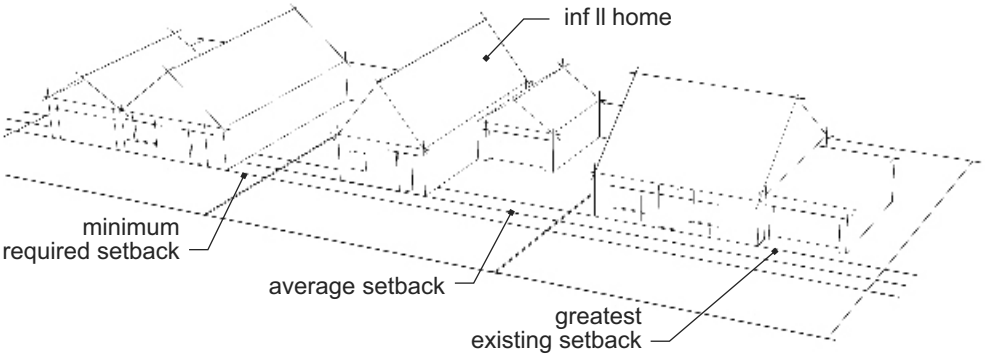
Well-designed homes enhance their street by respecting the existing context while not succumbing to uniformity. Front yard setbacks may be slightly varied to create interest, but should contribute to the established assemblage of homes on the block.

Design Guidelines

36-1 Homes should be oriented toward the front of the lot to encourage an active visual relationship with the street.

36-2 Homes should face the street, with the front entry toward the street side.

36-3 I nf ll structures should reinforce the existing rhythm of building widths and side setbacks.



Build to the average front setback

Relatively smaller front yard setbacks are typical of many homes near the Florin Road Corridor.

36-4 The front setback of the home should be an average of the setbacks of existing homes on the block.

36-5 I nf ll construction footprints should generally be parallel to lot lines. Residential structures should not be placed at odd angles to the street and neighboring properties.

37 Scale and Mass

Design Principle

An infill home should be compatible with the overall scale and mass of other homes on the block. An addition to an existing home should be compatible with the scale and mass of the existing home, as well as with the scale and mass of other homes on the block.

Rationale

Although new infill homes and additions to existing homes are addressing demand for more square footage, they also should respect earlier, established homes by minimizing the appearance of bulk and mass through site layout and architectural design.

Design Guidelines for Infill Construction

37-1 Homes on long, narrow lots should be oriented perpendicular to the street to minimize the appearance of mass.

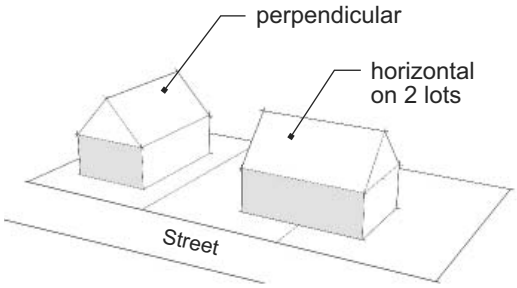
37-2 The mass of a larger structure should be broken down into smaller components that are similar in scale to other buildings in the neighborhood.

Design Guidelines for Additions

37-3 Additions should respect the massing, scale, and height of the primary structure.

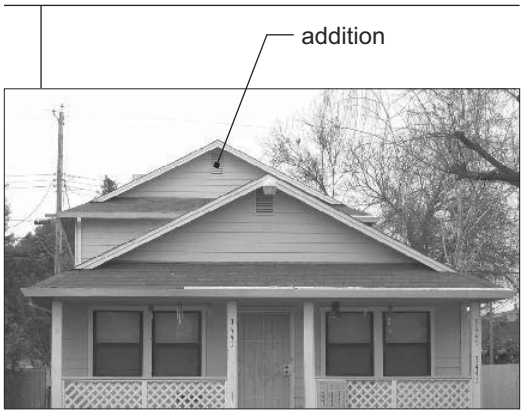
37-4 Additions that are taller than the original building should be located at the rear of the building so that the new addition does not visually overpower the original structure.

37-5 Large additions should be broken down into smaller, varied components that relate to the scale and massing of the original structure.



Orient homes on small lots perpendicular to the street. These buildings have identical square footage, but the home on the left appears smaller because it is perpendicular to the street.

The facade of this home has been broken down into smaller components to reduce the appearance of mass.



Additions should be located at the rear so as not to overpower the original structure.

Architectural details and articulated facades can help to minimize the appearance of two-story infill homes.

Bay or bow windows can help to articulate a residential facade as exemplified in these two-story duplex units.

Dormer windows and other decorative roof elements help to break up the mass of a two-story home.

38 Number of Stories

Design Principle

Two-story homes are acceptable in areas where one-story homes predominate, but they should be designed to minimize the appearance of mass of the second story.

Rationale

Although many streets in Florin Road have the occasional two-story home, the majority of homes are one story. Because two-story infill structures have the capacity to appear out of scale with other homes on a block, they should be carefully designed so as not to overwhelm adjacent one-story homes.

Design Guidelines

38-1 The front of the home should not present an unbroken two-story wall to the street. Facades should be articulated to break up the surface, add interest, and minimize the appearance of mass. Articulation should include at least two of the following features:

- protruding or recessed facade surfaces
- bow, bay, or dormer windows
- horizontal elements such as cornices, window lintels, or horizontal bands
- porches or porticoes

38-2 All sides of the homes should be given visual interest through the careful placement of windows, while also protecting the privacy of the adjacent home. No side of a two-story home should present an entirely blank facade.

38-3 Porches and porticoes should be one story in two-story homes to maintain the proportion and context of the surrounding homes on the block (see Category 8, “Entry Features”).

38-4 Architectural elements, such as dormers, multiple gables, and windows, should be added to the second story to impose articulation on the facade, as feasible.

38-5 Infill duplexes constructed on narrow lots (40 feet wide or less) should be designed as two-story stacked units. These structures should conform to the same principles outlined above, with articulation of the facade and the addition of architectural elements.

39 Garages

Design Principle

The garage should be placed at the side or rear of the home to minimize its visibility from the street.

Rationale

New garages on infill homes should be recessed behind the front facade at the side or rear of the home.

Design Guidelines

39-1 Garages shall conform to all relevant City regulations and guidelines, including the City Municipal Code Section 17.80.040, “Residential Accessory Structures and Use Regulations.”

39-2 On-site parking may be an attached or detached garage. Attached garages should be recessed a minimum of 3 feet behind the front facade (the main front wall) of the home. However, garages that are recessed 3 feet behind the front of the porch will be considered on a case-by-case basis.

39-3 Garages should be recessed a minimum of 3 feet behind the front facade.

39-4 Alley access to garages on Florin Road is discouraged, but will be evaluated on a case by case basis.

39-5 Garage design, siding, roofing, trim, and window materials should match the character and materials used on the primary residence.

39-6 City Municipal Code permits a carport if 50% or more of the dwellings on the block do not have enclosed parking. The carport should be designed to the same standards as an enclosed garage, with similar roofing materials and roof pitch.

39-7 The simplest, least adorned garage door that can be used is a raised panel metal sectional door.

Detached garage at the rear of a home

Attached garage recessed from the front facade of the home

40 Parking and Driveway Location

Design Principle

On-site parking should be located at the side or rear of the lot, whenever feasible, to minimize parking along the facade facing the street and afford an unobstructed and attractive view of the home.

Parking in Florin Road is often at the front of the home on a driveway. Infill homes should minimize driveways and parking at the front facade of the home through recessed garage placement.

Alternative driveway materials, such as turf strips, can minimize the amount of paving in driveways.

Shared driveways between two adjacent lots are encouraged, where feasible, to minimize the paved area at the front of the home

Rationale

Many homes have been designed with extensive driveways and parking at the front of the home. Infill development should place driveways and parking toward the side of the lot so that the front yard is visually attractive and can be landscaped.

Design Guidelines

40-1 Parking shall conform to all relevant City regulations and guidelines, including the City Municipal Code Section 17.64.020, “Parking Requirement by Land Use Type,” which states that one off-street parking space is required per dwelling unit.

40-2 Shared driveways between two adjacent lots are encouraged, where feasible, to minimize the paved area at the front of the home.

40-3 Concrete and asphalt are typical driveway paving materials. Alternative driveway paving surfaces, such as mortared brick or concrete pavers, or tinted concrete, are encouraged to minimize the appearance of a monotonous paved front yard. Permeable materials, such as pavers, cobblestone, or similar treatments, are also recommended paving materials for driveways. Driveway strips with turf between the strips are another desirable alternative. Alternative treatments must be approved by the relevant reviewing agencies per City development standards for paving surfaces.

40-4 Single-car garages or tandem garages are encouraged to reduce the extent of paved driveway areas.

ARCHITECTURAL ELEMENTS

Architectural elements include the detailing of the home, such as roof ng, siding, windows, and doors. Inf ll homes and additions or renovations to existing homes should respect the architectural style of established homes on the block, while also ref ecting contemporary construction methods.

All architectural elements should be constructed of high-quality materials to promote longevity and a pleasing appearance. Variety of design and materials is desirable if complementary to the existing neighborhood context.

This renovated home has architectural details scaled to the proportions of the home.

41 Architectural Character and Detailing

Design Principle

An infill home should be designed in a cohesive architectural style that complements the best examples of existing residential development on the block.

Rationale

Structures that are compatible with existing homes contribute to a sense of place and add to the character of the neighborhood. Use of character-defining features, such as porches, columns, balustrades, brackets, rafters, and decorative trim, enhances visual compatibility.

Design Guidelines

41-1 The architectural design of infill construction should complement the architectural styles of existing homes on the block. If there is a mixture of styles on a block, then the design of infill construction may be more flexibly interpreted.

41-2 Architectural features and detailing should be proportional to the scale of the home, as well as to other homes on the block of a similar architectural style.

41-3 Additions should be designed with architectural details that are similar to those of the existing structure, but simpler and visually distinguishable.

41-4 A contemporary sundeck may be added to an existing structure, provided that it does not visually detract from the main building. The scale, material, color, and details of the deck should be compatible with the existing building. Removal of significant features of the existing building, such as a porch, is strongly discouraged.

41-5 Individual architectural elements of the home should be consistent with the structure's overall design.

41-6 All elevations should be given equal design treatment and architectural consideration.

42 Roof Styles

Design Principle

The design of a roof on an inf ll home should correspond to the prevailing designs of roofs on homes in the established neighborhood context. The design of the roof on additions and renovations should correspond to the roof style and pitch of the existing structure.

Rationale

The pitch, style, and orientation of the roof in an inf ll home should be similar, but not necessarily identical to, the roof styles of existing homes on the block to encourage respect for the established context while allowing for variety.

However, the pitch, style, and orientation of the roof on a renovation or addition should be identical to that of the existing home, while any crossing gables should match the established pitch and style of the existing roof.

Design Guidelines

42-1 Roof design on inf ll structures should be similar to the shape, pitch, overhang, and material of the roof design of existing homes on the block.

42-2 Flat roofs are discouraged and should be used only if they are common in neighboring residences.

42-3 I nf ll homes should respect the primary gable orientation of the majority of existing homes on the block.

42-4 The roof forms and slopes of additions should be similar to those of the original structure. The roof of the addition should be subordinate to that of the primary building. Gable, hip, and shed roofs are appropriate for additions.

42-5 A dormer addition should be subordinate to the scale of the primary structure. The number and size of dormers should not be visually overwhelming. The new dormers should be placed below the ridgeline of the primary roof.

Gable roof with front-facing gables

Gable roof with side-facing gables and shed-roofed dormer windows

Gable roof with clipped end

Attractive porch detailing complements home

43 Entry Features

Design Principle

Inf ll homes and additions to the front facade of the home should have an entry feature such as a porch or stoop that faces the street side.

Rationale

Entry features accent the front facade of a home and add visual interest. Entry features and their components, such as columns and steps, should be proportional to the overall scale of the home.

Design Guidelines

43-1 Entry features are encouraged on all new inf ll homes, and are a recommended renovation for existing homes, where feasible.

43-2 Entry porches and porticoes in two-story homes should be one story to minimize the appearance of bulk.

43-3 Entry features should be built to a depth of 6 feet from the front of the entry feature to the front facade of the home; however, shallower entry features will be considered on a case-by-case basis.

43-4 The style of porch and portico elements should be consistent with the scale and style of the home, and should strive to respect the scale and style of porch and portico elements in the other homes on the block.

43-5 Porch and portico columns should be given some form of detailing, such as a def ned plinth and capital.

43-6 Porch columns and railings should be constructed of high-quality materials that complement the materials used in the overall exterior of the home.

Entry clearly visible and single-story porch proportional to the home

Columns scaled to home with appropriate detailing

44 Doors

Design Principle

Doors should be made of high-quality materials and include decorative elements such as raised panels, sidelights, and transoms that are appropriate to the overall design of the home.

Rationale

Doors are an important architectural feature that offer security and visual appeal. For this reason, doors should be made of high-quality materials that protect the home, while also offering aesthetic appeal through decorative elements that correspond to the style of the home.

Design Guidelines

44-1 Doors are character-def ning features of a home and should be appropriately designed to contribute to the overall composition of the house.

44-2 Doors should not be f at surfaces, but should include raised panels, glass, or some other form of detailing and articulation.

44-3 Doors should be of high-quality materials, such as metal or solid-core wood.

44-4 Doors may be metal or wood-framed. High-quality metal framing can afford enhanced security and f re protection and should be considered. Whether wood or metal, door framing should be slightly recessed or extended to lend interest and def nition to the entry.

Door with sidelights, transom, and raised panels

Photo Courtesy of DesignLens

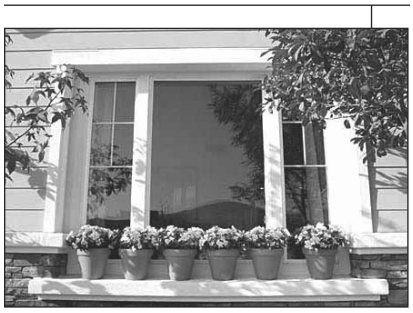
Door with sidelights and inset panels

Window detailing, such as shutters, adds interest.

Photo Courtesy of DesignLens

Casement window with wooden frame and sill

Single-hung windows with wooden frame



Attractive window detailing

Photo Courtesy of DesignLens

45 Windows

Design Principle

Windows should be constructed of high-quality materials and designed to complement the style of the home.

Rationale

High-quality materials and construction techniques should be used to ensure the longevity of windows and enhance their aesthetic appeal.

Design Guidelines

45-1 Windows should complement the style of the home. Recommended window styles include casement, single-hung sash, and double-hung sash windows.

45-2 Windows with multiple panes provide interest and def nition to a home's facade and are encouraged.

45-3 Window frames, sash, trim, and sills may be wood, vinyl, or a paintable f berglass composite. Unpainted metal is not allowed.

45-4 A consistent window treatment should be used on all sides of the building.

45-5 R ef ective or tinted glass and opaque plastic skylights are discouraged.

45-6 Windows used in new additions and remodels should be similar to those in the primary structure.

46 Siding

Design Principle

The siding used on an infill home or addition to an existing home should be durable, consistent with the style and character of the home, and complement the siding materials used on other homes on the block.

Rationale

Siding, and other forms of architectural cladding, should not only complement the style of new infill homes, but should be consistent with siding materials commonly used on other homes in the neighborhood to avoid appearing out of context. Siding used on additions should match siding on the existing home to the greatest extent possible.

Design Guidelines

46-1 The architectural cladding should be consistent with the majority of the homes on the block.

46-2 The architectural cladding should be used consistently on all sides of the house.

46-3 Where lap siding is the predominant form of siding on the block, it should be used for infill construction as well.

46-4 Wood lap siding should be applied horizontally and should be similar in scale, proportion, texture, and finish to the wood lap siding traditionally used on the block. Other types of siding, such as flush siding and drop siding, are acceptable if they have precedence in other homes on the block.

46-5 Several lap siding materials are available, with some recommended over others:

Recommended:	Discouraged:
Wood	Vinyl
Cement fiber	T1-11
	Aluminum

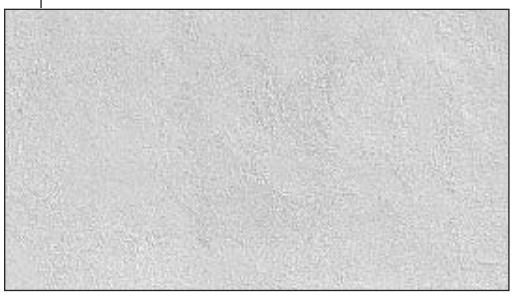
46-6 Where lap siding is not the predominant material, wood, brick, stone, and stucco are also acceptable materials.

46-7 Stucco must be smooth, troweled plaster. Spray-on, “popcorn” stucco is not allowed, and foam trim sprayed with stucco should be avoided.

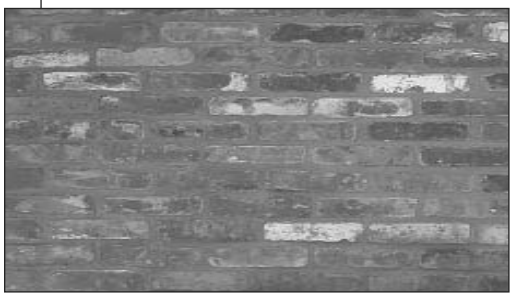
46-8 The use of two materials, with one employed as wainscoting, can often add to the interest of the home.

46-9 Highly reflective metals, glass, plastic, and vinyl should be avoided.

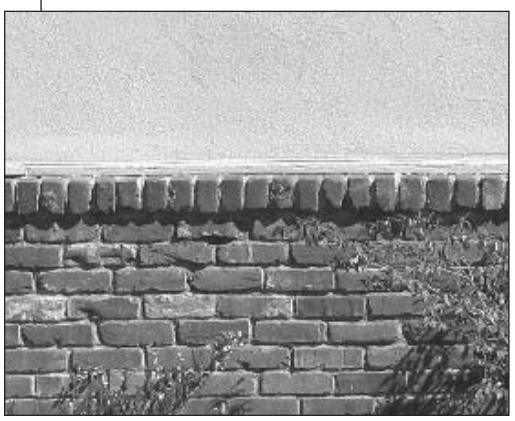
Wood lap siding



Smooth Stucco

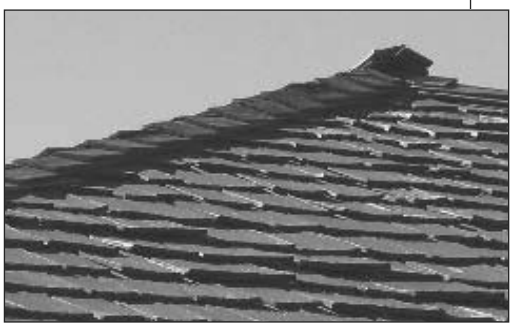


Brick



Brick wainscoting on smooth stucco

Laminated dimensional shingles



Wood shakes

Lightweight concrete shingles

47 Roofing

Design Principle

Roof ng on an inf ll home should be durable and complement the style of the home. Roof ng on an addition or renovation should be durable, and complement the roof ng on the existing home.

Rationale

Roof ng materials should be durable to ensure their attractiveness and continued functionality for many years. Roof ng materials should also be suitable for the context.

Design Guidelines

47-1 R oof ng materials must have a minimum 30-year guarantee. Roof ng with a 40-year guarantee is encouraged.

47-2 The color and materials used for roof ng should complement the color and architectural style of the home. Accent colors may be used, but they should not overwhelm the home, or clash with other homes on the block.

47-3 The following materials are recommended:

- laminated dimensional (asphalt) shingles;
- wood shingles/shakes;
- laminated dimensional f berglass shingles;
- lightweight concrete shingles;
- terra cotta tile or lightweight concrete tile; or
- slate shingles.

Exceptions to these roof ng materials will be made on a case-by-case basis.

47-4 M etal roof ng is typically inappropriate and highly discouraged.

47-5 Composition shingles should only be rolled over side barge boards when appropriate to the overall design of the structure.

47-6 When installing gutters, rafter tails should only be trimmed when the rafter tail design is not an architectural feature specif c to the overall design of the structure.

Tile shingles

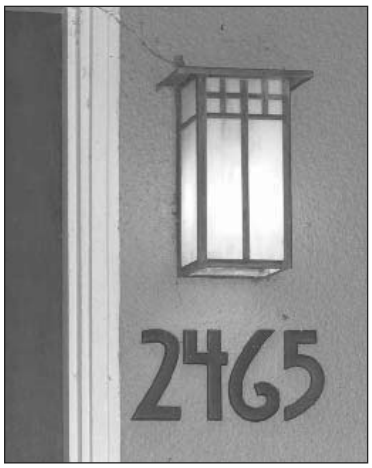
"Cool roof" options can achieve higher energy efficiency.

Photo Courtesy of Met Tile

Example of low-profile solar panel array that blends in with the home.

Simple, streamlined lighting fixtures can complement a wide variety of home styles.

High-quality lighting fixtures can enhance the appearance of the home.



Addresses should be illuminated and easily visible from the street.

48 Lighting and Addresses

Design Principle

Light f xtures should be consistent with the architectural style of the home and should provide adequate illumination of the front entry and addresses so that both are clearly visible from the street.

Rationale

To assist emergency vehicles and contribute to the safety of the home, address lettering should be aff xed near the door and should be large enough to be seen from the street. Lighting f xtures should be adequate to illuminate the addresses and the front entryway.

Design Guidelines

48-1 Lighting contributes to the security of the home and is required for the front entry, walkways, and garage area. Recessed entryways should be clearly lit.

48-2 L ighting f xtures should be designed for exterior use and should be weather resistant.

48-3 The address should be illuminated and clearly visible at night.

48-4 The address should be visible from the street.

48-5 Address numbers should be 4-8 inches high.

48-6 The preferred location to display the address is aff xed to the front of the home, adjacent to the front door. If structural considerations preclude aff xing the address adjacent to the front door, then the address may be attached on the front of the home or garage as long as it is still clearly visible from the street and illuminated at night.

SITE ELEMENTS

Site elements include those features that are auxiliary to the home, such as landscaping, fencing, and paving. Site elements are typically used to enhance the appearance and functionality of the home.

High-quality site elements can increase the beauty and value of the home, and when carefully selected, can also contribute to the visual continuity of the street.

This newer home has fencing that complements the architectural style of the home and trash containers and utilities that are not visible from the front of the home.

Add Caption

Groundcovers, such as this Vitex species, can provide a low-water alternative to turf.

Landscaped areas should be mulched with bark or stone.

49 Landscaping

Design Principle

Landscaping should be used on the site to positively contribute to the appearance of the home and site and to create a sense of visual continuity along the street. The front yard should be planted with landscaping materials that may include a mixture of turf, groundcover, and decorative shrubs.

Rationale

Use of a variety of landscaping plants and materials can help create visual interest and def ne the character of the neighborhood. Trees provide shade, reduce energy consumption in the summer, help to f lter air pollution, and can increase property values.

Design Guidelines

49-1 Landscaping shall conform to the City Municipal Code Section 17.68.010, “Landscaping requirements,” which states that a maximum of 40% of the front yard setback may be paved for parking and driveways, with an additional 10% for walkways or uncovered patio use. The remaining portion of the yard must be landscaped.

49-2 A minimum of two trees should be planted in the front yard. A minimum of three trees should be planted for homes on corner lots where the yard permits full canopy growth.

49-3 Bare soil should be planted or mulched with bark, stone, or other suitable materials to avoid unnecessary runoff.

49-4 Street trees should be retained. Consult the City Parks and Trees Service at 916-808-5200 for questions regarding the care of street trees. Private tree services are available for consultation before trimming or removal of mature trees on private lots.

49-5 Refer to the following lists for more information about recommended species:

Sacramento Tree Foundation
http://www.sactree.com/

Sacramento Municipal Utility District (SMUD)
http://www.smud.org/en/residential/trees/Pages/index.aspx

City of Sacramento Urban Forest Division
http://www .cityofsacramento.org/transportation/urbanforest/

49-6 Trees species should be selected so that each tree's canopy at full growth can be accommodated by the site. A variety of tree species representing a range of sizes will contribute to the visual interest of the yard and is recommended.

49-7 New planting strips located between the sidewalk and street should be a minimum of 6 feet wide to promote the health of shade trees.

49-8 Proper tree staking techniques should be followed to promote healthy tree growth.

Native and low water use ornamental plants can significantly reduce water consumption.

A conventional spray system is most effective for turf and groundcover.

A drip irrigation system provides deeper watering for shrubs and trees.

50 Irrigation

Design Principle

Irrigation is essential to maintain the health and beauty of a home's landscaping and should be provided for all inf ll homes.

Rationale

The seasonal extremes of the Sacramento climate make regular irrigation of planted areas mandatory. Automatic irrigation ensures regular and consistent watering, and promotes healthy landscaping.

Design Guidelines

50-1 An automatic irrigation system should be installed in the front yard to provide consistent coverage of all planted areas. A home on a corner lot should have an automatic irrigation system that covers the yards fronting both streets. Automatic controllers with rain shut-off valves provide greater water conservation.

50-2 If there is a front planting strip, the homeowner is responsible for the irrigation and maintenance of it.

50-3 Turf and groundcover are more effectively irrigated with a conventional spray system. Head-to-head spray coverage is recommended. Avoid overspray onto sidewalks and adjacent properties.

50-4 A drip irrigation system is recommended for shrubs and trees to provide deeper, more even watering. Drip irrigation also permits greater water conservation than a conventional spray system.

50-5 Irrigation controls must be screened from view by landscaping or other attractive site materials.

51 Fencing

Design Principle

Fencing must be of high quality materials that are consistent with the style of the home to enhance the overall character of the home and contribute to the positive appearance of the neighborhood.

Rationale

Fencing should be selected to complement the character of the home as well as the overall character of the neighborhood. Front yard fencing should be selected not simply as a security measure, but for its decorative qualities.

Design Guidelines

51-1 Fencing shall be located and constructed in conformance with the City Municipal Code Section 15.156, “Fences,” and Section 17.76, “Wall, Fence and Gate Regulations.” Per Section 17.76, fencing on the front or side yard adjacent to a street of residential properties shall not exceed 4 feet in height, unless it is made of wrought iron or tubular steel, in which case the fencing may be up to 6 feet in height. However, to increase the aesthetic appeal of the Florin Road neighborhood, these Design Guidelines discourage the installation of fences over 4 feet in the front or side yard adjacent to the street.

51-2 Fencing must allow unobstructed visibility of the front entrance, and in the case of homes on corner lots, the front and side entrances, to promote visual surveillance of the front yard and aid in crime prevention.

51-3 Front yard fencing should have a minimum of 50% transparency.

51-4 The style, materials, and color of the fencing should complement the style, materials, and color of the home.

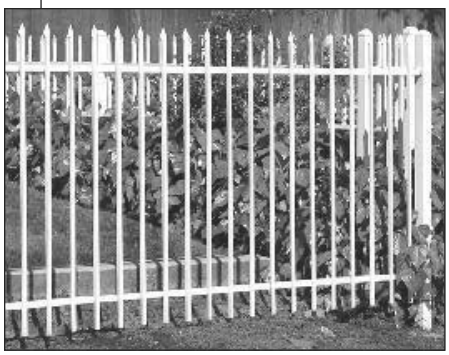
51-5 High-quality materials, including wood, metal, stucco, and some forms of vinyl fencing are acceptable fencing materials. Stucco must be smooth plaster.

51-6 Chain link fencing is highly discouraged for use as a front yard feature. Solid stucco walls are also discouraged, but stucco may be used in conjunction with other materials.

A tall hedge that provides a good place for intruders to hide should be avoided.

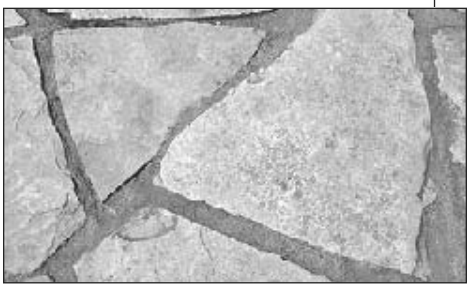
Wooden fence with 50% transparency

Metal fence with brick column

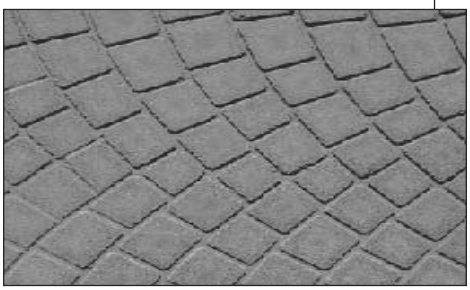


Metal fence with ornamental top

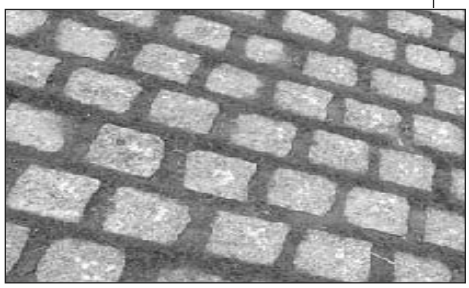
Brick set on sand and gravel base



Flagstone mortared on concrete



Patterned Concrete



Stone with turf areas between blocks

52 Paving/Hardscape Surfaces

Design Principle

The paving materials selected should contribute to the overall appearance of the home. Impervious paving surfaces should be minimized, and limited to the driveway, walkways, and patios.

Rationale

Large impervious surfaces constructed of concrete or asphalt should be minimized at the front of the home. Instead, alternatives, such as brick, stone, concrete pavers, and patterned concrete, should be used as appropriate. Some of these alternative forms of paving can offer the added benef t of minimizing stormwater run-off and the need for supplementary irrigation, as water is able to percolate down through the spaces between paving units.

Design Guidelines

52-1 Paved areas shall not exceed those def ned by City Municipal Code Section 17.68.010, “Landscaping requirements,” which states that a maximum of 40% of the front yard setback may be paved for parking and driveways, with an additional 10% for walkways or uncovered patio use.

52-2 Alternative paving surfaces, such as concrete pavers, brick, or stone are encouraged for driveway surfaces to reduce the appearance of large, paved areas.

52-3 Alternative paving surfaces that help to keep stormwater runoff on-site are encouraged.

53 Utilities and Storage Facilities

Design Principle

The visibility of utilities and storage facilities should be minimized by placing them at the side or rear of the home and screening them from view from the street.

Rationale

Utilities and service features are less attractive but necessary parts of the home. These features should be placed at the side or rear of the home, and screened by fences and landscaping. Alley access can facilitate placement of and access to these features at the rear of the home.

Design Guidelines

53-1 Trash receptacles should be placed in the side or rear yard and adequately screened by landscaping or a side yard fence.

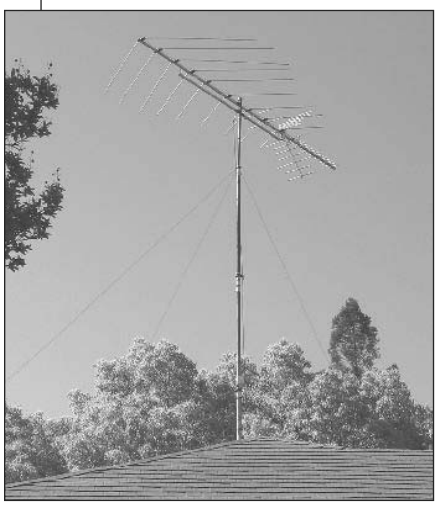
53-2 Storage sheds should be located in the rear yard. Placement in the side yard is acceptable if the shed is adequately screened by landscaping or a side yard fence.

53-3 Accessory structures should be similar in character and materials to the main building, but subordinate in massing, scale, and height.

53-4 Antennae should be mounted at the rear of the home. Satellite dishes should be mounted on the home to minimize their visibility.

53-5 Heating and cooling units should not be roof-mounted or placed at the front of the home. Heating and cooling units should be placed in the attic or at the side or rear of the home and screened by a side yard fence or landscaping. Solar panels do not need to be screened.

This utility box should be screened by taller growing plants.



A conspicuous antenna is highly discouraged.

54 Access Ramps

Design Principle

Ramps that provide access to the front or side of the home should be safe, designed to match the style of the home, and constructed of durable materials that complement those used on the home.

Rationale

Ramps that provide universal access to single-family homes should be designed so that they look like they are a part of the home to the greatest extent possible. The ramp should be designed to minimize its size and bulk without compromising safety and ease of access. Materials used should complement those used on the home, i.e., a concrete ramp with brick facing could be used on a brick home, while a wooden ramp might be more suitable for a home with wood lap siding.

Design Guidelines

54-1 Any ramp providing access to a single-family residence should be designed to meet standards found in the Americans with Disabilities Act, available for review at:

www .ada.gov/stdspdf.htm

Under ADA standards, a ramp should be designed with a slope ranging between 1:12 and 1:20 (5 to 8% slope), and should include 60-inch landings at the top and bottom of any run. A handrail should be included on all ramps higher than 6 inches.

54-2 The ramp should be designed so that it does not detract from existing architectural elements at the front of the home. The specif c location and angle of the ramp may vary, depending on the design of the home and its location on the lot.

54-3 Ramps should be constructed of sturdy, long-lasting materials, such as wood, brick, or concrete. Ramp materials should complement those used on the home. Where appropriate, facing materials used on the home may be aff xed to the side of the ramp.

54-4 Modular aluminum ramps are discouraged from use at the front of the home.

Mixed-Use Development

INTRODUCTION

Mixed-use building with ground floor retail and residential above.

55 Mixed-Use Development

Design Principle

Mixed-use developments should be designed to activate the street and to promote active walkable corridors and transit friendly communities.

Rationale

Mixed-use development combines commercial development with other uses, such as off ce and residential. Vertical mixed-use buildings typically have higher residential densities and have ground f oor commercial/ retail services. While horizontal mixed-use development incorporates different uses from building to building along the street frontage. Mixed-use development in general creates a more vibrant, active pedestrian environment in and around the public and private realms. Ideal locations may include frontage along Florin Road, side streets and locations adjacent to the transit plaza.

Design Guidelines

Site Design:

55-1 Orient the front facades of buildings towards the street edge to create a strong building edge that maximizes visibility to commercial uses and provides eyes on the street.

55-2 When mixed-use development is vertical in form, the commercial and off ce professional uses should be on the f rst story, with residential above.

55-3 When mixed-use development is horizontal in form, the commercial uses should relate to both the street and adjacent residential uses. Buildings should be designed with both connectivity between uses and the type of uses in mind. The use of courtyards and plazas can provide connections yet provide a separation to avoid noise and other impacts.

55-4 Locate the majority of the commercial uses within the building along the edge of the sidewalk.

55-5 Step back the massing of the building development such that it is at its highest intensity along major streets and at its lowest when adjacent to existing residential development.

55-6 Maximize the number of building entries, especially of off ce and retail businesses, along the façade fronting the major street.

55-7 Where possible, locate pedestrian-oriented entries of the upper f oor residential units along the street fronting façade.

55-8 Provide privacy for ground f oor off ce and residential units by allowing them to be three feet above the sidewalk level.

55-9 Provide parking in the rear or side of the lot, preferably accessed by side roads, and existing alleys.

55-10 The entrance to residential uses on the second story should be clearly def ned and easily approachable from a public street or sidewalk.

55-11 Non-residential facilities should not present a rear elevation to the front or side of any residential unit.

55-12 Courtyards could be shared by different uses, such as off ce and residential. When a courtyard is to be shared by residential units and off ce or retail businesses, provide individual outdoor spaces for the residential units that are private visually and functionally.

55-13 Avoid views to private outdoor residential spaces and circulation from commercial uses to maintain privacy for the residential uses.

This mixed use building has a clearly defined base, and an articulated facade.

Architectural Elements:

55-14 Articulate the front facades with windows, both along the ground f oor and upper residential f oors.

55-15 Allow residential balconies and commercial awnings and signage to protrude four to six feet from the building edge into the sidewalk realm.

55-16 The f rst story should be designed with a large percentage of windows, doors, and other transparent surfaces. Upper stories should have a larger percentage of opaque surfaces, which can be articulated with windows, balconies, and patios.

55-17 Emphasize the primary entry of buildings (e.g. entrance lobby) with vertical elements.

55-18 Articulate the front facades with rhythm of windows, both along the ground f oor and upper residential f oors.

55-19 Ensure that the ground f oor is as transparent as possible to connect the pedestrians and the building users.

55-20 Recessed or projecting room volumes, gables or other roof forms that break the roof line should be used to delineate individual rooms and dwelling units on upper f oors.

55-21 The location and sizing of windows should be used to differentiate between types of uses.

55-22 The design of the commercial component of a mixed use project should maintain a strong public presence through clear glass, interior and exterior lighting, display areas, awnings, or signage.

Site Elements:

55-23 Landscape front setbacks of the street fronting ground f oor residential component of the mixed-use buildings.

For additional site elements including: lighting, landscaping, irrigation, fencing parking, hardscape surfaces, and utilities, please refer to the appropriate section. Commercial mixed use buildings with retail and off ce should refer to the Commercial Guidelines section while residential mixed use developments should refer to the Multi-family Residential Guidelines section.

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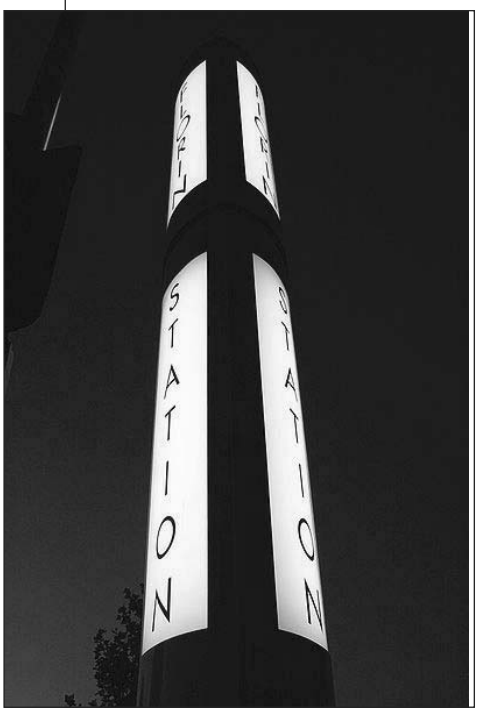
Florin Light Rail Station Design Guidelines

The Florin Light Rail Station Design Guidelines are intended to be applied to the 22 acres surrounding the Florin Light Rail Station.

At the Florin Road Station, there is a tremendous opportunity to provide quality development which is oriented towards and compatible with the Sacramento Regional Transit (RT) system. It is the goal of the City of Sacramento to have this area develop into a transit oriented development (TOD). Achieving this goal will provide mixed-use housing opportunities for a variety of citizens while improving the opportunities to use rail transit for trip-making – thus providing travel options, reduce greenhouse gas emissions and reduce traff c congestion in the area.



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Sacramento Regional Transit-Light Rail

INTRODUCTION CONTINUED FROM ABOVE

Florin Light Rail Station

SITE DESIGN

The Florin Road Light Rail Station Transit Village is envisioned to be an urban mixed-use transit-oriented development TOD, which promotes the use of alternative modes of transportation. Quality pedestrian oriented design which supports walking and cycling and promotes light rail use, should be the focus of the development. The Transit Village shall consist of pedestrian oriented streets, blocks, buildings, and open spaces that reinforce safety and enhance the vitality of the community. The following guidelines are intended to be used in addition to the commercial and residential design guidelines in the design of the private realm, building types, and open space. The Transit Village development should:

- be considered in the context of the Florin Light Rail Station and the context of the surrounding Florin Road Corridor;
- create a comfortable and welcoming mixed-use transit oriented community;
- use a mix of residential and commercial building types to enhance the character of the community;
- provide a variety of commercial and retail services for light rail passengers and for the greater community;
- use green building and sustainable design methods;
- provide adequate pedestrian connections throughout the entire site; and
- create a distinctive character and sense of place for the Florin Road Corridor.

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Elevated patios

Outdoor seating

56 Private Realm

Design Principle

The “private realm” refers to the buildings and land that are on privately-owned lots and parcels. The private realm should consist of private and semi-private transitional spaces between the public realm and buildings, that serve to enhance the vitality of the community.

Rationale

The design of the private realm can have a signif cant impact on the quality of the public realm, as private buildings typically provide the edges to streets and open spaces. The guidelines serve to guide those aspects of the private realm that have a direct affect on the surrounding public context.

Design Guidelines

56-1 Buildings shall be set back 6 feet from back of sidewalk to allow for spill-out uses from ground f oor retail such as outdoor seating.

56-2 Where possible, encourage trees within the setbacks to provide additional shade and enclosure for pedestrians.

56-3 Allow porches, stoops, etc. within the front setback for residential uses.

56-4 Utilize permeable pavers, porous concrete, porous asphalt, reinforced grass pavement (turf-crete), cobblestone block pavement etc. to detain and inf ltrate run-off on-site.

56-5 Use shared driveways and alleyways to reduce impermeable paving.

56-6 I f inf ltration BMP’s are applicable, encourage the use of inf ltration planters, rain gardens and inf ltration trenches to absorb stormwater.

56-7 I f inf ltration is not a desired goal, utilize f ow-through planters and swales and rain gardens with clay, geo-textile or other impermeable material as liners.

57 Blocks

Design Principle

The overall design of the blocks should follow a grid-like pattern.

Rationale

The grid-like pattern is the most eff cient use of land. Pedestrian scaled blocks promote walkability and enhance the public realm.

Design Guidelines

57-1 The perimeter of the blocks shall not exceed 1,600 feet.

57-2 Encourage distinction between buildings on the same block face by varying setbacks, roof heights, stepbacks, building articulation, landscaping treatment, etc to provide a richer pedestrian experience.

57-3 Provide variation in fenestration, color, architectural elements, etc. between multiple adjoining units to add interest to the pedestrian environment.

57-4 Encourage the development of apartments, live-work row houses, town homes and mixed-use buildings within the same block face to add variety to the pedestrian experience and to create a mixture of uses and types of residential units.

57-5 The neighborhood should consist of blocks of mixed use development def ned by streets and sidewalks designed for pedestrians and bicycles f rst, and then, for cars.

Add caption

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58 Transit Plaza

Design Principle

The transit plaza is envisioned as the hub of the transit village. It should include a plaza with amenities such as shade shelters, benches, trees, and transit oriented retail for use by light rail passengers.

Rationale

The transit plaza is the focal point of the transit village. Users of light rail, both residents and non residents of the Transit Village, should be provided with services and amenities which bolster and enhance light rail use.

Design Guidelines

58-1 Improve the existing plaza at the transit station to better serve light rail riders and adjacent uses.

58-2 Provide a 25 feet wide multi-use path and landscaping area between the light rail platform and tracks and the adjacent buildings.

58-3 Pro vide a f ve foot wide planting strip along the tracks facing residential uses.

58-4 Include amenities at the transit plaza such as benches, trees and landscaping, pedestrian-scaled lighting and shade structures.

58-5 Include special paving at the transit plaza and along promenades leading to the transit plaza to increase visibility and identity.

58-6 Provide 10 feet front residential setbacks for buildings that front onto the light rail tracks.

58-7 A llow ground f oor residential uses facing the light rail tracks to be three feet above grade for privacy.

58-8 Allow outdoor seating from small-scale retail uses on the transit plaza to activate the space.

59 Open Space

Design Principle

A variety of open spaces should be incorporated into the overall design of the Transit Village to provide active and passive recreation opportunities for residents.

Rationale

A wide distribution of small open spaces are envisioned to provide more intimate open spaces. Pockets parks can serve daily open space needs and provide visual relief and buffers between development.

Pocket park

Design Guidelines

59-1 Ensure pocket parks are no less than 60 feet wide to provide adequate space for users.

59-2 Distribute pocket parks and greenways to be within 1/8-mile walking distance from all residents and commercial users.

59-3 Program each pocket park with play equipment areas, gathering space, and multi-use play areas.

59-4 Ensure provision of minimum f ve feet wide pathways for ADA access through pocket parks.

59-5 Ensure the provision of adequate lighting and trees within pocket parks.

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Sustainability Design Guidelines

The sustainability Design guidelines are intended to provide additional guidance on sustainable practices for design and construction of site and building. The use of sustainable practices, when feasible should be the goal of new development.

The guidelines are separated into Site design guidelines and building design guidelines.

INTRODUCTION CONTINUED FROM ABOVE

SITE DESIGN

63 Site Elements

Design Principle

The proper selection of site elements, consisting of landscape materials, irrigation materials, hardscape materials, and lighting materials will promote a long-lasting, resource eff cient, sustainable development.

Rationale

Landscape elements are crucial to the sustainability of new development. Site level landscape design and building design should be considered as a whole. Trees and shrubs provide numerous benef ts, such as aesthetics, shade to people and buildings, stomwater management and reducing the heat island effect.

Sustainable site design is the f rst step in reducing the amount of irrigation required. To conserve water select native and drought tolerant plant species. In addition to plant selection, proper operation and maintenance of the irrigation system should be done regularly to conserve water.

Hardscape materials that are durable and long lasting can reduce maintenance costs and more aesthetically pleasing than asphalt or plain concrete. Permeable materials reduce storm water run off and allows water to inf ltrate into the ground. Light colored materials help to reduce the heat island effect.

Design Guidelines

Landscape: Trees and Vegetation

Landscape elements such as trees, shrubs, and groundcovers should be used throughout new development to enhance site and building sustainability.

63-1 Tree and plant species should be suitable for the Sacramento climate. Drought tolerant and native species are highly encouraged.

63-2 Deciduous shade trees and shrubs should be planted, where appropriate, to shade the west and south sides of buildings/ homes and all paved areas to reduce heat transmission.

63-3 Use groundcovers to prevent ground ref ection and keep the surface cooler, preventing re-radiation.

63-4 For buildings with exposed east and west sides, use vegetation along the east and west walls as it is the most effective way of minimizing heat gain.

63-4 All planting areas, including those designed to accommodate the 2-foot overhang on parking spaces, should be landscaped with groundcover or other planting materials to reduce stormwater runoff.

63-5 Paved and hardscaped surfaces should be shaded by trees, shade structures, or photovoltaic solar panels, when possible, to reduce heat transmission and reduce energy consumption.

63-6 Deciduous shade trees and shrubs should be planted on the west and south sides of buildings and homes to minimize solar heat gain and increase energy eff ciency.

63-7 Alternatives to turf, such as groundcovers that can tolerate foot traff c, are encouraged.

63-8 Use 2”-4” of bark multch in planting beds to retain moisture, control weeds and to promote healthy soil.

63-9 Parking lot and building shading with deciduous trees can provide signif cant reductions in cooling requirements and reduce the urban heat island effect.

63-10 Provide rain gardens and stormwater planters to manage stormwater run-off from the disconnected drain spouts and impervious surfaces on-site. Ensure adequate space and design for water to drain to reduce opportunities for ponding and utilize splash pads to minimize erosion under the drain spout.

63-11 Ensure medium- to large-canopy trees are planted in the front yards of private development and in greenways, parks and plazas to serve as interceptor trees for rainfall, slowing and reducing the amount of rainfall that falls to the ground.

63-12 Meander swales to maximize surface area for treatment.

63-13 Encourage the use of landscaping with plants that can withstand pollutants and are effective in their removal. Explore grasses such as Juncus, Carex and Festuca are effective at removing pollutants and are attractive options for landscaping.

63-14 The use of bio-swales is encouraged to reduce stormwater runoff.

63-15 Use Drainage Swales to provide for surface water inf ltration and groundwater recharge.

Irrigation

Every attempt should be made to conserve water by reducing the amount of irrigation required to sustain the landscape.

63-16 Landscape design should incorporate measures to conserve water, including plant selection and consideration of subsurface or drip irrigation.

Bio-swales collect stormwater runoff and improve run-off water quality.

63-17 Irrigate plants in the evening or early morning, to reduce water loss to evaporation.

63-18 Adjust irrigation controllers for seasonal weather conditions.

63-19 Use a shorter two cycle watering schedule, instead of a single long schedule.

Hardscape Materials

Durability, permeability and color should be considered in the selection of hardscape materials.

63-20 Use of permeable paving materials, such as permeable asphalt, grasscrete, and modular pavers, are encouraged to reduce stormwater runoff. Where possible, drainage should be directed into planting areas to increase percolation of water runoff.

63-21 Light colored paving materials should be considered for use as primary paving materials to reduce heat transmission.

63-22 The use of pervious paving and bio-swales is encouraged to reduce stormwater runoff.

63-23 Light colored paving materials are preferred for primary paving materials to reduce heat transmission. Darker colors may be used in small amounts to add visual interest.

63-24 Minimize on-site impermeable surfaces, such as concrete, asphalt and hardscaping.

63-25 Utilize permeable pavers, porous concrete, porous asphalt, reinforced grass pavement (turf-crete), cobblestone block pavement etc. to detain and inf ltrate run-off on-site.

63-26 Pervious hardscape materials that reduce the heat island effect and stormwater runoff are encouraged.

63-27 Use of paving materials with recycled content is encouraged.

63-28 Parking lots which are part of new developments with 1 acre or more of impervious area are generally required to provide treatment control measures that capture and treat stormwater runoff through settling, f ltration, and /or biodegradation.

Lighting

63-29 Compact f uorescent bulbs and photocell sensors are encouraged to achieve energy eff ciency.

63-30 Reduce light pollution at night by properly sizing exterior light f xtures.

63-31 Use solar powered light f xtures where appropriate.

Alternative surfaces such as grass pavers keep stormwater runoff on-site and reduce heat production.

Modular pavers are another attractive alternative that helps to keep stormwater runoff onsite.

BUILDING DESIGN

64 Resource Conservation

Design Principle

New developments and rehabilitation of existing buildings must incorporate building design features that conserve resources.

Rationale

Attention to energy and resource conservation in design will lead to short- and long-term economically and environmentally sustainable development.

Design Guidelines

Energy: Building Orientation

64-1 Orient new buildings to minimize exposure to the southwest and west sun to minimize heat gain of buildings.

64-2 Orient new lots and buildings with the long axis along a north-south orientation to minimize heat gain.

64-3 Conf gure buildings in such as way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.

64-4 Minimize shade cast by buildings on greenways, parks and open spaces by stepping back upper f oors on north-facing sides of buildings on the south-side of open spaces.

64-5 Massing design should provide opportunities for daylighting and solar panels. Glazing should be located predominantly on the north and south sides of the structure, with glazing on the west side of the structure minimized unless the west side is the street side.

64-6 Conf gure residential developments so that the majority of units minimize exposure to the south-west and west sun while still allowing plenty of light and ventilation from at least two sides in each unit.

64-7 Whenever possible, buildings should be oriented on the site to maximize solar access on southern exposures so that features such as photovoltaic solar panels and daylighting can be incorporated into the architectural design.

64-8 Solar access for daylighting and solar panels should be considered in massing design. Glazing should be located predominantly on the north and south sides of the structure. Glazing on the west side of the structure should be minimized, unless the west side of the structure is the street side.

Energy: Passive Cooling

64-9 Orient new lots and buildings with the long axis along a north-south orientation to minimize heat gain.

64-10 Conf gure buildings in such as way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.

64-11 Minimize shade cast by buildings on greenways, parks and open spaces by stepping back upper f oors on north-facing sides of buildings on the south-side of open spaces.

64-12 Plant deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.

64-13 Minimize impervious surfaces that have large thermal gain. Plant groundcovers that prevent ground ref ection and keep the surface cooler, preventing re-radiation.

64-14 For buildings with exposed east and west sides, use vegetation along the east and west walls as it is the most effective way of minimizing heat gain.

64-15 Use exterior shades and shade screens on east, west and south-facing windows as alternate methods for blocking sunlight.

64-16 Maximize natural cooling by installing high vents or open windows on the leeward side of the building to let the hottest air, near the ceiling, escape. In addition, create low open vents or windows on the windward side that accepts cooler air to replace the hotter air.

Energy: Building Articulation

64-17 Provide awnings, canopies and deep-set windows on south facing windows and entries to minimize heat gain.

64-18 Use exterior shades and shade screens on east, west and south-facing windows as alternate methods for blocking sunlight.

64-19 Use horizontal overhangs, awnings or shade shelters above south windows to block summer sun but allow winter sun. Encourage overhang width to equal half the window height to shade the window completely from early May to mid-August yet allow for winter sun.

64-20 For buildings with exposed east and west sides, provide vertical shading or f ns.

64-21 Maximize natural cooling by installing high vents or open windows on the leeward side of the building to let the hottest air, near the ceiling, escape. In addition, create low open vents or windows on the windward side that accepts cooler air to replace the hotter air.

64-22 Ensure that leeward openings have substantially larger total area (50 to 100%) larger than those on the windward side to ensure adequate pressure to facilitate air movement.

64-23 Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.

64-24 Use wing walls (vertical solid panels placed along side of windows perpendicular to the wall on the windward side of the building) to accelerate the natural wind speed due to pressure differences.

Energy: Windows and Doors

64-25 Skylights are encouraged to daylight the interior f oor area, thus reducing energy use and creating a more pleasant retail/ commercial environment.

64-26 Prismatic glazing is encouraged to increase the energy eff ciency of skylights.

64-27 Windows should be oriented to maximize controlled daylighting from the south and north.

64-28 The use of insulating glazing such as LoE2 is encouraged to increase energy eff ciency.

64-29 Daylighting should be incorporated into the architectural design of the home, where feasible, to increase energy eff ciency.

64-30 Energy consumption of buildings can be reduced through design choices. Examples include building orientation that minimizes sun exposure on glazing, use of shade trees to reduce solar gain, reducing interior volume, using light colored roof ng materials such as ‘cool roof’ coating, etc.

64-31 Install energy eff cient lighting in public and private areas where feasible.

64-32 Install measures such as Energy Star rated roofs, strategically placed shade trees, shaded pavement and other landscaping to reduce site and building temperatures.

64-33 Where possible, include renewable energy measures such as photovoltaic roofs and ground source heat pumps.

64-34 Where feasible, heating, ventilation, and air conditioning units should be placed on the north side of the building (if not the street side) to shade the units and minimize energy consumption.

64-35 LED's, Compact f uorescent bulbs and photocell sensors are encouraged to achieve energy eff ciency.

64-36 Photovoltaic solar panels or solar shingles such as "solar slate" are encouraged to reduce the home's use of energy from conventional sources.

64-37 The use of "cool roof" options, including lighter colored roof ng and ref ective coatings, is encouraged to achieve energy eff ciency.

Water

64-38 Encourage the use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use.

64-39 Utilize disconnected drain spouts to interrupt the direct f ow of rainwater from the building to the stormwater system. Integrate these features to articulate building character.

Materials

64-40 Use recycled and sustainability harvested building materials wherever possible.

64-41 Use low voc paints and coatings when feasible, and avoid use of solvent and other materials that negatively impact air quality.

64-42 The use of materials that include recycled content is encouraged.

64-43 Reuse and recycling of materials, and selection of materials which are produced using sustainable methods such as plantation grown wood is encouraged.

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Appendices

APPENDIX A — ADDITIONAL RESOURCES

These resources provide more information about the neighborhoods, as well as relevant City programs and ordinances.

General Planning Resources

Sacramento Municipal Code

Title 17 of the Sacramento Municipal Code contains information relevant to development standards, including height limits and setbacks. The code is available at:

http://www.qcode.us/codes/sacramento/

Go to the zoning code section.

Florin Road Streetscape Master Plan

(Insert Text)

Commercial and Home Improvement Funding

Commercial Revitalization Program

This SHRA program offers free architectural and construction management services for business owners interested in improving the appearance and function of older commercial buildings. Property owners must invest a minimum of $10,000 in improvements to be eligible. Funding for improvements is provided as a matching rebate up to $50,000. For more information, contact SHRA at (916) 440-1322.

Florin Road Partnership

http://www.f orinroad.com/

Grow Sacramento Fund

The Grow Sacramento Fund (GSF) is a non-prof t lender providing small business loans under the U.S. Small Business Administration's 7(a) program. GSF offers technical assistance and provides loans between $25,000 and $2,000,000 at market rate f nancing for new and expanding businesses in the City and County of Sacramento. Loans may be used to acquire land and buildings, make leasehold improvements, and purchase machinery and equipment. For more information, contact SHRA at (916) 440-1322.

Targeted Commercial Corridors

Older commercial corridors are key to the economic vitality of the city. Florin Road between Franklin Boulevard to 24th Street is a Targeted Commercial Corridor, which makes it eligible for technical assistance and public funding for commercial development. For more information, contact the City at (916) 808-7223.

Home Repair and Improvement Programs

SHRA administers several home repair and improvement programs, including emergency repair, accessibility, and repair assistance for seniors. Homeowner rehabilitation loans are also available. To learn more about these programs, see the SHRA website or contact the SHRA at (916) 264-1500.

www.shra.org/Content/Housing/HomeRepair/HomeRepairTOC.htm

Historic Preservation Standards

U.S. Secretary of the Interior's Standards for Rehabilitation

The U.S. Secretary of the Interior sets the standard for the rehabilitation and maintenance of historic structures. While these Design Guidelines are not intended to set standards for historic structures, some of the information on this National Park Service website may be useful to individuals who want to learn more about how to protect residential properties that are 50 years old or older.

http://www.nps.gov/history/hps/tps/tax/rhb/index.htm

City of Sacramento Historic Preservation

The City's Historic Preservation Department oversees the environmental review of potentially historic structures 50 years old or older. Structures proposed for demolition may also be subject to review as potentially eligible for listing on the City's register of historic landmarks and contributing resources. The City has adopted the Secretary of the Interior's Standards for review of historic preservation projects under Sacramento Municipal Code, Chapter 17.134, which can be found at:

http://www.qcode.us/codes/sacramento/view.php?topic=17-v-17_134&highlightWords=historic+preservation&frames=on

Work done in compliance with the U.S. Secretary of the Interior's Standards is considered to have a less than signif cant impact for purposes of environmental review under the California Environmental Quality Act (CEQA).

Manufactured Homes

U.S. Department of Housing and Urban Development

www.hud.gov/off ces/hsg/sfh/mhs/mhshome.cfm

Manufactured Housing Institute

The 2000 Manufactured Housing Improvement Act

www.manufacturedhousing.org/lib/showtemp_detail01.asp?id=106&cat=6

California Health and Safety Code

Mobilehomes-Manufactured Housing Act of 1980 (Division 13, Part 2 of the California Health and Safety Code)

www.leginfo.ca.gov/.html/hsc_table_of_contents.html

California Manufactured Housing Institute

www.cmhi.org

Appendix A

National Association of Homebuilders (NAHB)

The NAHB website has many resources. Go to “search” and type in “manufactured” or “modular” to call up articles on the subject.

www.nahbrc.com

APPENDIX D — SUSTAINABILITY THROUGH HIGH PERFORMANCE BUILDING DESIGN

The City encourages builders and owners to construct structures that are designed, built, renovated, operated or reused in a sustainable and resource-eff cient manner. Buildings should be designed to meet certain objectives such as protecting occupant health; using energy, water, and other resources more eff ciently; and reducing the overall impact to the environment. These design features are not only the responsible thing to do for the environment and our community but they will also help lower expenses and create a more comfortable living space.

While the City has included a number of sustainability design guidelines in this document, this appendix includes more resources to assist in building cost-effective, sustainable and resource-eff cient buildings.

Whole Building Design

U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program

The LEED program is intended to promote "green" design and construction practices that can result in more environmentally sensitive site design, water quality and management practices, energy conservation, and the use of sustainable materials for New Construction, Existing Buildings, Homes, Commercial Interiors, Core & Shell, Schools, Healthcare, Retail, and Neighborhood Development. For more information, go to:

www.usgbc.org/

Build It Green, New Home Construction Green Building Guidelines, November 2009.

www.builditgreen.org/guidelines--checklists/#Guidelines

Celery Design Collaborative, *San Mateo Countywide Guidelines: Sustainable Buildings,* 2004.

www.recycleworks.org/greenbuilding/gbg_intro.html

National Institute of Building Sciences, Whole Building Design Guide.

http://www.wbdg.org/

Energy

Sacramento Municipal Utility District (SMUD)

SMUD offers a variety of resources, including a reference room, educational workshops and seminars, and a program that promotes the use and evaluation of innovative technologies by consumers.

Overview of SMUD Programs
www.smud.org/en/education-safety/Pages/index.aspx

Promotions, Rebates, and Financing Website
www.smud.org/en/rebates/Pages/index.aspx

Residential Solar Website
www.smud.org/en/community-environment/solar/Pages/index.aspx

Energy Star Program
http://www.energystar.gov/

Lighting

California Lighting Technology Center, Residential Lighting Design Guide,
Best Practice and Lighting Design to Help Builders Comply with California's 2005 Title 24 Energy Code
http://cltc.ucdavis.edu/content/view/181/176/

Energy Design Resources, Day-lighting Design Brief
www.energydesignresources.com/Technology/DaylightingDesign.aspx

Water

California Urban Water Conservation Council, H2ouse: Water Saver Home Website
www.h2ouse.org

Landscaping

Sacramento Tree Foundation, Publications and Guidelines Website,
www.sactree.com/aboutUs/publications.html

Cal Recycle Drought Tolerant Landscaping Guide
http://www.calrecycle.ca.gov/Organics/xeriscaping/

Materials

California Integrated Waste Management Board, Construction and Demolition (C&D) Debris Recycling Specif cations
www.ciwmb.ca.gov/ConDemo/Specs/

Green Project Specifications
www.ciwmb.ca.gov/greenbuilding/Specs/

Green Product Directories
www.ciwmb.ca.gov/greenbuilding/ToolKit.htm#Product

Cool Roofs
www.consumerenergycenter.org/coolroof/

APPENDIX E — GLOSSARY OF TERMS

Arcade: a roofed passageway with shops on either side.

Balustrade: a railing with supporting columns known as balusters.

Capital: the uppermost section of a column or pillar, which is often decorated.

Cladding: the protective exterior surface of a building, such as wood, metal, brick, or stucco.

Cornice: a crowning, overhanging projection from the roof, usually the uppermost segment of the entablature in classical architecture.

Dormer: a structure projecting from a sloping roof that usually includes a small gable with one or more vertical windows.

Facade: the exterior surface of a building.

Gable: the triangular end of a wall above the eaves that abuts the roof ine above it.

Infill: new construction on vacant or redeveloped lots within an established neighborhood.

Manufactured Home: a factory-built home that is shipped to and installed at the site.

Massing: the arrangement of the physical volume of a building.

Mullion Window: a window with vertical and horizontal strips that divide the window into separate panes.

Pitch (of a roof): recorded as a ratio of vertical to horizontal measures. A 5:12 roof, for instance, means 5 inches of vertical rise for every 12 inches of horizontal run.

Plinth: the solid base of a column or pillar, which is often square, round, or rectangular.

Portico: a range of columns or arches connected to or merged with the facade of a building that forms a walkway or porch.

Ribbon Window: A horizontal series of narrow windows across the facade of a building.

Running Gear: the tires, wheels, axles, and springs that allow a manufactured home to be moved from place to place without dismantling it.

Setback: (1) The prescribed distance between the lot line and the edge of the building's footprint. (2) The horizontal distance between the exterior wall of one f oor and the next story exterior wall.

Sidelight: an area of framed glass along the sides of a door.

Site-built: constructed at the site of the building without use of prefabricated sections.

Streetwall: the line or "wall" formed by the front facades of buildings on a block or street.

Transom: an area of framed glass at the top of a door or window.