



REPORT TO PLANNING COMMISSION City of Sacramento

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915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
July 22, 2010

To: Members of the Planning Commission

Subject: 65th Street Station Area Plan and General Plan Amendments to Develop a Preferred Circulation Plan to Serve Transit Oriented Development near the 65th Street/University Light Rail Station (M09-019)

- A. Environmental Determination: **Environmental Impact Report**
- B. **Mitigation Monitoring Program**
- C. **65th Street Station Area Plan** (review and comment)
- D. **Repeal 65th Street/University Transit Village Plan and South 65th Street Area Plan**
- E. **General Plan Amendment** to amend the Mobility Element of the 2030 General Plan and to make conforming changes to the East Sacramento Community Plan and the Fruitridge Broadway Community Plan

Location: The 65th Street Station Area Plan site is located in the eastern part of the city. It is bounded by the Union Pacific Railroad (UPRR) right-of-way and Folsom Boulevard to the north, Power Inn Road to the east, 14th Avenue to the south, and 59th Street to the west. The California State University, Sacramento (Sac State) campus and the American River are north of the project area, Granite Regional Park and commercial office uses are east of the project area, and established residential neighborhoods lie to the south and west. Major regional roadways and national highways bisect the project area including US Highway 50 (US 50); Folsom Boulevard, which becomes part of State Highway 16 east of Power Inn Road; 65th Street; and Power Inn Road/Howe Avenue. Rail lines that bisect the project area include Union Pacific (UPRR) and Regional Transit's Gold Line (See Attachment 1).

Council Districts: 3 & 6

Recommendation: Staff recommends that the Planning Commission review and comment on Item C and forward Items A, B, D, and E to the City Council with a recommendation of approval of the proposed amendments to the 2030 General Plan Mobility Element, conforming amendments to the East Sacramento Community Plan and the Fruitridge Broadway Community Plan, and repeal of the 65th Street/University Transit Village Plan and the South 65th Street Area Plan, reflecting the selection of **Scenario C-Prime** as described below as the preferred alternative.

Contact: Fedolia “Sparky” Harris, Senior Planner, Phone No. (916) 808-2996

Summary: Since 2006, the Department of Transportation (DOT) has been studying alternative transportation scenarios for the area south of Sac State. Throughout this process, staff has worked closely with the community, property owners, and stakeholders in the area to gather opinions and examine concepts.

Sacramento Regional Transit (RT) is actively working to enhance the 65th Street/University light rail station and promote transit-oriented development on RT owned property adjacent to the light rail platform. Improvements to the station along with increased transit-oriented development, efforts by Sac State to house more students on campus, initiation of the Green Clean Tech Zone, and initiation of the Innovation/Technology Village Specific Plan will create many more trips in the study area by pedestrians, bicyclists, transit riders, and automobile drivers. The transportation improvements contained in the scenarios developed for the 65th Street Station Area Study are intended to enhance mobility for all modes with particular emphasis on pedestrians, thereby making it safer for Sacramentans to live, work, play, and study in the vicinity of the 65th Street/University Light Rail Station.

DOT analyzed three scenarios for enhancing the circulation system in the project area (Scenarios A, B, and C). Scenario A is based on implementation of the 2030 General Plan and the two existing transit village plans in the immediate vicinity (the 65th Street/University Transit Village Plan and the South 65th Street Area Plan) as well as other planning efforts in the general vicinity. Scenario B and Scenario C were crafted to provide new and distinct vehicle, bicycle, pedestrian, and transit improvements.

Following the completion of the Study and accompanying Environmental Impact Report (EIR), an additional scenario was developed with the aid of input from the community, property owners, and other stakeholders that combines features of Scenarios B and C. This new scenario, referred to as Scenario C-Prime, is a combination of Scenario C north of U.S. 50 and Scenario B south of U.S. 50 and is the scenario recommended by staff. The circulation system proposed in Scenario C-Prime would require amendments to the Mobility Element of the 2030 General Plan, and conforming amendments to the East Sacramento Community Plan and the Fruitridge Broadway Community Plan. Staff is also recommending that the City repeal the two transit village plans, the 65th Street/University Transit Village Plan and the South 65th Street Area Plan, as stand-alone documents in order to simplify expectations for future development

Background Information:

In 1999, the City of Sacramento completed the Southeast Area Transportation (SEAT) Study. The intent of the SEAT Study was to develop a series of recommendations to reduce congestion in the vicinity of the Power Inn Road/Folsom Boulevard intersection and address long-range transportation needs in the southeast area of the City. The phased implementation strategy for the SEAT Study identified the following improvements:

- Element #1 - Improvements to the Route 50/Howe Avenue Interchange.

- Element #2 - New connection from Folsom Blvd to CSUS.
- Element #3 - Power Inn Road Widening, south of Folsom Blvd.
- Element #4 - Folsom Blvd Widening to 4 lanes in front of the CSUS Campus.
- Element #5 - Ramona Extension and other misc improvements near Ramona.
- Element #6 - 14th Street extension to Jackson Highway (Route 16).

The first three projects have been funded and constructed. However implementation of the SEAT Study recommendations was put on hold in 2004 during the environmental documentation and design of the Folsom Widening (#4) and the Ramona Extension (#5).

In 2002 and 2004, respectively, the 65th Street/University Transit Village Plan and the South 65th Street Area (Transit Village) Plan were adopted. These transit village plans, authorized under California Government Code section 65460, promote transit use by clustering housing and commercial development around transit stations. The two plans were adopted to further this purpose and promote the General Plan smart growth policies.

Private development projects within each plan area were evaluated for consistency with the transit village plan to ensure the transit-oriented policies are carried out. However, soon after adoption of the two transit village plans, City staff recognized a disaccord between the transit-oriented land use recommendations that had been approved with the transit village plans and the automobile oriented circulation system planned for the area under the SEAT Study and adopted mitigation measures.

In 2006, the 65th Street Station Area Study (Study) was initiated with grant funding from the Sacramento Area Council of Governments (SACOG) and matching funds from the Sacramento Housing and Redevelopment Agency (SHRA). The Study was intended to prepare a plan for an overall circulation network within the project area that supported the goals and vision of the 65th Street/University Transit Village Plan and the South 65th Street Area Plan and conformed to the goals and policies of the Sacramento 2030 General Plan for the area south of Sac State (see attachment 1). The specific objectives of the study were to:

- Create a well-connected roadway system that provides balanced access and circulation for vehicle, pedestrian, bicycle, and transit users and accommodates future growth in the area east of the UPRR tracks and south of Folsom Boulevard,
- Connect the various neighborhoods and destinations throughout the project area, and
- Prepare an implementation and phasing strategy for infrastructure improvements, with associated cost estimates that can be used to identify funding mechanisms.

The Study produced three distinct combinations of new streets, street extensions, bicycle and pedestrian facilities, right-of-way reconfigurations, and grade-separated undercrossings. The three scenarios (A, B, and C) were based on identical land use assumptions adopted through the Sacramento 2030 General Plan within the project area. Distinct differences among the three scenarios include but are not limited to:

- The number of lanes assumed on Folsom Boulevard, particularly for the UPRR undercrossing.

- The number of lanes on Elvas Avenue,
- The location and treatment of vehicle/bicycle/pedestrian connections between 65th Street and Ramona Avenue,
- The location and treatment of vehicle/bicycle/pedestrian connections from the northern project area boundary into the Sac State campus, and
- The street grid pattern created in the area bounded by Q Street, 65th Street, Elvas Avenue, and Redding Avenue immediately north of the 65th Street/University light rail station platform.

All three scenarios would require some level of right-of-way acquisition at various locations. A brief description of the scenarios analyzed follows:

Scenario A (No Project)

Scenario A describes vehicle, pedestrian, bicycle, and transit circulation assuming the implementation of previously adopted transportation plans for the area. These adopted plans include the SEAT Study, the 65th Street/University Transit Village Plan and the South 65th Street Area Plan, as well as improvements identified to mitigate significant impacts from development projects including Granite Regional Park and the F65 catalyst commercial development at the corner of 65th Street and Folsom Boulevard among others.

Scenario A specifically seeks to increase roadway capacity in the project area by adding vehicular traffic lanes, turn pockets, and roadway extensions. Key elements of Scenario A include: widening Folsom Boulevard, including the UPRR undercrossing, to four lanes from 65th Street to Ramona Avenue and extending 4th Avenue under the UPRR tracks from Redding Avenue to Ramona Avenue. Bicycle and pedestrian improvements for Scenario A are taken directly from the adopted Pedestrian Master Plan and the Bikeway Master Plan without augmentation. Scenario A would be implemented based upon prior approvals through previous planning efforts if neither Scenario B nor C is adopted as the preferred scenario.

Scenario B

North of U.S. 50, Scenario B assumes that the existing roadway network is largely maintained as it currently exists, including the number of through lanes and intersection geometrics. Bicycle and pedestrian facilities are added without dramatically increasing the right-of way required. A significant component of Scenario B is an all modes extension of 65th Street northward into the Sac State campus in an effort to relieve congestion on Folsom Boulevard to and from the campus. South of U.S. 50, Scenario B connects 65th Street to Ramona Avenue with an all modes extension of Broadway that crosses under the UPRR tracks.

The strategy of Scenario B is to limit impacts on existing development by providing the basic elements of a transit village largely within the confines of existing public right-of-way.

Scenario C

Scenario C was designed to maximize safety and access throughout the transit village area for pedestrians and bicyclists by incorporating additional roadway connections and reducing travel lanes on key street segments to provide additional right-of-way for sidewalk improvements, bike lanes, and/or on-street parking. Circulation elements of particular note in Scenario C include: the reduction of travel lanes on Folsom Boulevard and Elvas Avenue, the extension of 67th Street from Folsom Boulevard into Sac State via a pedestrian/bicycle/tram-only tunnel, the establishment of 68th Street between Q Street and Elvas Avenue, and the connection of San Joaquin Street and Cucamonga Avenue under the UPRR tracks.

This scenario achieves a high level of pedestrian and bicycle mobility while accommodating motor vehicle travel at speeds and volumes that will not conflict with increased opportunities for walking and bicycling.

Performance Measures

The environmental impact report completed for the 65th Street Station Area Study included traffic modeling to determine various transportation performance measures for the three scenarios.

One of the most commonly used metrics for area-wide travel is vehicle miles traveled (VMT). Higher VMT levels for the study area indicate a combination of higher auto usage and/or longer trip lengths. Higher VMT levels result in greater auto emissions including greenhouse gases. The vehicle miles traveled (VMT) data summarized below is based on the sum of all vehicle trips within the study area during the morning and evening peak hours. A comparison of the VMT for the three scenarios indicates the following:

	Peak Hour VMT	VMT Reduction from Scenario A
Scenario A	327,465	N/A
Scenario B	324,816	-0.8%
Scenario C	327,276	-0.1%

The length of time required to drive from one end of the study area to the opposite end during the evening peak hour is another indication of roadway performance. The major east-west and north-south corridors in the Study area were evaluated for peak hour travel times: Folsom Boulevard from 59th Street to Howe Avenue (East-West), and 65th Street/Elvas Avenue from J Street to 14th Avenue (North-South). The three scenarios compare as follows:

	65 th Street/Elvas Avenue		Folsom Boulevard	
	14 th Ave to J (NB)	J to 14 th Ave (SB)	59 th to Howe (EB)	Howe to 59 th (WB)
Scenario A	7 minutes	13 minutes	10 minutes	8 minutes
Scenario B	16 minutes	7 minutes	14 minutes	15 minutes
Scenario C	11 minutes	12 minutes	13 minutes	13 minutes

Scenario C-Prime Hybrid

The public meetings cited under Public/Neighborhood Outreach and Comments below were conducted to present draft concepts, share analysis results, and gather public opinion. Toward the end of the outreach process, staff gauged public preference for the three scenarios presented. Strong support was expressed for Scenario C north of U.S. 50 based largely on the fine-grained network of pedestrian-scaled streets in close proximity to the 65th Street/University light rail station and the addition of two new bicycle/pedestrian tunnels accessing Sac State versus an all-mode tunnel at the northern end of 65th Street. Scenario B emerged as the scenario most supported to the south of U.S. 50 due in large part to the relative ease of connecting Redding Avenue with Ramona Avenue using existing right-of-way along San Joaquin Street with a new all-modes tunnel under the UPRR tracks.

The preference for two different scenarios north and south of the U.S. 50 prompted staff to develop a hybrid option, Scenario **C-Prime**, which combines the circulation elements of Scenario C north of U.S. 50 and elements of Scenario B south of U.S. 50. This combination of elements produced a circulation system that performs comparably to Scenario C in the opinion of our traffic consultant at an estimated cost of \$127,111,000 compared to:

- \$158,146,000 for Scenario A,
- \$132,355,000 for Scenario B, and
- \$133,847,000 for Scenario C.

A significant portion of this savings comes from the connection of San Joaquin Street to Cucamonga Avenue in lieu of extending Broadway from Redding Avenue to Ramona Avenue.

Project Phasing

The preferred scenario that is finally approved by Council (Scenario B, C, or C-Prime) will clarify the City's plan for future circulation improvements in the 65th Street Station Area. Capital improvements will not occur as a direct result of this study. The preferred scenario will be implemented through amendments to the Sacramento 2030 General Plan (including the East Sacramento Community Plan and the Fruitridge Broadway Community Plan) in order to clearly and efficiently document the improvements that should be built as the area develops. Full implementation of the approved scenario is

expected to occur by 2035. Staff is also preparing a financing plan for the study area that will be brought forward to the City Council for consideration.

Public/Neighborhood Outreach and Comments: Public outreach for the 65th Street Station Area Study has been closely coordinated with the 65th Street Redevelopment Advisory Commission (RAC). The RAC Board members represent public and private property, neighborhood, and institutional interests in the area. Meeting notifications have routinely been mailed to a list of over 3,000 property owners and stakeholders in the project area. The following meetings were conducted as part of the public outreach program:

- November 7, 2007 Open House/Kick-Off
- February 27, 2008 65th Street Redevelopment Advisory Committee
- October 22, 2008 65th Street Redevelopment Advisory Committee
- April 22, 2009 65th Street Redevelopment Advisory Committee
- December 7, 2009 Disabilities Advisory Committee
- December 8, 2009 City/County Bicycle Advisory Committee
- January 27, 2010 65th Street Redevelopment Advisory Committee
- February 3, 2010 Sacramento Housing and Redevelopment Commission

Concerns that were routinely expressed at these meetings included:

- Impacts to existing and viable businesses caused by the planned extension of roadways such as Ramona Avenue, Broadway, 4th Avenue, 65th Street, 67th Street, and 68th Street
- Concern for wildlife witnessed in the vicinity of the railroad crossing beneath U.S. 50
- Traffic congestion anticipated if arterials are not widened in the study area
- Queuing on 65th Street caused by the light rail crossing
- The potential to increase traffic on neighborhood streets caused by cut-through traffic
- Impacts to transit operations
- Impacts to the integrity of the levees caused by additional penetrations

Environmental Considerations: As Lead Agency, the City has prepared an Environmental Impact Report (EIR) for this project. The EIR analyzes the two scenarios developed for this study (Scenarios B and C) at an equal level of analysis. The Draft EIR was released for public comment on October 30, 2009 and circulated for a 45-day public review period ending December 14, 2009. The EIR is focused on Air Quality, Noise and Transportation issues, with the remainder of the issues addressed in the Initial Study.

The scenario identified as the staff-recommended option (Scenario C-Prime) was not specifically identified in the EIR. As discussed above, Scenario C Prime is a combination of Scenario C elements north of U.S. 50 and Scenario B elements south of U.S. 50. The elements of both Scenarios B and C were analyzed in detail in the EIR. Although Scenario C-Prime was not explicitly analyzed in the EIR, the environmental impacts of Scenario C-Prime are similar to the impacts identified for Scenarios B and C

in the EIR and no additional significant impacts would occur nor would additional mitigation measures be required beyond those identified in the EIR.

Policy Considerations: The 65th Street Station Area Study promotes the policies contained in the adopted 2030 General Plan, specifically promoting the following:

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 pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions.

M 1.2.3 Multimodal Access

The City shall promote the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, and tourist attractions.

M 1.3.3 Eliminate Gaps

The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks.

M 1.3.5 Connections to Transit Stations

The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets.

M 2.1.5 Continuous Network

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

M 4.2.1 Adequate Rights-of-Way

The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility

M 4.2.2 Pedestrian and Bicycle-Friendly Streets

The City shall ensure that new streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians to reduce perceived pedestrian crossing distances, Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings.

M 5.1.2 Appropriate Bikeway Facilities

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

Respectfully submitted by: 
FEDOLIA "SPARKY" HARRIS
Senior Planner

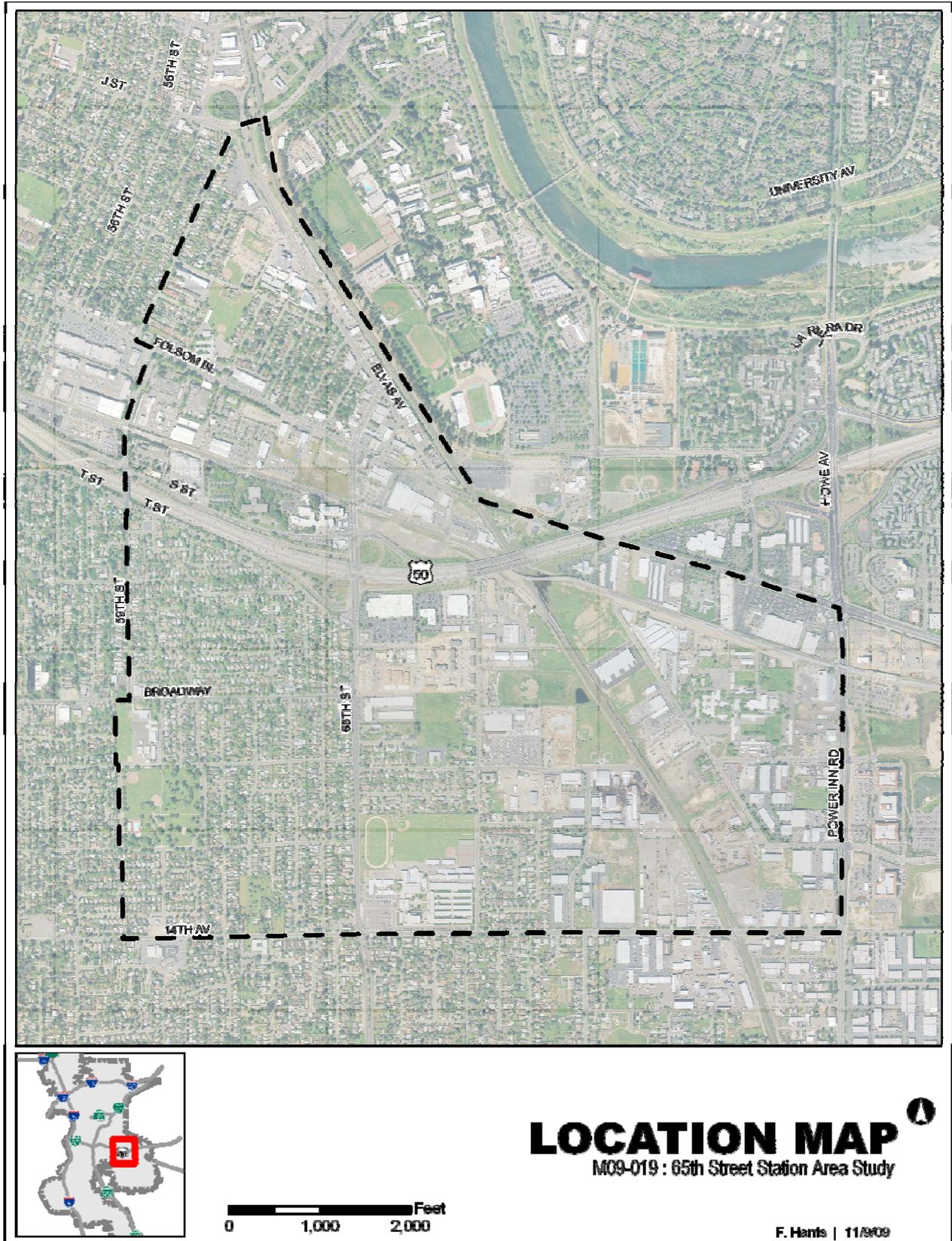
Recommendation Approved:


AZADEH DOHERTY
Principal Planner

Attachments:

Attachment 1	Location Map	Page 10
Attachment 2	Proposed Findings of Fact, Conditions of Approval, and Record of Decision	Page 11
Attachment 3	Resolution certifying the Environmental Impact Report and adopting Findings of Fact, Statement of Overriding Considerations and the Mitigation Monitoring Plan	Page 12
Attachment 4	Resolution Accepting the 65th Street Station Area Study and Adopting Scenario C-Prime as the Preferred Alternative	Page 87
Attachment 5	Resolution Amending the Sacramento 2030 General Plan Mobility Element, East Sacramento Community Plan, and Fruitridge Broadway Community Plan	Page 97
Attachment 6	Resolution Repealing the 65 th Street/University Transit Village Plan	Page 120
Attachment 7	Resolution Repealing the South 65 th Street Area Plan	Page 122
Attachment 8	Executive Summary	Page 123
Attachment 9	65 th Street Station Area Study	Page 136
Attachment 10	Correspondence	Page 256

ATTACHMENT 1



ATTACHMENT 2

CITY PLANNING COMMISSION PROPOSED RECORD OF DECISION RECOMMENDED FINDINGS OF FACT AND CONDITIONS OF APPROVAL AMENDMENTS TO THE 2030 GENERAL PLAN MOBILITY ELEMENT, THE EAST SACRAMENTO COMMUNITY PLAN, AND THE FRUITRIDGE BROADWAY COMMUNITY PLAN, REPEAL OF THE SOUTH 65TH STREET AREA PLAN (TRANSIT VILLAGE PLAN) AND THE 65TH STREET/UNIVERSITY TRANSIT VILLAGE PLAN RELATING TO THE 65TH STREET STATION AREA PLAN (M09-019)

1. The Planning Commission has reviewed and considered the information contained in the **Environmental Impact Report** and **Mitigation Monitoring Program** for the Project in making the recommendations set forth below.
2. The Planning Commission recommends approval and forwards to the City Council the **General Plan Amendment, East Sacramento Community Plan Amendment, and Fruitridge Broadway Community Plan Amendment** as set forth in Attachment 5.
3. The Planning Commission recommends approval and forwards to the City Council the **Repeal of the 65th Street/University Village Transit Village Plan** as set forth in Attachment 6.
4. The Planning Commission recommends approval and forwards to the City Council the **Repeal of the South 65th Street Area (Transit Village) Plan Amendment** as set forth in Attachment 7.

ATTACHMENT 3

RESOLUTION NO.

Adopted by the Sacramento City Council

August 31, 2010

CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR AMENDMENTS TO THE 2030 GENERAL PLAN MOBILITY ELEMENT, EAST SACRAMENTO COMMUNITY PLAN, FRUITRIDGE BROADWAY COMMUNITY PLAN, REPEAL OF THE 65TH STREET/UNIVERSITY TRANSIT VILLAGE PLAN, AND REPEAL OF THE SOUTH 65TH STREET AREA (TRANSIT VILLAGE) PLAN, RELATING TO THE 65TH STREET STATION AREA STUDY (M09-019) SCH#2008052069

BACKGROUND

- A. The EIR is focused on those issues, with the remainder of the issues discussed in the Initial Study.
 - A. Scenario C-Prime (C') was crafted following the completion of the environmental analysis in response to community and stakeholder feedback. C-Prime is a hybrid combination of all of the circulation elements from Scenario C for facilities north of Highway 50 and all of the circulation elements from Scenario B for facilities south of Highway 50..
 - B. On July 22, 2010, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation for the 65th Street Station Area Study and General Plan Amendments to Develop a Preferred Circulation Plan to Serve Transit Oriented Development near the 65th Street/University Light Rail Station (M09-019).
 - C. On August 31, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(1) and 17.200.010(C)(2)(a)(publication) and (c)(ii)(newspaper ad), and received and considered evidence concerning the 65th Street Station Area Study and General Plan Amendments to Develop a Preferred Circulation Plan to Serve Transit Oriented Development near the 65th Street/University Light Rail Station (M09-019)(Project).

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

- Section 1. The City Council finds that the Environmental Impact Report for the 65th Street Station Area Study (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
- Section 2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
- Section 3. The City Council certifies that the EIR has been presented to the City Council, and the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed Project, and that the EIR reflects the City Council's independent judgment and analysis.
- Section 4. The City Council accepts the determination that the combination of previously analyzed Project scenarios in the EIR as described to develop Scenario C-Prime does not create any significant impacts in addition to those presented in the Findings of Fact and Statement of Overriding Considerations.
- Section 5. The City Council certifies that the EIR provides adequate analysis for the proposed Project.
- Section 6. The City Council directs that, upon approval of the Project, staff shall amend the unique goals and policies from the 65th Street/University Transit Village Plan and the South 65th Street (Transit Village) Area Plan into the 2030 General Plan and repeal the 65th Street/University Transit Village Plan and the South 65th Street (Transit Village) Area Plan.
- Section 7. Pursuant to CEQA Guidelines sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in the attached Exhibit A of this Resolution.
- Section 8. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set

forth in Exhibit B of this Resolution.

Section 9. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 10. Pursuant to CEQA Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

Section 8. Exhibits A and B are a part of this Resolution.

Table of Contents:

Exhibit A - CEQA Findings of Fact and Statement of Overriding Considerations for the 65th Street Station Area Study.

Exhibit B - Mitigation Monitoring Program for the 65th Street Station Area Study

Exhibit A**CEQA Findings of Fact and Statement of Overriding Considerations for the 65th Street Station Area Plan****Description of the Project**

The 65th Street Station Area Plan project (proposed Project) is one of the final steps required to plan for mixed-use, pedestrian-oriented neighborhoods in the area of the 65th Street/University Light Rail station. This plan incorporates concepts from previous planning efforts that established new land uses and development intensities in the area, but that lacked a complete vision that fully integrated a complete transportation infrastructure plan including streets, sidewalks, and bicycle facilities. The proposed Project supports the land use plans in the area including the transit village concept envisioned by the 2030 General Plan. Adoption of the proposed Project would lead to repealing two adopted plans (the 65th Street/University Transit Village Plan and the South 65th Street (Transit Village) Area Plan). Therefore, the 65th Street Station Area Plan and the 2030 General Plan would provide the guidance for future development within this area.

The project area is generally bounded by the Union Pacific Railroad (UPRR) right-of-way and Folsom Boulevard to the north, Power Inn Road to the east, 14th Avenue to the south, and 59th Street to the west.

The proposed Project analyzed in this EIR considers two transportation network options: (1) Scenario B and (2) Scenario C that each include distinct vehicle, bicycle, pedestrian, and transit components. Another project scenario, C-Prime (C'), was crafted following the completion of environmental analysis and is the City staff-recommended preferred scenario. C-Prime is a hybrid combination of all of the circulation elements from Scenario C for facilities north of Highway 50 and all of the circulation elements from Scenario B for facilities south of Highway 50. Combining the scenarios as described to develop C-Prime does not create any significant impacts or require any mitigation measures in addition to those presented below. The environmental effects of Scenario C-Prime have been adequately identified and addressed in the EIR. Should none of the three scenarios be approved, already-approved plans for the project area would be implemented. This no-project scenario is referred to as Scenario A in the EIR and is analyzed as the No Project Alternative.

Whereas the currently approved plans rely on capacity increasing measures (e.g., roadway widening) to improve vehicular mobility in the proposed Project area, Scenario B is designed to maintain current vehicular capacity on existing streets while enhancing the infrastructure for bicycles and pedestrians in an effort to balance the various transportation options available. The major improvements proposed with Scenario B are extensions of San Joaquin Street, Broadway, and 65th Street, in addition to a

realignment of 69th Street. The extensions of 65th Street and San Joaquin Street require construction of a tunnel under the UPRR tracks.

Scenario C was designed to maximize access through the transit village area of the proposed Project area for pedestrians and bicyclists by incorporating additional roadway connections and reducing travel lanes on key street segments. The major improvements proposed with Scenario C are extensions of Broadway and 67th Street, the creation of a new 68th Street, and the reduction of lanes on Folsom Boulevard from four lanes to three lanes from 59th Street to 67th Street. The extension of Broadway from 65th Street to Ramona Avenue requires construction of a tunnel under the UPRR tracks.

Scenario C-Prime focuses on maximizing access through the transit village area of the proposed Project area for pedestrians and bicyclists as well as incorporating major roadway improvements such as the extension of 67th Street, the creation of a new 68th Street, and the reduction of lanes on Folsom Boulevard from four lanes to three lanes from 59th Street to 67th Street. In addition, C-Prime would also extend Broadway, San Joaquin Street, and 65th Street, including the construction of a tunnel under the UPRR tracks for the San Joaquin Street extension. As mentioned above, the environmental effects of Scenario C-Prime have been adequately identified and addressed in the EIR and no additional significant impacts would occur and no additional mitigation measures would be required beyond those discussed in the EIR.

Table 1 includes a list of the transportation improvements that would be implemented based upon the respective scenario as indicated by the checkmarks. Scenario A is included here as a comparison of the improvements that were previously approved within the proposed Project area. Scenario A improvements are approved and were analyzed and mitigated in previous documents. Scenario A improvements can be built at any time without further environmental review. Scenario B and C elements are analyzed in the EIR.

TABLE 1				
COMPARISON OF SCENARIOS A, B, C AND C'				
(Note: the project elements analyzed in the EIR are highlighted in gray. The elements not highlighted were analyzed in previous environmental documents.)				
	SCENARIO			
	A	B	C	C'
Roadway improvements would occur at the following locations:				
The Folsom Boulevard UPRR undercrossing and approaches would be widened from two lanes to four lanes (two lanes in each direction) thereby providing a continuous four-lane arterial from 59 th Street to Power Inn Road.	✓			
Ramona Avenue would be extended with two travel lanes from its current terminus at Brighton Avenue westward to cross under the light rail tracks and US 50 immediately east of the UPRR tracks to a new intersection at Folsom Boulevard roughly 350-feet east of the UPRR tracks.	✓	✓	✓	✓
4 th Avenue would be extended eastward with two travel lanes from its current terminus at Redding Avenue with an S-curve in the southeast direction toward a grade-separated crossing of the UPRR to a new intersection at Ramona Avenue.	✓			

TABLE 1				
COMPARISON OF SCENARIOS A, B, C AND C'				
(Note: the project elements analyzed in the EIR are highlighted in gray. The elements not highlighted were analyzed in previous environmental documents.)				
	SCENARIO			
	A	B	C	C'
Ramona Avenue would be extended with two travel lanes southward from the current elbow roughly 850-feet west of the Ramona and Power Inn Road intersection to a new intersection at 14 th Avenue.	✓	✓	✓	✓
69 th Street would be realigned to connect Elvas Avenue directly with Redding Avenue with the addition of a signalized 4-way intersection at Folsom Boulevard.		✓		
San Joaquin Street would be extended eastward from its current terminus west of the UPRR tracks to Ramona Avenue at Cucamonga Avenue with a grade separated crossing of the UPRR tracks. Access control measures would be provided on the westbound leg of the intersection of San Joaquin Street and Redding Avenue to allow pedestrian, bicycle, and emergency vehicle access only.		✓		✓
Broadway would be extended with two travel lanes eastward from 65 th Street to a new intersection at Redding Avenue.		✓		✓
Broadway would be extended with two lanes eastward from 65 th Street through a new grade-separated crossing of the UPRR to a new intersection at Ramona Avenue.			✓	
65 th Street would be extended with two travel lanes northward from Elvas Avenue under the UPRR tracks to a new intersection with State University Drive.		✓		
A new two lane "68 th Street" would be constructed parallel to 67 th Street and roughly equidistant between 67 th and 69 th from Elvas Avenue and Q Street and relinquishing Elvas Avenue between 68 th Street and Folsom Boulevard.			✓	✓
67 th Street would be extended from Folsom Boulevard to Elvas Avenue.			✓	✓
Folsom Boulevard would be reduced from four lanes to three lanes from 59 th Street to 67 th Street.			✓	✓
Access to CSUS would be provided as follows:				
Access from the project area into CSUS would continue to be provided at the pedestrian/bicycle tunnel at Elvas Avenue (just west of 65 th Street), the State University Drive East connection to Folsom Boulevard, and the planned Ramona Avenue extension from Folsom Boulevard to South State University Drive at Stadium Drive.	✓	✓	✓	✓
A new two-lane vehicle/bicycle/pedestrian/Sac State Tram tunnel extension of 65th Street north of Elvas Avenue would be provided to directly connect the 65 th Street/University Transit Village to State University Drive on the CSUS campus.		✓		
A new bicycle/pedestrian/tram tunnel extension of 67 th Street north of Elvas Avenue would be provided to directly connect the 65 th Street/University Transit Village to State University Drive on the CSUS campus.			✓	✓
Class II bicycle lanes would be added on:				
65 th Street from 14 th Avenue to Folsom Boulevard	✓	✓	✓	✓
Redding Avenue 14 th Avenue to Folsom Boulevard	✓	✓	✓	✓
Ramona Avenue 14 th Avenue to Folsom Boulevard	✓	✓	✓	✓
59 th Street from Broadway to Folsom Boulevard	✓	✓	✓	✓
58 th Street north of Folsom Boulevard	✓	✓	✓	✓
4th Avenue between 65 th Street and Ramona Avenue	✓			
San Joaquin Street from 65 th Street to its eastern terminus	✓			
Elvas Avenue west of 65 th Street	✓			
Folsom Boulevard from 59 th Street to Power Inn Road	✓	✓		
Power Inn Road from 14 th Avenue to Folsom Boulevard		✓		
Elvas Avenue Folsom Boulevard to 59th Street		✓	✓	✓
69 th Street/Redding Avenue transition		✓		
4 th Avenue from 65 th Street to Redding Avenue		✓	✓	✓

TABLE 1				
COMPARISON OF SCENARIOS A, B, C AND C'				
(Note: the project elements analyzed in the EIR are highlighted in gray. The elements not highlighted were analyzed in previous environmental documents.)				
	SCENARIO			
	A	B	C	C'
Broadway from 59 th Street to Redding Avenue		✓		✓
San Joaquin Street from 65 th Street to Power Inn Road		✓		✓
8 th Avenue from 59 th Street to 65 th Street		✓		✓
61 st Street from 8 th Avenue to 11 th Avenue		✓		✓
60 th Street from Broadway to 8 th Avenue		✓		✓
11 th Avenue from 59 th Street to 61 st Street		✓		✓
68 th Street connection between Folsom Boulevard and Q Street			✓	✓
Stadium Drive from Folsom Boulevard to State University Drive East	✓	✓	✓	✓
Q Street between 65 th Street and Redding Avenue			✓	✓
4 th Avenue between 65 th Street and Redding Avenue			✓	
Broadway from 59 th Street to Ramona Avenue			✓	
San Joaquin Street from 65 th Street to current terminus (just east of Business Drive)			✓	
14 th Avenue from 65 th Street to Power Inn Road		✓	✓	✓
Class I bicycle paths would be:				
Provided along the Regional Transit (RT) Light Rail/UPRR line through the project area.	✓			
Improved along the existing pathway between Kroy Way and 65 th Street.	✓	✓	✓	✓
Provided to extend 4 th Avenue eastward from Redding Avenue to Ramona Avenue with a new grade separated crossing of the UPRR tracks.		✓		
Provided to extend 69 th Street eastward to connect with Folsom Boulevard with a new grade separated crossing of the UPRR tracks.		✓	✓	✓
Provided to connect San Joaquin Street with Ramona Avenue with a new grade separated crossing of the UPRR tracks.			✓	
Sidewalks would be enhanced on:				
Folsom Boulevard	✓	✓	✓	✓
Redding Avenue	✓	✓	✓	✓
Q Street	✓	✓	✓	✓
4 th Avenue	✓	✓	✓	✓
San Joaquin Street east of Redding Avenue	✓	✓	✓	✓
Elvas Avenue	✓	✓	✓	✓
65 th Street	✓	✓	✓	✓
The following intersections would have traffic signals added:				
60 th Street/Folsom Boulevard		✓		
61 st Street/Folsom Boulevard			✓	✓
63 rd Street/Folsom Boulevard	✓			
67 th Street/Folsom Boulevard	✓			
68 th Street/Folsom Boulevard			✓	✓
Folsom Boulevard/Elvas Avenue/Redding Avenue/69 th Street		✓	✓	✓
Stadium Drive/Ramona Avenue Extension/Folsom Boulevard	✓	✓	✓	✓
Ramona Avenue Extension (south)/14 th Avenue	✓	✓	✓	✓
On-street parallel parking (both sides of street) would be added on:				
Elvas Avenue from 61 st Street to Folsom Boulevard		✓	✓	✓
Folsom Boulevard from 65 th Street to Elvas Avenue		✓		
Folsom Boulevard (from 59 th Street to Elvas Avenue/68 th Street)			✓	✓
Q Street from 67 th Street to Redding Avenue		✓	✓	✓
Broadway from 65 th Street to Redding Avenue		✓	✓	✓

TABLE 1				
COMPARISON OF SCENARIOS A, B, C AND C'				
(Note: the project elements analyzed in the EIR are highlighted in gray. The elements not highlighted were analyzed in previous environmental documents.)				
	SCENARIO			
	A	B	C	C'
San Joaquin Street from Redding Avenue to Business Drive		✓	✓	✓
65 th Street from Q Street to Elvas Avenue		✓	✓	✓
66 th Street from Elvas Avenue to Folsom Boulevard		✓	✓	✓
67 th Street from Folsom Boulevard to Q Street – west side of street only		✓	✓	✓
Redding Avenue (from 4 th Avenue to San Joaquin Street)		✓	✓	✓
Ramona Avenue (from Brighton Avenue to Power Inn Road “elbow”)		✓	✓	✓
New rights-of-way would be required for:				
Ramona Avenue, extended with two travel lanes from its current terminus at Brighton Avenue westward to cross under the light rail tracks and US 50 immediately east of the UPRR tracks to a new intersection at Folsom Boulevard roughly 350 feet east of the UPRR tracks.		✓	✓	✓
Ramona Avenue, extended with two travel lanes southward from the current elbow roughly 850 feet west of the Ramona and Power Inn Road intersection to a new intersection at 14 th Avenue.		✓	✓	✓
69 th Street, realigned to connect Elvas Avenue directly with Redding Avenue with the addition of a signalized 4-way intersection at Folsom Boulevard.		✓		
San Joaquin Street, ^a extended eastward from its current terminus west of the UPRR tracks to Ramona Avenue at Cucamonga Avenue with a grade separated crossing of the UPRR tracks. Access control measures would be provided on the westbound leg of the intersection of San Joaquin Street and Redding Avenue to allow pedestrian, bicycle, and emergency vehicle access only.		✓		✓
Broadway, extended with two travel lanes eastward from 65 th Street to a new intersection at Redding Avenue.		✓		✓
Broadway, ¹ extended with two lanes eastward from 65 th Street through a new grade-separated crossing of the UPRR to a new intersection at Ramona Avenue.			✓	
65 th Street, ¹ extended with two travel lanes northward from Elvas Avenue under the UPRR tracks to a new intersection with State University Drive.		✓		
67 th Street, extended from Folsom Boulevard to Elvas Avenue.			✓	✓
New two-lane “68 th Street”, constructed parallel to 67 th Street and roughly equidistant between 67 th and 69 th from Elvas Avenue and Q Street and relinquishing Elvas Avenue between 68 th Street and Folsom Boulevard.			✓	✓
Note:				
1. Extensions through the existing levee; an encroachment permit from the reclamation district would be required.				
Source: City of Sacramento, Department of Transportation, January 2009.				

Findings Required Under CEQA

1. Procedural Findings

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

Based on the initial study conducted for 65th Street Station Area Plan, SCH # 2008052069, (herein after the Project), the City of Sacramento’s Environmental Planning Services determined, based on substantial evidence, that the Project may have a significant effect on the environment and prepared an environmental impact report (“EIR”) on the Project. The EIR was prepared, noticed, published, circulated,

reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 *et seq.* (“CEQA”), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, as follows:

a. A Notice of Preparation (NOP) of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency and was circulated for public comments from May 16, 2008 through June 16, 2008.

b. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on October 29, 2009 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

c. An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on October 29, 2009 and ended on December 14, 2009.

d. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on October 29, 2009. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, New City Hall, 915 I Street, Third Floor, Sacramento, California 95814. The letter also indicated that the official 45-day public review period for the Draft EIR would end on December 14, 2009.

e. A public notice was placed in the Daily Recorder on October 29, 2009, which stated that the Draft EIR was available for public review and comment.

f. A public notice was posted in the office of the Sacramento County Clerk on October 29, 2009.

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

2. Record of Proceedings

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

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

- b. The City of Sacramento 2030 General Plan adopted March 3, 2009, and all updates.
- c. The Master Environmental Impact Report for the City of Sacramento 2030 General Plan certified on March 3, 2009, and all updates.
- d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento 2030 General Plan adopted March 3, 2009, and all updates.
- e. Zoning Ordinance of the City of Sacramento
- f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004
- g. 65th Street Station Area Plan
- h. East Sacramento Community Plan
- i. Fruitridge Broadway Community Plan
- j. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project.

3. Findings

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

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

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed

Project with significant impacts. Where a significant impact can be mitigated to an “acceptable” level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed Project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California (“Laurel Heights I”)* (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the EIR are (i) environmentally superior with respect to that effect and (ii) “feasible” within the meaning of CEQA.

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

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

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

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

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to § 21081(a)(1) of the Public Resources Code and §15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated

into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below. In some cases, the impact statement says, "Under Existing plus Project conditions, project Scenarios B and C would..." or "Under Cumulative plus Project conditions, project Scenarios B and C would..." or otherwise specifically call out Scenarios B and C. These impact statements and the impact analyses and mitigation measures that follow would also apply to Scenario C-Prime.

Air Quality

Impact 4.1-1: Construction of the proposed Project would generate emissions of ozone precursors. Without mitigation, this is a *significant impact*.

Mitigation Measure 4.1-1: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- 4.1-1 a) The project contractor shall provide a plan, for approval by the SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, would achieve a project wide fleet-average 20% NO_x reduction and 45% particulate reduction compared to the most recent CARB fleet average at time of construction.
- b) The project contractor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used an aggregate of 40 or more hours during any phase of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project developer and/or contractor shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available.
- c) The project contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall

be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly by contractor personnel certified to perform opacity readings, and a monthly summary of the visual survey results shall be submitted to the SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The above shall not supersede other SMAQMD or state rules and regulations.

- d) Limit vehicle idling time to five minutes or less.
- e) The City shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO_x for construction of any project components or group of components with concurrent construction that exceed daily emission threshold of 85 lbs/day. The project developer shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the current SMAQMD Fee (dollars per ton of NO_x emissions generated) at the time of ground disturbance. This fee shall be paid prior to the issuance of grading or other permits or at a date acceptable to the SMAQMD. The City shall keep track of actual equipment use and their NO_x emissions on a monthly basis and reported to the SMAQMD. Based on these monthly NO_x emissions reports, mitigation fees can be adjusted accordingly for payment to the SMAQMD.

Finding: The Sacramento Metropolitan Air Quality Management District (SMAQMD) requires that specific mitigation measures be implemented for all construction projects that exceed thresholds (included below in Mitigation Measure 4.1-1 (a-c)). These measures would apply to Scenarios B, C, or C-Prime. Additionally, Mitigation Measure 4.1-1(d) is necessary as it is required by state law. Implementation of Mitigation Measures 4.1-1(a) through (d) would result in a minimum 20 percent reduction of NO_x construction emissions according to the SMAQMD Guide which assigns a point value that ultimately adds up to a percentage. While the proposed Project's impact would be substantially reduced through implementation of these measures, the impact during construction could remain significant if construction phases overlap. However, the mitigation fee collected under Mitigation Measure 4.1-1(e) would enable SMAQMD to reduce emissions from other NO_x sources to offset the project's construction NO_x emissions if they exceed the current threshold, thus offsetting any project emissions that would exceed the SMAQMD construction NO_x thresholds.

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

Impact 4.1-2: Construction and demolition activities associated with the proposed Project would generate emissions of particulate matter. Without mitigation, this is a *significant impact*.

Mitigation Measure 4.1-2: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- 4.1-2 Future project components shall comply with SMAQMD Rule 403, Fugitive Dust, for demolition and construction phases to reduce emissions of fugitive dust. To ensure compliance with Rule 403, approval to commence project construction shall not be given until the contractor submits a construction dust mitigation plan deemed satisfactory by the City and the SMAQMD. This plan shall specify control measures that shall be implemented to ensure that emissions of fugitive dust from being airborne beyond the property line from which the emission originates, demonstrate the availability of needed equipment and personnel, and identify a responsible individual who, if needed, can authorize the implementation of additional measures. The following measures shall be included, at a minimum, to reduce fugitive dust emissions in compliance with Rule 403:
- a) All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be watered with sufficient frequency as to maintain soil moistness.
 - b) All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.
 - c) When materials are transported off-site, they shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container.
 - d) All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.
 - e) Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer or suppressant.
 - f) On-site vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
 - g) Wheel washers shall be installed for all trucks and equipment exiting from unpaved areas or wheels shall be washed manually to remove accumulated dirt prior to leaving the site.
 - h) Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1 percent.
 - i) Excavation and grading activities shall be suspended when winds exceed 20 mph.

- j) The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.

Finding: All construction activities are required to comply with SMAQMD Rule 403 concerning fugitive dust associated with construction activities, regardless of the size or amount of construction. Rule 403 requires the application of water or chemicals for the control of fugitive dust associated with demolition, clearing of land, construction of roadways, and any other construction operation that may potentially generate dust, including the stockpiling of dust-producing materials.

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

Transportation and Circulation

Impact 4.3-7: Under Existing plus Project conditions, project Scenarios B and C would result in disruptions to the transportation network in the project area, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures. Without mitigation, this is a *significant impact*.

Mitigation Measure 4.3-7: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- 4.3-7 Before issuance of construction permits for any transportation improvements or any development projects in the project area, the City/ developers shall prepare a detailed Traffic Management Plan that would be subject to review and approval by the City Department of Transportation, Regional Transit, and local emergency service providers, including the City of Sacramento fire and police departments. The plan shall ensure maintenance of acceptable operating conditions on local roadways and transit routes during all construction activities. At a minimum, the plan shall include:
- The number of truck trips, time, and day of street closures;
 - Time of day of arrival and departure of trucks;
 - Limitations on the size and type of trucks; provision of a staging area with a limitation on the number of trucks that can be waiting;
 - Provision of a truck circulation pattern;
 - Provision of an access plan to maintain safe vehicular, pedestrian, and bicycle movements (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas);
 - Safe and efficient access routes for emergency vehicles;
 - Efficient and convenient transit routes;
 - Manual traffic control when necessary;
 - Proper advance warning and posted signage concerning street closures;

- Provisions for pedestrian safety; and
- Provisions for temporary bus stops, if necessary.

A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.

Finding: Mitigation Measure 4.3-7 would require development of a Construction Traffic and Parking Management Plan for any improvement projects within the project area, subject to the approval of the City Traffic Engineer.

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

Impact 4.3-11: Under Cumulative plus Project conditions, the existing transit system would be adversely affected under Scenarios B and C. Without mitigation, this is a *significant impact*.

Mitigation Measure 4.3-10: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- 4.3-11 a) Implement Mitigation Measure 4.3-6(a) and (b).
 b) The City shall install additional signing and striping as well as enhancements to maximize the efficiency of existing traffic signal pre-emptions on the approaches to the 59th Street and 65th Street at-grade rail crossings. The City shall work with Regional Transit and the California Public Utility Commission (CPUC) to facilitate the implementation of advanced light rail detection at both locations to reduce the amount of time that gates are required to be closed.

Finding: To fully mitigate the Impact 4.3-10 under cumulative plus Scenario B, C, or C-Prime conditions, the roadways and intersections identified above would have to be widened. This improvement is considered infeasible as it would require increasing the number of travel lanes planned for several of the major roadways in the project area, which would be inconsistent with the City of Sacramento General Plan as well as the goals and objectives to create pedestrian-friendly streets and Smart Growth policies. There are a series of mitigation measures that could reduce the level of impact without requiring significant right-of-way increases. Although implementation of Mitigation Measure 4.3-11(a) would reduce transit impacts, it would not reduce those impacts to a less-than-significant level. In addition, queue storage lengths would be exceeded at the 59th Street and 65th Street at-grade rail crossings. Implementation of Mitigation Measure 4.3-11(b) would provide additional signing and striping as well as additional advance detection for the adjacent traffic signals on the approaches to the 59th Street and 65th Street at-grade rail crossings. Mitigation Measure 4.3-11(b) would further lessen impacts at the 65th Street at-grade rail crossing and reduce the impact at the 59th Street at-grade rail crossing.

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

Initial Study – Item 5, Water

Impact A: The proposed Project could cause changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/ maintenance areas, waste handling, hazardous materials handling & storage, delivery areas, etc.). Without mitigation, this is a *significant impact*.

Mitigation Measure MM-1: The following mitigation measure(s) has been adopted to address this impact (for Scenario B):

MM-1 Prior to issuance of a grading permit for the realignment of 69th Street to connect Elvas Avenue directly with Redding Avenue with the addition of a signalized intersection at Folsom Boulevard (Scenario B), the developer shall demonstrate to the City of Sacramento Department of Utilities that the runoff generated by the roadway improvement would not exceed the capacity of Sump 113. Improvements to ensure that Sump 113 is adequate could include, but would not be limited to, relocation of Sump 113, construction of Sump 113 that is larger than the existing one, improved wetwell hydraulics, added elbow room for maintenance, improved trash handling, backup pumping capacity, and possibly other "reliability" improvements. The City of Sacramento Department of Utilities would be required to approve of any improvements made to Sump 113.

Finding: Improvements to Sump 113 would be necessary to ensure stormwater runoff in the project area is properly handled, preventing areas within the project area from localized flooding. Implementation of Mitigation Measure MM-1 would ensure that appropriate upgrades to Sump 113 occur. This mitigation measure is only required for the realignment of 69th Street to connect Elvas Avenue directly with Redding Avenue with the addition of a signalized intersection at Folsom Boulevard.

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

Impact B: The proposed Project could expose people or property to water related hazards such as flooding. Without mitigation, this is a *significant impact*.

Mitigation Measure MM-2: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

MM-2 a) Prior to issuance of a grading permit for the new railroad undercrossing, the City of Sacramento Department of Transportation

shall prepare a construction flood management plan which details a triggered response should the American River reach the warning stage elevation at American River at the H Street Bridge (40 feet) during construction. As part of the plan, the City shall describe what measures would be taken during construction such that flood protection remains in place. Temporary measures may include, but would not be limited to, construction of a temporary embankment consisting of rock, soil, and plastic sheeting at the undercrossing site. The City of Sacramento Department of Utilities shall approve the construction flood management plan prior to construction.

- b) As part of the improvements to the levee for the new railroad undercrossing, the City of Sacramento Department of Utilities (DOU) shall ensure that the project area would continue to have the minimum flood protection required by City regulations. The DOU shall require the project to include permanent improvements to ensure that flood protection is achieved which shall include, but not necessarily be limited to, the installation of flood gates on the railroad undercrossing.

Finding: Flood control mechanisms would be necessary to ensure that the project area and surrounding areas are protected from a flood event. Implementation of Mitigation Measure MM-2 would ensure that flood protection remains in place.

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

Impacts C-E: The proposed Project could discharge into surface waters or other alteration of surface water quality that substantially impact temperature, dissolved oxygen or turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters, change the flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas, or change the currents, or the course or direction of water movements. Without mitigation, this is a *significant impact*.

Mitigation Measure MM-3: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- MM-3 Prior to issuance of a grading permit, the City of Sacramento Department of Transportation shall prepare a water quality mitigation plan for each project component to be reviewed and approved by the City of Sacramento Department of Utilities. This plan shall provide details regarding construction and operational Best Management Practices (BMPs), in compliance with the City's NPDES permit, which reduce urban contaminants in stormwater runoff.

Finding: The contribution of urban contaminants could affect water quality. The development of a water quality mitigation plan for each component of the project, and implementation of source control measures and on-site treatment controls would limit the introduction of contaminants into local waterways, either during construction or operation of the project.

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

Initial Study – Item 8, Biological Resources

Impact A: The proposed Project could result in impacts to endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds). Without mitigation, this is a *significant impact*.

Mitigation Measures MM-4 through MM-7 and MM-10: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

MM-4 The City of Sacramento shall ensure that any ground disturbance (outside of existing rights-of-way) associated with installation or construction of any project component shall comply with the following requirements:

- a) Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit, the City of Sacramento shall retain a qualified botanist to conduct surveys for special-status plant species and their habitat in the area of disturbance.
- b) The botanist shall conduct surveys for these special-status plant species at the appropriate time of year when the target species would be in flower and therefore clearly identifiable (i.e., blooming periods). Surveys shall be conducted following the California Department of Fish and Game (CDFG) and California Native Plant Society (CNPS) approved protocol for surveying for special-status plant species.
- c) If no special-status plants or their habitat are found during focused surveys, the botanist shall document the findings in a letter report to the City of Sacramento, and no further mitigation shall be required.
- d) If special-status plants are found, the following measures shall be implemented:
 - If the populations can be avoided, they shall be clearly marked in the field, using pin flags, by a qualified botanist for avoidance during construction activities. After the area has been marked, orange exclusion fencing shall be installed a minimum of one foot away from the pin-flagged locations.

The location of the plant population shall also be recorded on construction plans and specs.

- If special-status plant populations cannot be avoided, consultations with CDFG and/or U.S. Fish and Wildlife Service (USFWS) shall be required depending on the listing status of the species present. These consultations shall determine appropriate mitigation measures for any populations that would be affected by implementation of the proposed Project. Appropriate measures may include the creation of offsite populations through seed collection or transplanting, preservation and enhancement of existing populations, or restoration or creation of suitable habitat in sufficient quantities to compensate for the impact. The results of the consultation with CDFG and/or the USFWS shall be provided to the City.

MM-5 The City of Sacramento shall ensure that any ground disturbance or construction of project improvements comply with the following requirements:

- a) Prior to issuance of grading permits, the City of Sacramento, in consultation with the USFWS, shall either (1) conduct a protocol-level survey for federally-listed vernal pool crustaceans, or (2) assume presence (without conducting surveys) of federally-listed vernal pool crustaceans in all suitable wetland habitat within 250 feet of construction activities. Surveys shall be conducted by qualified biologists in accordance with the most recent USFWS guidelines or protocols to determine the time of year and survey methodology (survey timing for these species is dependent on yearly rainfall patterns and seasonal occurrences, and is determined on a case-by-case basis). The surveys may be done as part of the Clean Water Act 404 permit process. The results of the survey shall be summarized in a "90-day Report" as required in current USFWS protocols, and submitted to the City and the USFWS.

The report(s) shall include at a minimum:

- A complete list of species observed in the vernal pools and seasonal wetlands.
- A detailed description of methodology, including dates of field visits, the names of survey personnel with resumes and a list of references cited and persons contacted.
- Survey results that include at a minimum:

- A map showing the location(s) of any federally listed vernal pool crustacean species identified within the project area.
 - A detailed description of any identified federally-listed vernal pool crustacean populations including information on the density, distribution and habitat quality relative to typical occurrences of the species in question.
 - A discussion of the importance of the population(s) with consideration of both nearby populations and total species distribution.
 - An assessment of significance related to project impacts on any federally- listed vernal pool crustacean populations identified in the project area.
- b) If surveys within the project area reveal no occurrences of federally-listed vernal pool crustaceans, no further mitigation shall be required. However, if surveys determine that one or more federally-listed vernal pool crustacean species occurs within the project area, or if the City of Sacramento, in consultation with the USFWS, assumes presence of federally-listed vernal pool crustaceans in all affected pools, no net loss of habitat shall be achieved through avoidance, preservation, creation and/or purchase of credits. The selected measures may be part of the Clean Water Act 404 permitting process.
- Avoidance
Where feasible all wetland features shall be avoided. A USFWS-approved biologist shall monitor construction activities located within 250 feet of any wetland habitat within the project site to be avoided to ensure that no unnecessary take of listed species or destruction of their habitat occurs. The biologist shall have the authority to stop all activities that the biologist deems may result in such a take or destruction until appropriate corrective measures have been completed. The biologist also shall immediately report any unauthorized impacts to the USFWS and the CDFG.
 - Compensation
The following or equally effective compensation measures shall be implemented as determined in consultation with the USFWS:
 - For every acre of habitat directly or indirectly (habitat within 250 feet of construction activities) affected, at least two vernal pool preservation credits shall be

dedicated within a USFWS-approved ecosystem preservation bank.

- For every acre of habitat directly affected, at least one vernal pool creation credit shall be dedicated within a USFWS-approved habitat mitigation bank.*
- Water quality in the avoided wetlands shall be protected using erosion control techniques, such as silt fencing or straw wattles during construction in the watershed. This shall be completed in accordance with the State Construction Permit, as outlined in the NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 99-08-DWQ.

MM-6 The City of Sacramento shall ensure that construction of all project improvements comply with the following requirements:

- a) Prior to any building demolition, the City of Sacramento shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites in buildings to be demolished and/or buildings located within 50 feet of construction activities. If no roosting sites or bats are found within the project area, a letter report confirming absence shall be sent to the City of Sacramento and no further mitigation is required.
- b) If bats are found roosting at the site outside of nursery season (May 1st through October 1st), then they shall be evicted as described under (c) below. If bats are found roosting during the nursery season, then they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats shall be evicted as described under (c). Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. A 250-foot (or as determined in consultation with CDFG) buffer zone shall be established around the roosting site within which no construction shall occur. This boundary shall be added to the construction plans and specs. Depending on the location, and in order to not adversely affect ongoing residential and commercial activities, the boundary shall be marked using stakes and environmental flagging, or another method determined to be appropriate in consultation with CDFG.
- c) Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International (BCI) and in consultation with CDFG, that allow the bats to exit the roosting site

* USFWS, Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects With Relatively Small Effects on Listed Vernal Pool Crustaceans Within the Jurisdiction of the Sacramento Field Office California, 1996, p. 3.

but prevent re-entry to the site. This would include but not be limited to the installation of one way exclusion devices. The devices shall remain in place for seven days and then the exclusion points and any other potential entrances shall be sealed. This work shall be completed by a BCI recommended exclusion professional.

MM-7 The City of Sacramento shall ensure that all project improvements comply with the following requirements:

- a) For construction activities proposed within 500 feet of a potential nesting tree, undeveloped habitat, or under US 50 during the nesting season (February 1 through August 31), the City shall retain a qualified biologist to conduct focused preconstruction surveys for protected birds, including, burrowing owl, Swainson's hawk, white tailed kite and purple martin and other birds protected under the Migratory Bird Treaty Act. Surveys shall occur within 30 days before the onset of construction. A pre-construction survey report shall be submitted to CDFG and the City of Sacramento that includes, at a minimum: (1) a description of the methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted; and (2) a map showing the location(s) of any bird nests observed on the project area. If no active nests of MBTA, CDFG, or USFWS covered species are identified then no further mitigation is required.
- b) Should active nests of protected bird species be identified during the survey conducted in accordance with Mitigation Measure MM-7(a), the City of Sacramento in consultation with the CDFG, shall delay construction in the vicinity of active nest sites during the breeding season (February 1 through August 31) while the nest is occupied with adults and/or young. A qualified biologist shall monitor any occupied nest to determine when the nest is no longer used. If construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be determined in consultation with the CDFG, but shall be a minimum of 200 feet. The buffer zone shall be delineated by highly visible temporary construction fencing.
- c) If demolition/construction activities are unavoidable within the buffer zone, the City of Sacramento shall retain a qualified biologist to monitor the nest site to determine if construction activities are disturbing the adult or young birds. If abandonment occurs the biologist shall consult with CDFG or USFWS for the appropriate salvage measures. This could include taking any nestlings to a local wildlife rehabilitation center.

MM-10 If discolored soil, storage tanks, or other evidence of potential soil contamination is unearthed during construction-related earthwork,

or if noxious odors are encountered during such earthwork, construction activities shall immediately cease at the construction site, and a qualified firm shall be called in by the applicant to collect and analyze soil samples from the construction site. If contaminants are identified in the samples, the applicant shall coordinate with the Sacramento County Hazardous Materials Division, or the appropriate agencies, for direction on appropriate remediation measures and procedures before construction activities are continued.

Findings: Proposed roadway improvements (Scenarios B, C, and C-Prime) include street extensions, sidewalks and bike lanes/trails, intersection realignments, and grade separated under crossings. In particular, street extensions and bicycle and pedestrian trails through vacant land associated with Scenarios B, C, and C-Prime could result in the loss or temporary disturbance of special-status species, including those within a seasonal wetland located along the area of the proposed Ramona Avenue extension. The Broadway Street extension, 65th Street Extension, and Elvas Avenue/Q Street/Redding Avenue Extension under Scenarios B, C, and C-Prime, and the pedestrian tunnel under the UPRR tracks under Scenario C and C-Prime would require removal of buildings that could provide habitat for special-status bat species. Implementation of Mitigation Measures MM-4 through MM-6 would ensure that potential impacts to special-status species are minimized. Mitigation Measure MM-4 would require plant surveys prior to any construction activities, and either avoidance measures or the development of additional measures in consultation with the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) to offset impacts. Mitigation Measure MM-5 would require either surveys for vernal pool crustaceans, or the assumption of presence in suitable habitat; and avoidance and conservation measures to reduce or offset impacts on these species. Mitigation Measure MM-6 would require preconstruction surveys for special-status bat species in buildings, and exclusion techniques so that the bats would not be present prior to demolition. Trees within the project area may also provide marginal nesting habitat for migratory birds, which are protected under the MBTA. Project construction activities could result in the direct removal of migratory bird nests, the locations of which have not yet been determined. Additionally, construction activities could result in the reduced success of nesting birds, such as Swainson's hawk, white-tailed kite, burrowing owls and purple martins. However, implementation of Mitigation Measure MM-7 would ensure that potential impacts to migratory birds are minimized, through the identification and avoidance of any nests.

The first Biological Resources' standard of significance speaks to the project's potential to create a health hazard, or the project's use, production or disposal of materials that could pose a hazard to plant or animal populations in the affected area. The project area currently provides low quality habitat, due to its developed nature, and the species using the site are acclimated to disturbed habitats; most species using the project area are not sensitive to changes in their environment. Additionally, as described in Section 10, Hazards, the proposed Project would have a less-than-significant impact on the

accidental explosion, or release of hazardous substances because there are regulations in place that requires these substances to be transported and handled in safe ways. Finally, Section 10, Hazards also discusses the proposed Project's potential to result in a health hazard or potential hazard, or the exposure of people to an existing source of potential health hazards. It is determined that the proposed Project would have a less-than-significant impact with implementation of Mitigation Measure MM-10, which requires specific steps be taken if previously unknown contaminated soils are encountered during construction. Implementation of Mitigation Measure MM-10 would also reduce the proposed Project's potential impact due to the release of hazardous materials on plants and animals to a less-than-significant level, by requiring the proper disposal of any hazardous materials found during construction.

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

Impact B: The proposed Project could result in impacts to locally-designated heritage or City street trees. Without mitigation, this is a *significant impact*.

Mitigation Measure MM-8: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

MM-8 The City of Sacramento shall ensure that the proposed Project complies with the following requirements:

- a) The City of Sacramento shall have a tree survey or arborist report prepared for any project proposed in the project area that would affect existing trees to determine whether any heritage and/or city street trees would be affected.
- b) If no heritage and/or city street trees are present, no further mitigation is required.
- c) If heritage and/or city street trees are present, identified trees shall be preserved by installing temporary fencing 5 feet beyond the drip line of protected trees to minimize disturbance to the trees and their root zones in accordance with the Sacramento City Code, Chapter 12.64 Heritage Trees. Fences shall be maintained until all project activities are complete. No grading, trenching, or movement of heavy equipment shall occur within fenced areas.
- d) If removal of the heritage and/or city street trees or construction within 5 feet of the drip line cannot be avoided, a permit under Chapter 12.64.050 of the Sacramento City Code shall be obtained by the City of Sacramento prior to construction or ground disturbance. All requirements of the permit shall be implemented.

Finding: Trees are located throughout the project area along existing commercial and residential development. A tree survey has not been conducted for the proposed Project so the location and number of heritage and/or city street trees has not been determined. Implementation of Mitigation Measure MM-8 would ensure that potential impacts to heritage and/or city street trees are minimized by first requiring a survey to determine the heritage and/or city street trees in the area, avoidance of trees where feasible, and then requiring compliance with the City's tree ordinance.

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

Impact C: The proposed Project could impact wetland habitat (e.g., marsh, riparian and vernal pool). Without mitigation, this is a *significant impact*.

Mitigation Measure MM-9: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- MM-9 a) The City of Sacramento shall retain a qualified biologist to conduct a wetland delineation of the project area if wetland areas are present. This delineation shall be submitted to the U.S. Army Corps of Engineers (Corps), and verification received prior to the issuance of any grading permits.
- b) The City of Sacramento shall, where feasible, preserve the maximum amount of existing wetlands and other waters of the U.S., and establish a minimum 25 to 50 foot buffer around all sides of these features. In addition, the final project design shall not cause significant changes to the pre-project hydrology, water quality or water quantity in any wetland that is to be retained on-site. This shall be accomplished by avoiding or repairing any disturbance to the hydrologic conditions in the watersheds that specifically support these wetlands, as verified through wetland protection plans.
- c) Where avoidance of existing wetlands and other waters of the U.S. is not feasible, mitigation measures shall be implemented for the project-related loss of any existing wetlands on-site, such that there is no-net-loss of wetland acreage or habitat value. Wetland mitigation shall be developed as a part of the CWA Section 404 permitting process or the report of waste discharged prepared for the SWRCB. The exact mitigation ratio is variable, based on the type and value of the wetlands affected by the project, but agency standards typically require a minimum of 1:1 for preservation and 1:1 for construction of new wetlands. In addition, a wetland mitigation and monitoring plan shall be developed that includes the following:

- Descriptions of the wetland types, and their expected functions and values;
- Performance standards and monitoring protocol to ensure the success of the mitigation wetlands over a period of five years;
- Engineering plans showing the location, size and configuration of wetlands to be created or restored;
- An implementation schedule showing that construction of mitigation areas will commence prior to or concurrently with the initiation of construction; and
- A description of legal protection measures for the preserved wetlands (i.e., dedication of fee title, conservation easement, and/or an endowment held by an approved conservation organization, government agency or mitigation bank).
- The mitigation and monitoring plan shall be approved by the Corps or SWRCB (as appropriate), prior to construction related impacts on any existing wetland.

Finding: Seasonal wetland and freshwater marsh habitats are located south of US 50 and east of the UPRR tracks, and in roadside drainages throughout the project area. The wetland delineation, required under Mitigation Measure MM-9(a), would determine if the wetlands in the project area are under the Corps jurisdiction. If the wetlands are under the Corps jurisdiction, a CWA section 404 permit and section 401 water quality certification would be required. If the wetlands are not under the Corps jurisdiction, the project applicant would be required to obtain a report of waste discharge from the State Water Resources Control Board (SWRCB). Project construction activities could result in the direct removal or fill of wetlands in the project area. However, implementation of Mitigation Measure MM-9 would ensure that potential impacts to wetlands are reduced to a less-than-significant level through the delineation of wetlands in the project area, avoidance of features where feasible and requiring no-net-loss of wetland functions and values.

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

Initial Study – Item 10, Hazards

Impacts C and D: The proposed Project could result in the creation of a health hazard or potential health hazard or could expose people to existing sources of potential health hazards. Without mitigation, this is a *significant impact*.

Mitigation Measures MM-10 and MM-11: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- MM-10 If discolored soil, storage tanks, or other evidence of potential soil contamination is unearthed during construction-related earthwork, or if noxious odors are encountered during such earthwork, construction activities shall immediately cease at the construction site, and a qualified firm shall be called in by the applicant to collect and analyze soil samples from the construction site. If contaminants are identified in the samples, the applicant shall coordinate with the Sacramento County Hazardous Materials Division, or the appropriate agencies, for direction on appropriate remediation measures and procedures before construction activities are continued.
- MM-11 If construction occurs on the site of the former 14th Avenue Landfill, the developer shall:
- a) Demonstrate to the satisfaction of the California Regional Water Quality Control Board (CRWQCB) that the existing landfill cover will not allow wastes to be leached into groundwater.
 - b) If it can be demonstrated that the wastes are inert, no cover is needed.
 - c) If the wastes cannot be demonstrated to be inert, the developer shall demonstrate to the CRWQCB that precipitation will not percolate through wastes and cause a groundwater quality problem. Soil moisture sensors, excavation, or coring following rainfall could be used to determine the effectiveness of the existing pavement to prevent percolation.
 - d) The developer shall prepare a drainage map and submit it to the CRWQCB showing that all surface drainage is directed to runoff locations offsite. The map must also show that most of the rainfall leaves the site as runoff.
 - e) Any excess excavated soils must be disposed of at a California Integrated Waste Management Board-approved landfill.
 - f) If landfill waste is encountered during construction, construction work shall stop and the CIWMB Health and Safety Section shall be contacted for the proper course of action.
 - g) If groundwater is encountered during construction, construction work shall stop and the Central Valley Water

Quality Control Board shall be contacted for the proper course of action.

Finding: The proposed Project would involve excavation, which could expose workers or the public to soil that may have been contaminated by hazardous substance releases or leaking underground fuel tanks (LUFT). The deepest excavation expected to occur as a result of the proposed transportation improvements (Scenario B and C) would be the railroad under crossings from Elvas Avenue to Sacramento State (Scenarios B, C, or C-Prime), from the Broadway extension to Ramona Avenue (Scenario C), and San Joaquin Street to Ramona Avenue (Scenarios B and C-Prime). None of these improvements would extend through an area where there is a known LUFT.[†] Construction of the Ramona Avenue extension from the Ramona Avenue elbow to 14th Avenue (Scenarios B, C, and C-Prime) would extend through the former 14th Avenue Landfill site. The exposure of the waste in the former landfill to moisture would cause the production of potentially harmful gases such as methane, carbon dioxide, nitrogen, and hydrogen sulfide. Excavation of soils contaminated by the landfill waste could also pose a health risk to the public. If any unidentified sources of contamination are encountered during demolition, grading, or excavation or if construction through the former 14th Avenue Landfill occurs, Mitigation Measures MM-10 and MM-11 would be implemented to protect people from potential health hazards.

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

Initial Study – Item 15, Cultural Resources

Impact A and B: The proposed Project could disturb paleontological or archeological resources. Without mitigation, this is a *significant impact*.

Mitigation Measure MM-12: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

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| MM-12 | a) In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 100 feet of the resource shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, |
|-------|--|

[†] City of Sacramento, South 65th Street Area Plan Draft Environmental Impact Report, July 2004, Appendix C, p. 5.5-10, Exhibit 5.5-2

representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

- b) If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

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

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

- c) If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

Finding: Although the project area is not known to contain paleontological and archeological resources, earthwork associated with the proposed transportation improvements (Scenarios B, C, or C-Prime), including street extensions, pathways, intersection realignments, and grade separated under crossings could uncover

previously unknown resources. However, implementation of Mitigation Measure MM-12 would ensure that archeological and paleontological archeological resources discovered during project construction would be protected.

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

Impact C: The proposed Project could affect historic resources. Without mitigation, this is a *significant impact*.

Mitigation Measure MM-13: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

MM-13 For any roadway widenings or extensions under the 65th Street Station Area Plan that could affect one or more potentially historic buildings, the City shall first have a CRHR eligibility evaluation prepared by a qualified historian. The evaluation shall occur through the preparation of DPR 523 forms for each building, and through standard CEQA evaluation.

For buildings determined to be eligible for listing: (1) reuse of these buildings should be considered over demolition; and (2) if demolition cannot be avoided, then the buildings shall be recorded to Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) standards before their removal. HABS/HAER recordation typically includes the following:

- the development of site-specific history and appropriate contextual information regarding the particular resource (in addition to archival research and comparative studies, this task may involve limited oral history collection);
- accurate mapping of the resources, scaled to indicate size and proportion of the structures;
- photodocumentation of the designated resources, both in still and video formats; and
- recordation by measured architectural drawings, in the case of specifically designed structures of high architectural merit; “as-built” plans of existing structures/foundation ruins will involve field measurements, office scaled plan layout, and plot out of final plan.
- Copies of the HABS/HAER documentation shall be filed with the State Office of Historic Preservation (OHP), Sacramento Archive and Museum Collection Center (SAMCC), and the

Sacramento Room at the Central Branch of the Sacramento County Library.

Finding: Although several buildings in the project area would be demolished as a result of the proposed Project, only two potentially historic buildings would be demolished. One commercial building at 3009 65th Street, which would be adjacent to the proposed Broadway extension, would be demolished as a result of the Broadway extension (Scenarios B, C, or C-Prime). A commercial building at 6655 Elvas Avenue constructed circa 1952[‡] would be demolished with the extension of a pedestrian/tram tunnel from 67th Street to the Sacramento State campus under Scenarios C and C-Prime. Although these buildings are not listed as historic in the CRHR, they are older than 45 years old and could potentially qualify. Buildings that are currently 45 years of age or older or buildings that would be 45 years of age or older at project buildout would need to be evaluated prior to demolition. If these buildings are eligible for listing in the California Register of Historic Resources (CRHR), any damage or destruction to the buildings associated with project construction activities would represent a significant impact. Although demolition of these buildings would constitute a substantial change in the significance of a historical resource, implementation of Mitigation Measure MM-13 would ensure that potentially eligible historic resources are documented and/or preserved.

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

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

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, would require mitigation measures that are within the responsibility and jurisdiction of another public agency and not the City. Although implementation of mitigation measures outside of the City's jurisdiction would reduce the impacts to a less-than-significant level, the City cannot guarantee that the measures would be implemented. As such, the impacts would remain significant and unavoidable. The basis for the finding for each identified impact is set forth below. In some cases, the impact statement says, "Under Existing plus Project conditions, project Scenarios B and C would..." or "Under Cumulative plus Project conditions, project Scenarios B and C would..." or otherwise specifically call out Scenarios B and C. These impact statements and the impact analyses and mitigation measures that follow would also apply to Scenario C-Prime.

Impact 4.3-3: Under Existing plus Project conditions, the existing freeway system would be adversely affected under project Scenarios B and C. Without mitigation, this is a *significant impact*.

[‡] City of Sacramento, 65th Street/University Transit Village Plan Draft EIR, December 2001, p. 6.6-7, Table 6.6-1.

Mitigation Measure 4.3-3: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- 4.3-3 All future development within the project area shall be required to participate in the 65th Street Station Area Finance plan or whatever financing mechanism is in place to fund, on a fair-share basis, the cost of widening the westbound US 50 off-ramp at 65th Street.

Finding: The proposed Project Draft EIR identified the widening of the westbound US 50 off-ramp as a measure to relieve traffic and increase ramp storage area. An increase in storage area would reduce the queuing impact to a less-than-significant level; however because the freeway operations in this area are constrained by heavy mainline volumes this measure would not reduce the significance of freeway mainline impacts to a less-than-significant level. In addition, the City could not guarantee the widening of the off-ramp because it is a Caltrans facility and the City lacks jurisdiction to implement such a measure. However, implementation of Mitigation Measure 4.3-3 would improve the traffic operation in the westbound off ramp but would not reduce the significance of freeway mainline impact to a less-than-significant level.

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

Impact 4.3-10: Under Cumulative plus Project conditions, project Scenarios B and C would adversely affect the existing freeway system. Without mitigation, this is a *significant impact*.

Mitigation Measure 4.3-10: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- 4.3-10 Implement Mitigation Measure 4.3-3.

Finding: The proposed Project identified the widening of the westbound US 50 off-ramp as a measure to relieve traffic and increase ramp storage area. While the increase in storage area would reduce the queuing impact to a less-than-significant level; however because the freeway operations in this area are constrained by heavy mainline volumes this measure would not reduce the significance of freeway mainline impacts to a less-than-significant level. In addition, the City could not guarantee the widening of the off-ramp because it is a Caltrans facility and the City lacks jurisdiction to implement such a measure. However, implementation of Mitigation Measure 4.3-10 would improve the traffic operation in the westbound off ramp but would not reduce the significance of freeway mainline impact to a less-than-significant level.

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

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

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

Noise

Impact 4.2-4: Future traffic in the project vicinity, including traffic from planned future development, could permanently expose sensitive receptors to increased cumulative traffic noise levels on local roadways. Without mitigation, this is a significant impact.

Mitigation Measure: None available (for Scenario B, C, or C-Prime).

Finding: The increase in exterior noise levels along Folsom Boulevard at 63rd Street and all similarly exposed residences along this roadway would require that their exterior noise levels be reduced; this could be accomplished by either a reduction of traffic volumes or construction of a sound barrier, such as a wall. Because Folsom Boulevard includes both residence and business frontages, it would not be feasible to construct a sound wall along this stretch of roadway. The reduction of traffic volumes would also not be feasible, as shown in Scenario C and C-Prime which includes reducing the number of traffic lanes from four to three lanes. Under this Scenarios C and C-Prime there would continue to be a significant noise increase along this roadway.

For these reasons, the impact remains significant and unavoidable.

D. Significant and Unavoidable Impacts.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. In some cases, the impact statement says, "Under Existing plus Project conditions, project Scenarios B and C would..." or "Under Cumulative plus Project conditions, project Scenarios B and C would..." or otherwise specifically call out Scenarios B and C. These impact statements and the impact analyses and mitigation measures that follow would also apply to Scenario C-Prime. Notwithstanding disclosure of these impacts, the City Council elects to approve the Project due to overriding considerations as set forth below in Section G, the statement of overriding considerations.

Transportation and Circulation

Impact 4.3-1: Under Existing plus Project conditions, project Scenarios B and C would result in roadway segments within the project area operating at unacceptable LOS conditions. Without mitigation, this is a *significant impact*.

Mitigation Measure 4.3-1: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- 4.3-1 a) At the time of issuance of building permits, all future development within the project area shall be required to participate in the 65th Street Station Area Finance plan or whatever financing mechanism is in place to fund, on a fair-share basis, the cost of the City of Sacramento Traffic Operations Center to implement ITS improvements on all major streets including Elvas Avenue, Folsom Boulevard, and 65th Street.
- b) All future development within the project area shall be required to participate in the 65th Street Station Area Finance plan or whatever financing mechanism is in place to fund, on a fair-share basis, the cost of designated pedestrian and bicycle improvements in the study area.

Finding: To mitigate impacts to the roadways described in Impact 4.3-1, all of the impacted roadway segments would have to be widened to provide a continuous four-lane or six-lane section with a center median. These improvements are considered infeasible, because it would require increasing the number of travel lanes planned for each street and sufficient right of way does not exist to enable these improvements. However, the implementation of Intelligent Transportation System (ITS) improvements (such as advanced signal systems, transit signal priority, traveler information, and parking information systems) as well as pedestrian and bicycle facilities would improve the efficiency of the existing transportation system and reduce future impacts. Mitigation Measures 4.3-1(a) and (b) would require all future development within the plan area to participate in whatever financing mechanism is in place at the time of issuance of building permits to fund, on a fair-share basis, the cost of the City of Sacramento Traffic Operations Center to implement ITS improvements as well as pedestrian and bicycle facilities. However, these measures would not reduce the significance of the roadway impacts to a less-than-significant level.

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

Impact 4.3-2: Under Existing plus Project conditions, project Scenarios B and C would result in intersections within the study area that would operate at an unacceptable LOS. Without mitigation, this is a *significant impact*.

Mitigation Measure 4.3-2: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- 4.3-2 a) Implement Mitigation Measure 4.3-1(a).
- b) Implement Mitigation Measure 4.3-1(b).

Finding: To mitigate the impact at the intersections discussed in Impact 4.3-2, the major roadways (Folsom Boulevard, 65th Street, 59th Street, and Broadway) would have to be widened to provide additional through travel lanes. This improvement is considered infeasible because sufficient right of way does not exist to enable these improvements. However, the implementation of ITS improvements as well as pedestrian and bicycle facilities would improve the efficiency of the existing transportation system and reduce future impacts. Mitigation Measures 4.3-2(a) and 4.3-2(b) would require all future development within the plan area to participate in whatever financing mechanism is in place at the time of issuance of building permits to fund, on a fair-share basis, the cost of the City of Sacramento Traffic Operations Center to implement ITS improvements as well as pedestrian and bicycle facilities. However, these measures would not reduce the significance of the roadway impacts to a less-than-significant level.

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

Impact 4.3-6: Under Existing plus Project conditions, the existing transit system would be adversely affected under Scenarios B and C. Without mitigation, this is a *significant impact*.

Mitigation Measure 4.3-6: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- 4.3-6 a) The City of Sacramento, in coordination with Regional Transit shall implement transit signal priority along Folsom Boulevard and/or 65th Street; and/or
- b) The City of Sacramento shall create flex lanes along Folsom Boulevard that use peak hour parking restrictions and appropriate signing and enforcement (i.e., rapid towing) measures to convert on-street parking to peak hour vehicle use.

Finding: To fully mitigate the impact described above, segments of Folsom Boulevard would have to be widened. This improvement is considered infeasible as it would require increasing the number of travel lanes planned for several of the major roadways in the project area. This improvement would be infeasible because sufficient right of way does not exist to enable roadway widening. The following mitigation measures would reduce the level of impact without requiring significant right-of-way increases. Although implementation of Mitigation Measures 4.3-6(a) or (b) would reduce transit impacts, it would not reduce those impacts to a less-than-significant level.

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

Impact 4.3-8: Under Cumulative plus Project conditions, project Scenarios B and C would result in roadway segments within the project area operating at unacceptable LOS conditions. Without mitigation, this is a *significant impact*.

Mitigation Measure 4.3-8: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- 4.3-8 a) Implement Mitigation Measure 4.3-1(a).
- b) Implement Mitigation Measure 4.3-1(b).

Finding: To mitigate impacts to the roadways described in Impact 4.3-8, the segments of 59th Street, East 14th Avenue, Folsom Boulevard, and Howe Avenue would have to be widened to provide additional through travel lanes. These improvements are considered infeasible and sufficient right of way does not exist to enable these improvements. However, the implementation of ITS improvements (such as advanced signal systems, transit signal priority, traveler information, and parking information systems) as well as pedestrian and bicycle facilities would improve the efficiency of the existing transportation system and reduce future impacts. Mitigation Measures 4.3-8(a) and (b) would require all future development within the project area to pay a fair share contribution to the City of Sacramento Traffic Operations Center to implement ITS improvements on all major streets including Elvas Avenue, Folsom Boulevard, and 65th Street. However, these measures would not reduce the significance of the roadway impacts to a less-than-significant level.

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

Impact 4.3-9: Under Cumulative plus Project conditions, project Scenarios B and C would result in intersections within the study area that would operate at an unacceptable LOS. Without mitigation, this is a *significant impact*.

Mitigation Measure 4.3-9: The following mitigation measure(s) has been adopted to address this impact (for Scenario B, C, or C-Prime):

- 4.3-9 a) The 65th Street Station Area Plan Finance Plan shall provide funding to install a traffic signal at the intersection of Q Street and 67th Street, when warranted or with the development of the parcels adjacent to this intersection.
- b) Implement Mitigation Measure 4.3-1(a).
- c) Implement Mitigation Measure 4.3-1(b).

Finding: Intersection improvements available at the Q Street/67th Street intersection as discussed in Impact 4.3-9 may involve installation of new traffic control devices, modification of existing traffic control devices, or installation of turn lanes. Implementation of Mitigation Measure 4.3-9 (a) would result in acceptable LOS

conditions. To mitigate the impact at the remaining intersections, the major roadways (Folsom Boulevard, 65th Street, and 59th Street) would have to be widened to provide additional through travel lanes. This would include widening the proposed 65th Street tunnel to CSU Sacramento, a component of Scenario B, from 2 to 4 lanes. These improvements are considered infeasible because sufficient right of way does not exist to enable these improvements. However, the implementation of Intelligent Transportation System (ITS) improvements as well as pedestrian and bicycle facilities would improve the efficiency of the existing transportation system and reduce future impacts. Mitigation Measures 4.3-9(b) and (c) would require all future development within the plan area to participate in whatever financing mechanism is in place at the time of issuance of building permits to fund, on a fair-share basis, the cost of the City of Sacramento Traffic Operations Center to implement ITS improvements as well as pedestrian and bicycle facilities. However, this measure would not reduce the significance of the roadway impacts to a less-than-significant level.

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

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

Based on the EIR and the entire record before the City Council, the City Council makes the following findings with respect to the project's balancing of local short term uses of the environment and the maintenance of long term productivity: Construction of the Project would result in temporary impacts that would only occur during construction. These temporary effects include increases in noise levels, increases in air emissions, exposure to vibration, and traffic lane closures. These impacts would only occur during construction and would not result in permanent impacts.

As discussed below in Section G, Statement of Overriding Considerations, the Project would result in the implementation of a safe, comprehensive, and integrated transportation network in the project area, combining vehicular, transit, bicycle, and pedestrian movement within and through the project area. This comprehensive network would support the City's desire for Transit-Oriented Development and would support the area's planned land uses. Removing barriers and increasing linkages between neighborhoods would promote a multimodal system through the provision of an integrated circulation system that can be safely and easily travelled by drivers, transit riders, bicyclists, and pedestrians. The Project would promote the goal of providing complete streets throughout Sacramento by augmenting existing streets auto centric roadways with sidewalks, bike lanes, and on street parking to buffer street traffic from pedestrian traffic. The Project would advance transportation demand management by providing a circulation system that integrates and encourages the land uses previously planned for the area, which will bring jobs and housing closer together thereby reducing the need to travel outside of the area.

Although Project construction would cause temporary disruptions in the traffic flow in the area, and temporary increases in noise, vibration and air emissions, the long-term productivity of the area would be enhanced.

F. Project Alternatives.

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

Alternatives Considered and Dismissed from Further Consideration

Off-Site Alternative

Section 15126.6(f)(2)(B) of the CEQA Guidelines states that “[i]f the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR.

The project area is located near two light rail stations and Sacramento State, and contains several separate and distinct residential neighborhoods and a commercial/retail corridor. Several major roadways traverse the project area including US 50, Folsom Boulevard, and 65th Street. Circulation within the project area is severely constrained by the UPRR tracks, light rail tracks, and a levee. The project area is also the only area where the 65th Street/University Transit Village Plan and South 65th Street Area Plan can be implemented. No other location could accommodate the project and meet the objectives of the project. In this case, no feasible off-site location exists that could accommodate the project or achieve the objectives of the project. As such, the evaluation of an Off-Site Alternative is not further considered in the Draft EIR.

Summary of Alternatives Considered

Two alternatives were considered for the proposed Project:

Scenario A – No Project Alternative. This alternative assumes that vehicle, pedestrian, bicycle, and transit circulation elements would be developed in accordance with previously adopted transportation plans for the area, specifically the 65th Street/University Transit Village Plan and the South 65th Street Area Plan.

Scenario D – Fewer Improvements Alternative. This alternative assumes that Scenario C improvements would be implemented north of US 50 and Scenario A improvements (already approved) would be implemented south of US 50.

Scenario A – No Project Alternative

Under CEQA, the No Project Alternative must consider the effects of forgoing the project. The purpose of analyzing a No Project Alternative is to allow decision-makers to compare the impacts of the proposed project versus no project. The No Project Alternative describes the environmental conditions that would result from the continuation of the existing plan, policy or operation into the future (CEQA Guidelines, § 15126.6 (e) (3 (A))). In this case, the plans currently in place and that would be implemented under Scenario A – No Project would be the 65th Street/University Transit Village Plan and the South 65th Street Area Plan.

Scenario A specifically seeks to increase roadway capacity in the project area by increasing roadway widths, adding vehicular traffic lanes, turn pockets, and roadway extensions through the implementation of previously adopted transportation plans for the area. These adopted plans include the 65th Street/University Transit Village Plan and the South 65th Street Area Plan.

None of the mitigation measures described in the Draft EIR would be required because Scenario A has already been approved in the 65th Street/University Transit Village Plan and the South 65th Street Area Plan. Any mitigation measures required as part of those EIRs would already be required and no further mitigation is necessary.

The significant and unavoidable impacts associated with the proposed project (Scenarios B, C, and C-Prime) would not occur under this alternative. Cumulative traffic noise levels at existing residential uses are already above the normally acceptable limits for residential uses along Redding Avenue, 65th Street, Elvas Avenue, and Folsom Boulevard. Cumulative traffic noise impacts to sensitive receptors adjacent to Folsom Boulevard near 63rd Street would not occur because future noise increment increases resulting from Scenario A would be below the City's threshold. Cumulative traffic noise levels for Scenario A were previously analyzed in the 65th Street/ University Transit Village Plan EIR and the South 65th Street Area Plan EIR.

Development of the improvements associated with Scenario A would not result in the significant and unavoidable transportation impacts associated with the proposed project. These impacts include unacceptable LOS conditions on project roadway segments, unacceptable LOS conditions at project roadway intersections, impacts to US 50 ramps, and adverse impacts to transit routes especially along Folsom Boulevard.

Any significant and unavoidable impacts that may occur as a result of implementation of Scenario A – No Project Alternative have already been analyzed in the 65th Street/University Transit Village Plan EIR and/or the South 65th Street Area Plan EIR.

Facts in Support of Finding of Infeasibility

Under Scenario A – No Project Alternative none of the project objectives would be met. The No Project Alternative would not implement a comprehensive circulation plan for the area that unites the goals and policies in the 65th Street/University Transit Village Plan and the South 65th Street Area Plan. This alternative would not create a balanced access and circulation plan for vehicle, pedestrian, bicycle, and transit users because the alternative focuses primarily on vehicular improvements. Alternative A does not include an overall circulation plan that integrates and connects the various neighborhoods and destinations throughout and adjacent to the project area. Therefore, this alternative would not meet the project objectives.

Scenario D – Fewer Improvements Alternative

Scenario D would implement a portion of Scenario A and a portion of Scenario C. Transportation improvements proposed in Scenario C would be implemented north of US 50, while transportation improvements already approved under Scenario A would be implemented south of US 50.

All of the air quality and noise mitigation measures required for Scenario C (see sections 4.1 and 4.2 of the Draft EIR) under the proposed project would be required under the Fewer Improvements Alternative. Some of the same transportation mitigation measures that are required for the proposed project would also be required for the Fewer Improvements Alternative, particularly to offset impacts that would occur north of US 50 (Scenario C portion of the alternative). Construction impacts would still occur, thereby necessitating preparation of a Traffic Management Plan, as required under proposed Mitigation Measure 4.3-7. Construction traffic (short-term) impacts are not analyzed in either the South 65th Street Area Plan EIR or the 65th Street/TVP EIR. Roadway segments and intersections' LOS north of US 50 would be impacted, requiring implementation of proposed Mitigation Measure 4.3-1 (participate in the 65th Street Station Area Finance plan).

Implementation of the Fewer Improvements Alternative would also affect the existing transit system because the travel times, particularly along Folsom Boulevard, would be adversely affected. A slowing of travel times along this important segment could increase the buses' times to reach the 59th Street and 65th Street/University light rail stations. Therefore, proposed Mitigation Measure 4.3-6 (Scenario C) would still be required.

Transportation mitigation measures identified in the South 65th Street Area EIR that affect areas south of US 50 would still be required. However, mitigation measures in the previous studies that affect areas north of US 50 would not be required because proposed Scenario C improvements would be implemented north of US 50 instead and mitigation measures in the 65th Street Station Area EIR would be required instead. Those mitigation measures from the South 65th Street Area EIR that would no longer

be implemented (due to their location north of US 50) include Mitigation Measure 5.1-1(b) (65th Street/Folsom Boulevard intersection), 5.1-1(c) (65th Street/U.S. 50 Westbound Ramps intersection), 5.1-1(i) (67th Street/Folsom Boulevard intersection), and 5.1-2 (only Eastbound Ramps).

All of the significant and unavoidable impacts identified in this EIR that would occur under the proposed project would also occur under the Fewer Improvements Alternative.

Facts in Support of Finding of Infeasibility

While the Fewer Improvements Alternative would generally support the goals and vision of the 65th 65th Street Station Area Plan, this Alternative does not provide a cohesive approach to planning for the area. The Fewer Improvements Alternative includes elements that are a mixture of two different plans (Scenario A and Scenario C) but do not create a cohesive circulation network in the project area. This Alternative creates a circulation framework north of US 50 that supports transit-oriented development by creating smaller, walkable blocks. However, the circulation system in the remainder of the project area, south of US 50, does not provide access and circulation for vehicle, pedestrian, bicycle, and transit users both within and to those passing through the project area. In addition, fewer pedestrian and bicycle improvements would be implemented south of US 50. This Alternative does not implement a Smart Growth-oriented circulation plan that accommodates future growth in the area east of the UPRR tracks and south of Folsom Boulevard because roadway extensions across the UPRR tracks would not be provided.

G. Statement of Overriding Considerations:

Pursuant to CEQA Guidelines § 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in sections 4.1 through 4.3 of the Draft EIR. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project including region-wide or statewide environmental benefits against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with § 15093 of the CEQA Guidelines in support of approval of the Project.

Statement of Overriding Considerations:

Pursuant to CEQA Guidelines § 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as described in Section A-D. The City Council further finds that it has balanced the economic, legal,

social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with § 15093 of the CEQA Guidelines in support of approval of the Project.

The following are specific reasons to support approval of the Project based on the final EIR and adopted City policy:

The Plan supports the Smart Growth principles adopted by the City Council (Resolution 2001-805) and the SACOG Smart Growth policies as incorporated in the MTP 2035. The 65th Street Station Area Plan supports development of a network of walkable streets with easy access to transit that encourages a mix of land uses and expand the range of housing options available in the area. Wider sidewalks, on-street parking and enhanced bike lanes will enhance the practicality of walking and biking in the area and support the transformation of the California State University, Sacramento campus into a destination campus that is functionally integrated with the Sacramento community.

The Plan area is a prime area for transit village development. Although two adopted transit village plans would be repealed with the approval of the Project, the proposed Project would support the envisioned transit oriented land uses in the project area. The 65th Street Station Area Plan includes the 65th Street/University light rail station and the F65 and University Village catalyst projects.

The 2030 General Plan envisions the Project area as a pedestrian-friendly, transit-oriented area where people rely less on the automobile and have viable options for using alternative transportation modes such as walking, bicycling or transit. The Project area contains one of the major bus transfer facilities for Sacramento Regional Transit. The Project would provide a circulation system that provides greater connectivity and overcomes man-made barriers while also calming through traffic to enhance the experience for non-motorized travelers. The circulation framework is the best means for creating connections throughout the study area and defining identifiable and unique neighborhoods.

The 2030 General Plan designates the 65th Street Station area as a “Transformation - Urban” area for the city, where new growth should be targeted to take full advantage of existing infrastructure, transportation and land uses. The Plan envisions significant modifications to the existing circulation system, providing meaningful alternatives to use of the private automobile. The Plan will support higher density mixed-use infill projects with the goal of achieving quality of life consistent with Sacramento’s best neighborhoods.

The 2030 General Plan provides circulation improvements throughout the city based on several broad overarching goals including: a comprehensive transportation system; a multimodal system; barrier removal; transportation demand management; emerging technologies and services; an integrated pedestrian system; a safe, comprehensive, and integrated transit system; a balanced roadway system; complete streets; integrated bicycle systems; and managed parking without violating any of the remaining goals. The 65th Street Station Area Plan is intended to meet all of these goals by addressing

the circulation issues that could reasonably develop as this area of the city transforms from a predominantly industrial environment into a vibrant transit oriented area.

Specifically, approval of Scenario B, C, or C-Prime would accomplish several objectives and would specifically accomplish the following goals:

- promote a comprehensive transportation system by managing the use of transportation right-of-ways by all modes through the provision of additional public right of way for the addition or enhancement of sidewalks and the provision of bicycle facilities throughout the study area;
- promote a multimodal system through the provision of an integrated circulation system that can be safely and easily travelled by drivers, transit riders, bicyclists, and pedestrians;
- address the issue of barrier removal by connecting existing communities that are physically separated by levees or difficult to navigate by foot with additional roadway connections and pedestrian tunnels;
- advance transportation demand management by providing a circulation system that integrates and encourages the land uses previously planned for the area, which will bring jobs and housing closer together thereby reducing the need to travel outside of the area;
- include the use of emerging technologies and services such as intelligent transportation systems (ITS) to mitigate localized traffic impacts;
- include an integrated pedestrian system that addresses the existing lack of sidewalks as well as widening functional but minimal sidewalks to a width that is more comfortable and encouraging to pedestrian circulation;
- promote a safe, comprehensive, and integrated transit system by increasing the number of and amenities to the linkages to the 65th Street/University light rail station and adjoining bus transfer facility;
- promote a balanced roadway system that enhances the existing auto oriented street network with lacking or suboptimal facilities for pedestrians and bicyclists;
- promote the goal of providing complete streets throughout Sacramento by augmenting existing streets auto centric roadways with sidewalks, bike lanes, and on street parking to buffer street traffic from pedestrian traffic;
- promote integrated bicycle systems by providing signed and striped Class II bike lanes on many of the streets in the area as well as bike/pedestrian tunnels through the secondary levee to provide safe connections from California State University, Sacramento to the light rail station area as well from Granite Regional Park to the 65th Street area; and
- promote the goal of managed parking by providing on street parking throughout the study area to encourage reasonable turnover and convenient access for short term patrons and visitors.

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
4.1 Air Quality					
<p>4.1-1 Construction of the proposed project would generate emissions of ozone precursors.</p>	<p>Scenarios B, C, or C-Prime</p> <p>4.1-1 a) The project contractor shall provide a plan, for approval by the SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, would achieve a project wide fleet-average 20% NO_x reduction and 45% particulate reduction compared to the most recent CARB fleet average at time of construction.</p> <p>b) The project contractor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used an aggregate of 40 or more hours during any phase of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project developer and/or Project contractor shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone</p>	<p>Provide a plan demonstrating that the heavy-duty off-road vehicles to be used in construction would achieve a project wide fleet-average 20% NO_x reduction and 45% particulate reduction compared to the most recent CARB fleet average.</p> <p>Submit a comprehensive inventory of all off-road construction equipment on a monthly basis that shall be used an aggregate of 40 or more hours during any phase of the construction project.</p>	<p>Project contractor</p> <p>Project contractor</p>	<p>Prior to construction</p> <p>Prior to and monthly during construction</p>	<p>City of Sacramento Community Development Department, SMAQMD</p> <p>City of Sacramento Community Development Department, SMAQMD</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>number of the project manager and on-site foreman. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available.</p> <p>c) The project contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly by Project contractor personnel certified to perform opacity readings, and a monthly summary of the visual survey results shall be submitted to the SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The above shall not supersede other SMAQMD or state rules and regulations.</p>	<p>Ensure that all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Conduct a weekly visual survey of equipment and a monthly summary provided to SMAQMD.</p>	<p>Project contractor</p>	<p>During construction</p>	<p>City of Sacramento Community Development Department, SMAQMD</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>d) Limit vehicle idling time to five minutes or less.</p> <p>e) The City shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO_x for construction of any project components or group of components with concurrent construction that exceed daily emission threshold of 85 lbs/day. The project developer shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the current SMAQMD Fee of \$16,000/ton of NO_x emissions generated. This fee shall be paid prior to the issuance of grading or other permits or at a date acceptable to the SMAQMD. The City shall keep track of actual equipment use and their NO_x emissions on a monthly basis and reported to the SMAQMD. Based on these monthly NO_x emissions reports, mitigation fees can be adjusted accordingly for payment to the SMAQMD.</p>	<p>Limit vehicle idling time.</p> <p>Pay into SMAQMD's construction mitigation fund to offset construction-generated emissions of NO_x.</p>	<p>Project contractor</p> <p>Project contractor</p>	<p>During construction</p> <p>Prior to issuance of first grading permit</p>	<p>City of Sacramento Community Development Department, SMAQMD</p> <p>City of Sacramento Community Development Department, SMAQMD</p>
<p>4.1-2 Construction and demolition activities associated with the proposed Project would generate emissions of particulate matter.</p>	<p><u>Scenarios B, C, or C-Prime</u></p> <p>4.1-2 Future project components shall comply with SMAQMD Rule 403, Fugitive Dust, for demolition and construction phases to reduce emissions of fugitive dust. To ensure compliance with Rule 403, approval to commence project construction shall not be</p>	<p>Comply with SMAQMD Rule 403, Fugitive Dust.</p>	<p>Project contractor</p>	<p>Prior to and during construction</p>	<p>City of Sacramento Community Development Department, SMAQMD</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>given until the Project contractor submits a construction dust mitigation plan deemed satisfactory by the City and the SMAQMD. This plan shall specify control measures that shall be implemented to ensure that emissions of fugitive dust from being airborne beyond the property line from which the emission originates, demonstrate the availability of needed equipment and personnel, and identify a responsible individual who, if needed, can authorize the implementation of additional measures. The following measures shall be included, at a minimum, to reduce fugitive dust emissions in compliance with Rule 403:</p> <p>a) All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be watered with sufficient frequency as to maintain soil moistness.</p> <p>b) All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.</p> <p>c) When materials are transported off-site, they shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container.</p> <p>d) All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.</p>	<p>All disturbed areas shall be watered with sufficient frequency as to maintain soil moistness.</p> <p>All unpaved roads shall be effectively stabilized of dust emissions.</p> <p>Transported materials shall be covered and effectively wetted.</p> <p>Limit or remove the accumulation of project-generated mud or dirt from adjacent public streets.</p>	<p>Project contractor</p> <p>Project contractor</p> <p>Project contractor</p> <p>Project contractor</p>	<p>During construction</p> <p>During construction</p> <p>During construction</p> <p>During construction</p>	<p>City of Sacramento Community Development Department, SMAQMD</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>e) Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer or suppressant.</p> <p>f) On-site vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).</p> <p>g) Wheel washers shall be installed for all trucks and equipment exiting from unpaved areas or wheels shall be washed manually to remove accumulated dirt prior to leaving the site.</p> <p>h) Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1 percent.</p> <p>i) Excavation and grading activities shall be suspended when winds exceed 20 mph.</p>	<p>Storage piles shall be effectively stabilized of fugitive dust emissions.</p> <p>Limit speed on unpaved roads to 15 mph.</p> <p>Install wheel washers to remove accumulated dirt from trucks and equipment.</p> <p>Install sandbags or other erosion control measures to prevent silt runoff.</p> <p>Suspend excavation and grading when winds exceed 20 mph.</p>	<p>Project contractor</p> <p>Project contractor</p> <p>Project contractor</p> <p>Project contractor</p> <p>Project contractor</p>	<p>During construction</p> <p>During construction</p> <p>During construction</p> <p>During construction</p> <p>During construction</p>	<p>City of Sacramento Community Development Department, SMAQMD</p>
	<p>j) The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.</p>	<p>Limit areas simultaneously subject to excavation and grading.</p>	<p>Project contractor</p>	<p>During construction</p>	<p>City of Sacramento Community Development Department, SMAQMD</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>4.3-6 Under Existing plus Project conditions, the existing transit system would be adversely affected under Scenarios B and C.</p>	<p>Scenarios B, C, or C-Prime 4.3-6 a) The City of Sacramento, in coordination with Regional Transit shall implement transit signal priority along Folsom Boulevard and/or 65th Street; and/or b) The City of Sacramento shall create flex lanes along Folsom Boulevard that use peak hour parking restrictions and appropriate signing and enforcement (i.e., rapid towing) measures to convert on-street parking to peak hour vehicle use.</p>	<p>Implement transit signal priority. OR Create flex lanes that use peak hour parking restrictions.</p>	<p>City of Sacramento Department of Transportation City of Sacramento Department of Transportation</p>	<p>Prior to the extension of 65th Street north into the CSUS campus. Prior to the extension of 65th Street north into the CSUS campus.</p>	<p>City of Sacramento Department of Transportation City of Sacramento Department of Transportation</p>
<p>4.3-7 Under Existing plus Project conditions, project Scenarios B and C would result in disruptions to the transportation network in the project area, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures.</p>	<p>Scenarios B, C, or C-Prime 4.3-7 Before issuance of construction permits for any transportation improvements or any development projects in the project area, the City/ developers shall prepare a detailed Traffic Management Plan that would be subject to review and approval by the City Department of Transportation, Regional Transit, and local emergency service providers, including the City of Sacramento fire and police departments. The plan shall ensure maintenance of acceptable operating conditions on local roadways and transit routes during all construction activities. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> • The number of truck trips, time, and day of street closures; • Time of day of arrival and departure of trucks; • Limitations on the size and type of trucks; provision of a staging area with a limitation on the number of trucks that can be waiting; • Provision of a truck circulation pattern; 	<p>Prepare a detailed Traffic Management Plan.</p>	<p>City of Sacramento Department of Transportation</p>	<p>Before issuance of construction permits for any transportation improvements or any development projects in the project area.</p>	<p>City of Sacramento Department of Transportation, Regional Transit, City of Sacramento Police Department, City of Sacramento Fire Department.</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> • Provision of an access plan to maintain safe vehicular, pedestrian, and bicycle movements (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas); • Safe and efficient access routes for emergency vehicles; • Efficient and convenient transit routes; • Manual traffic control when necessary; • Proper advance warning and posted signage concerning street closures; • Provisions for pedestrian safety; and • Provisions for temporary bus stops, if necessary. <p>A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.</p>				

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
4.3-8 Under Cumulative plus Project conditions, project Scenarios B and C would result in roadway segments within the project area operating at unacceptable LOS conditions.	<u>Scenarios B, C, or C-Prime</u> 4.3-8 a) Implement Mitigation Measure 4.3-1(a). b) Implement Mitigation Measure 4.3-1(b).	See Mitigation Measure 4.3-1(a) and (b).			
4.3-9 Under Cumulative plus Project conditions, project Scenarios B and C would result in intersections within the study area that would operate at an unacceptable LOS.	<u>Scenarios B, C, or C-Prime</u> 4.3-9 a) The 65th Street Station Area Plan Finance Plan shall provide funding to install a traffic signal at the intersection of Q Street and 67th Street, when warranted or with the development of the parcels adjacent to this intersection. b) Implement Mitigation Measure 4.3-1(a). c) Implement Mitigation Measure 4.3-1(b).	Provide funding to install a traffic signal at the intersection of Q Street and 67th Street.	City of Sacramento Department of Transportation	When adjacent parcels are developed.	City of Sacramento Community Development Department
		See Mitigation Measure 4.3-1(a) and (b). See Mitigation Measure 4.3-1(a) and (b).			
4.3-10 Under Cumulative plus Project conditions, project Scenarios B and C would adversely affect the existing freeway system.	<u>Scenarios B, C, or C-Prime</u> 4.3-10 Implement Mitigation Measure 4.3-3.	See Mitigation Measure 4.3-3.			

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>4.3-11 Under Cumulative plus Project conditions, the existing transit system would be adversely affected under Scenarios B and C.</p>	<p><u>Scenarios B, C, or C-Prime</u> 4.3-11 a) Implement Mitigation Measure 4.3-6 (a) and (b). b) The City shall install additional signing and striping as well as enhancements to maximize the efficiency of existing traffic signal pre-emptions on the approaches to the 59th Street and 65th Street at-grade rail crossings. The City shall work with Regional Transit and the California Public Utility Commission (CPUC) to facilitate the implementation of advanced light rail detection at both locations to reduce the amount of time that gates are required to be closed.</p>	<p>See Mitigation Measure 4.3-6(a) and (b).</p>			
		<p>Install additional signing and striping to maximize the efficiency of existing traffic signal pre-emptions on the approaches to the 59th Street and 65th Street at-grade rail crossings.</p>	<p>City of Sacramento Department of Transportation</p>	<p>Prior to implementation of any proposed transportation improvements in the project area.</p>	<p>City of Sacramento Department of Transportation.</p>
<p>Initial Study</p>					
<p>Item 5: Water</p>					
<p>Would the proposal result in or expose people to potential impacts involving changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling & storage, delivery areas, etc.)?</p>	<p><u>Scenario B</u> MM-1 Prior to issuance of a grading permit for the realignment of 69th Street to connect Elvas Avenue directly with Redding Avenue with the addition of a signalized intersection at Folsom Boulevard (Scenario B), the developer shall demonstrate to the City of Sacramento Department of Utilities that the runoff generated by the roadway improvement would not exceed the capacity of Sump 113. Improvements to ensure that Sump 113 is adequate could include, but would not be limited to, relocation of Sump 113, construction of Sump 113 that is larger than the existing one, improved wetwell hydraulics, added elbow room for maintenance, improved trash handling, backup pumping capacity, and possibly other "reliability" improvements. The City of Sacramento Department of Utilities would be required to approve of any improvements made to Sump 113.</p>	<p>Demonstrate that Sump 113 has adequate capacity to handle additional runoff generated by the roadway improvements.</p>	<p>Project contractor</p>	<p>Prior to issuance of a grading permit for the realignment of 69th Street to connect Elvas Avenue with Redding Avenue.</p>	<p>City of Sacramento Department of Utilities.</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p><u>Scenarios B, C, or C-Prime</u></p> <p>MM-2 a) Prior to issuance of a grading permit for the new railroad undercrossing, the City of Sacramento Department of Transportation shall prepare a construction flood management plan which details a triggered response should the American River reach the warning stage elevation at American River at the H Street Bridge (40 feet) during construction. As part of the plan, the City shall describe what measures would be taken during construction such that flood protection remains in place. Temporary measures may include, but would not be limited to, construction of a temporary embankment consisting of rock, soil, and plastic sheeting at the undercrossing site. The City of Sacramento Department of Utilities shall approve the construction flood management plan prior to construction.</p> <p>b) As part of the improvements to the levee for the new railroad undercrossing, the City of Sacramento Department of Utilities (DOU) shall ensure that the project area would continue to have the minimum flood protection required by City regulations. The DOU shall require the project to include permanent improvements to ensure that flood protection is achieved which shall include, but not necessarily be limited to, the installation of flood gates on the railroad undercrossing.</p>	<p>Prepare a construction flood management plan.</p> <p>Ensure that the project area would continue to have the minimum flood protection required by City regulations.</p>	<p>City of Sacramento Department of Transportation</p> <p>City of Sacramento Department of Utilities</p>	<p>Prior to issuance of a grading permit for the new railroad undercrossing.</p> <p>Prior to the development of any new railroad undercrossing.</p>	<p>City of Sacramento Department of Utilities.</p> <p>City of Sacramento Department of Utilities.</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Would the proposal result in or expose people to potential impacts involving discharge into surface waters or other alteration of surface water quality that substantially impact temperature, dissolved oxygen or turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?</p> <p>Would the proposal result in or expose people to potential impacts involving changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?</p>	<p><u>Scenarios B, C, or C-Prime</u></p> <p>MM-3 Prior to issuance of a grading permit, the City of Sacramento Department of Transportation shall prepare a water quality mitigation plan for each project component to be reviewed and approved by the City of Sacramento Department of Utilities. This plan shall provide details regarding construction and operational Best Management Practices (BMPs), in compliance with the City's NPDES permit, which reduce urban contaminants in stormwater runoff.</p>	<p>Prepare a water quality mitigation plan for each project component.</p>	<p>City of Sacramento Department of Transportation</p>	<p>Prior to issuance of a grading permit.</p>	<p>City of Sacramento Department of Utilities</p>
<p>Would the proposal result in or expose people to potential impacts involving changes in currents, or the course or direction of water movements?</p>					
<p>Would the proposal result in or expose people to potential impacts involving change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?</p>					

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Would the proposal result in or expose people to potential impacts involving altered direction or rate of flow of groundwater?					
Would the proposal result in or expose people to potential impacts involving groundwater quality?					
Initial Study Item 8: Biological Resources					
Would the proposal result in impacts to endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?	<p><u>Scenarios B, C, or C-Prime</u></p> <p>MM-4 The City of Sacramento shall ensure that any ground disturbance (outside of existing rights-of-way) associated with installation or construction of any project component shall comply with the following requirements:</p> <p>a) Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit, the City of Sacramento shall retain a qualified botanist to conduct surveys for special-status plant species and their habitat in the area of disturbance.</p>	Retain a qualified botanist to conduct surveys for special-status plant species and their habitat in the area of disturbance.	City of Sacramento Department of Transportation	Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit	City of Sacramento Community Development Department

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>b) The botanist shall conduct surveys for these special-status plant species at the appropriate time of year when the target species would be in flower and therefore clearly identifiable (i.e., blooming periods). Surveys shall be conducted following the California Department of Fish and Game (CDFG) and California Native Plant Society (CNPS) approved protocol for surveying for special-status plant species.</p> <p>c) If no special-status plants or their habitat are found during focused surveys, the botanist shall document the findings in a letter report to the City of Sacramento, and no further mitigation shall be required.</p> <p>d) If special-status plants are found, the following measures shall be implemented:</p> <ul style="list-style-type: none"> • If the populations can be avoided, they shall be clearly marked in the field, using pin flags, by a qualified botanist for avoidance during construction activities. After the area has been marked, orange exclusion fencing shall be installed a minimum of one foot away from the pin-flagged locations. The location of the plant population shall also be recorded on construction plans and specs. 	<p>Conduct surveys for these special-status plant species.</p> <p>If no special-status plants or their habitat are found during surveys, botanist shall document findings in a letter report to the City of Sacramento.</p> <p>Populations shall be clearly marked in the field.</p>	<p>City of Sacramento Department of Transportation</p> <p>City of Sacramento Department of Transportation</p> <p>City of Sacramento Department of Transportation</p>	<p>Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit</p> <p>Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit</p> <p>Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> If special-status plant populations cannot be avoided, consultations with CDFG and/or U.S. Fish and Wildlife Service (USFWS) shall be required depending on the listing status of the species present. These consultations shall determine appropriate mitigation measures for any populations that would be affected by implementation of the proposed project. Appropriate measures may include the creation of offsite populations through seed collection or transplanting, preservation and enhancement of existing populations, or restoration or creation of suitable habitat in sufficient quantities to compensate for the impact. The results of the consultation with CDFG and/or the USFWS shall be provided to the City. 	<p>Consult with CDFG and/or U.S. Fish and Wildlife Service if special-status plant populations cannot be avoided.</p>	<p>City of Sacramento Department of Transportation</p>	<p>Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit</p>	<p>City of Sacramento Community Development Department</p>
	<p>Scenarios B, C, or C-Prime MM-5 The City of Sacramento shall ensure that any ground disturbance or construction of project improvements comply with the following requirements: a) Prior to issuance of grading permits, the City of Sacramento, in consultation with the USFWS, shall either (1) conduct a protocol-level survey for federally-listed vernal pool crustaceans, or (2) assume presence (without conducting surveys) of federally-listed vernal pool crustaceans in all suitable wetland habitat within 250 feet of construction activities. Surveys shall be conducted by qualified biologists in accordance with the most recent USFWS guidelines or protocols to determine the</p>	<p>Conduct a protocol-level survey for federally-listed vernal pool crustaceans, or assume presence of federally-listed vernal pool crustaceans in all suitable wetland habitat within 250 feet of construction activities.</p>	<p>City of Sacramento Department of Transportation</p>	<p>Prior to issuance of grading permits.</p>	<p>City of Sacramento Community Development Department, USFWS</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>time of year and survey methodology (survey timing for these species is dependent on yearly rainfall patterns and seasonal occurrences, and is determined on a case-by-case basis). The surveys may be done as part of the Clean Water Act 404 permit process. The results of the survey shall be summarized in a "90-day Report" as required in current USFWS protocols, and submitted to the City and the USFWS.</p> <p>The report(s) shall include at a minimum:</p> <ul style="list-style-type: none"> • A complete list of species observed in the vernal pools and seasonal wetlands. • A detailed description of methodology, including dates of field visits, the names of survey personnel with resumes and a list of references cited and persons contacted. • Survey results that include at a minimum: <ul style="list-style-type: none"> - A map showing the location(s) of any federally listed vernal pool crustacean species identified within the project area. - A detailed description of any identified federally-listed vernal pool crustacean populations including information on the density, distribution and habitat quality relative to typical occurrences of the species in question. 				

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> - A discussion of the importance of the population(s) with consideration of both nearby populations and total species distribution. - An assessment of significance related to project impacts on any federally- listed vernal pool crustacean populations identified in the project area. <p>b) If surveys within the project area reveal no occurrences of federally-listed vernal pool crustaceans, no further mitigation shall be required. However, if surveys determine that one or more federally-listed vernal pool crustacean species occurs within the project area, or if the City of Sacramento, in consultation with the USFWS, assumes presence of federally-listed vernal pool crustaceans in all affected pools, no net loss of habitat shall be achieved through avoidance, preservation, creation and/or purchase of credits. The selected measures may be part of the Clean Water Act 404 permitting process.</p>	<p>Achieve no net loss of habitat through avoidance, preservation, creation and/or purchase of credits if surveys determine that federally-listed vernal pool crustacean species occurs within project area, or if the City of Sacramento/ USFWS, assumes presence of federally-listed vernal pool crustaceans.</p>	<p>City of Sacramento Department of Transportation, USFWS</p>	<p>Prior to issuance of grading permits.</p>	<p>City of Sacramento Community Development Department, USFWS</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> • Avoidance Where feasible all wetland features shall be avoided. A USFWS-approved biologist shall monitor construction activities located within 250 feet of any wetland habitat within the project site to be avoided to ensure that no unnecessary take of listed species or destruction of their habitat occurs. The biologist shall have the authority to stop all activities that the biologist deems may result in such a take or destruction until appropriate corrective measures have been completed. The biologist also shall immediately report any unauthorized impacts to the USFWS and the CDFG. • Compensation The following or equally effective compensation measures shall be implemented as determined in consultation with the USFWS: <ul style="list-style-type: none"> - For every acre of habitat directly or indirectly (habitat within 250 feet of construction activities) affected, at least two vernal pool preservation credits shall be dedicated within a USFWS-approved ecosystem preservation bank. - For every acre of habitat directly affected, at least one vernal pool creation credit shall be dedicated within a USFWS-approved habitat mitigation bank. 				

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> Water quality in the avoided wetlands shall be protected using erosion control techniques, such as silt fencing or straw wattles during construction in the watershed. This shall be completed in accordance with the State Construction Permit, as outlined in the NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 99-08-DWQ. 	Protect wetland areas by using silt fencing or straw wattles during any construction activities.	Project contractor	Ongoing during construction	City of Sacramento Community Development Department
	<p><u>Scenarios B, C, or C-Prime</u></p> <p>MM-6 The City of Sacramento shall ensure that construction of all project improvements comply with the following requirements:</p> <p>a) Prior to any building demolition, the City of Sacramento shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites in buildings to be demolished and/or buildings located within 50 feet of construction activities. If no roosting sites or bats are found within the project area, a letter report confirming absence shall be sent to the City of Sacramento and no further mitigation is required.</p> <p>b) If bats are found roosting at the site outside of nursery season (May 1st through October 1st), then they shall be evicted as described under (c) below. If bats are found roosting during the nursery season, then they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or monitoring the roost after the adults leave for the night to listen for bat</p>	<p>Retain a qualified biologist to conduct a focused survey for bats and potential roosting sites.</p> <p>Evict bats if found roosting at the site outside of nursery season. Monitor if found during the nursery season.</p>	<p>City of Sacramento Department of Transportation</p> <p>City of Sacramento Department of Transportation</p>	<p>Prior to any building demolition</p> <p>Prior to any building demolition</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>pups. If the roost is determined to not be a maternal roost, then the bats shall be evicted as described under (c). Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. A 250-foot (or as determined in consultation with CDFG) buffer zone shall be established around the roosting site within which no construction shall occur. This boundary shall be added to the construction plans and specs. Depending on the location, and in order to not adversely affect ongoing residential and commercial activities, the boundary shall be marked using stakes and environmental flagging, or another method determined to be appropriate in consultation with CDFG.</p> <p>c) Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International (BCI) and in consultation with CDFG, that allow the bats to exit the roosting site but prevent re-entry to the site. This would include but not be limited to the installation of one way exclusion devices. The devices shall remain in place for seven days and then the exclusion points and any other potential entrances shall be sealed. This work shall be completed by a BCI recommended exclusion professional.</p>	<p>Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International and in consultation with CDFG.</p>	<p>City of Sacramento Department of Transportation</p>	<p>Prior to any building demolition</p>	<p>City of Sacramento Community Development Department, CDFG</p>
	<p><u>Scenarios B, C, or C-Prime</u> MM-7 The City of Sacramento shall ensure that all project improvements comply with the following requirements:</p>				

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>a) For construction activities proposed within 500 feet of a potential nesting tree, undeveloped habitat, or under US 50 during the nesting season (February 1 through August 31), the City shall retain a qualified biologist to conduct focused preconstruction surveys for protected birds, including, burrowing owl, Swainson’s hawk, white tailed kite and purple martin and other birds protected under the Migratory Bird Treaty Act. Surveys shall occur within 30 days before the onset of construction. A pre-construction survey report shall be submitted to CDFG and the City of Sacramento that includes, at a minimum: (1) a description of the methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted; and (2) a map showing the location(s) of any bird nests observed on the project area. If no active nests of MBTA, CDFG, or USFWS covered species are identified then no further mitigation is required.</p> <p>b) Should active nests of protected bird species be identified during the survey conducted in accordance with Mitigation Measure MM-7(a), the City of Sacramento in consultation with the CDFG, shall delay construction in the vicinity of active nest sites during the breeding season (February 1 through August 31) while the nest is occupied with adults and/or young. A qualified biologist shall monitor any occupied nest to determine when the nest</p>	<p>Retain a qualified biologist to conduct focused preconstruction surveys for protected birds 30 days prior to any construction activities.</p> <p>Delay construction in the vicinity of active nest sites during the breeding season, if necessary. Or, establish a buffer zone around any active nest sites.</p>	<p>City of Sacramento Department of Transportation</p> <p>City of Sacramento Department of Transportation</p>	<p>Prior to construction.</p> <p>Prior to construction.</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>is no longer used. If construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be determined in consultation with the CDFG, but shall be a minimum of 200 feet. The buffer zone shall be delineated by highly visible temporary construction fencing.</p> <p>c) If demolition/construction activities are unavoidable within the buffer zone, the City of Sacramento shall retain a qualified biologist to monitor the nest site to determine if construction activities are disturbing the adult or young birds. If abandonment occurs the biologist shall consult with CDFG or USFWS for the appropriate salvage measures. This could include taking any nestlings to a local wildlife rehabilitation center.</p>	<p>Retain a qualified biologist to monitor the nest site to determine if construction activities are disturbing the adult or young birds, if necessary.</p>	<p>City of Sacramento Department of Transportation</p>	<p>During construction.</p>	<p>City of Sacramento Community Development Department, CDFG/USFWS</p>
<p>Would the proposal result in impacts to locally designated species (e.g., heritage or City street trees)?</p>	<p>Scenarios B, C, or C-Prime</p> <p>MM-8 The City of Sacramento shall ensure that the proposed project complies with the following requirements:</p> <p>a) The City of Sacramento shall have a tree survey or arborist report prepared for any project proposed in the project area that would affect existing trees to determine whether any heritage and/or city street trees would be affected.</p> <p>b) If no heritage and/or City street trees are present, no further mitigation is required.</p>	<p>Prepare tree survey or arborist report if any trees are proposed to be removed.</p> <p>No action is required.</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>	<p>Prior to construction.</p> <p>After a tree survey or arborist report is prepared.</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>c) If heritage and/or city street trees are present, identified trees shall be preserved by installing temporary fencing 5 feet beyond the drip line of protected trees to minimize disturbance to the trees and their root zones in accordance with the Sacramento City Code, Chapter 12.64 Heritage Trees. Fences shall be maintained until all project activities are complete. No grading, trenching, or movement of heavy equipment shall occur within fenced areas.</p> <p>d) If removal of the heritage and/or city street trees or construction within 5 feet of the drip line cannot be avoided, a permit under Chapter 12.64.050 of the Sacramento City Code shall be obtained by the City of Sacramento prior to construction or ground disturbance. All requirements of the permit shall be implemented.</p>	<p>Preserve trees by installing temporary fencing.</p> <p>Obtain a permit under Chapter 12.64.050 of the Sacramento City Code.</p>	<p>Project contractor</p> <p>Project contractor</p>	<p>During construction.</p> <p>Prior to construction or ground disturbance.</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>
<p>Would the proposal result in impacts to wetland habitat (e.g., marsh, riparian and vernal pool)?</p>	<p><u>Scenarios B, C, or C-Prime</u></p> <p>MM-9 a) The City of Sacramento shall retain a qualified biologist to conduct a wetland delineation of the project area if wetland areas are present. This delineation shall be submitted to the U.S. Army Corps of Engineers (Corps), and verification received prior to the issuance of any grading permits.</p>	<p>Retain a qualified biologist to conduct a wetland delineation of the project area if wetland areas are present.</p>	<p>City of Sacramento Community Development Department</p>	<p>Prior to obtaining a grading permit</p>	<p>City of Sacramento Community Development Department, U.S. Army Corps of Engineers</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>b) The City of Sacramento shall, where feasible, preserve the maximum amount of existing wetlands and other waters of the U.S., and establish a minimum 25 to 50 foot buffer around all sides of these features. In addition, the final project design shall not cause significant changes to the pre-project hydrology, water quality or water quantity in any wetland that is to be retained on-site. This shall be accomplished by avoiding or repairing any disturbance to the hydrologic conditions in the watersheds that specifically support these wetlands, as verified through wetland protection plans.</p> <p>c) Where avoidance of existing wetlands and other waters of the U.S. is not feasible, mitigation measures shall be implemented for the project-related loss of any existing wetlands on-site, such that there is no-net-loss of wetland acreage or habitat value. Wetland mitigation shall be developed as a part of the CWA Section 404 permitting process or the report of waste discharged prepared for the SWRCB. The exact mitigation ratio is variable, based on the type and value of the wetlands affected by the project, but agency standards typically require a minimum of 1:1 for preservation and 1:1 for construction of new wetlands. In addition, a wetland mitigation and monitoring plan shall be developed that includes the following:</p> <ul style="list-style-type: none"> • Descriptions of the wetland types, and their expected functions and values; 	<p>Preserve the maximum amount of existing wetlands and other waters of the U.S. and establish a minimum 25 to 50 foot buffer around all sides of these features.</p> <p>Develop wetland mitigation as a part of the CWA Section 404 permitting process or the report of waste discharged prepared for the SWRCB.</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>	<p>Prior to obtaining a grading permit and during construction</p> <p>Prior to obtaining a grading permit</p>	<p>City of Sacramento Community Development Department, U.S. Army Corps of Engineers</p> <p>City of Sacramento Community Development Department, U.S. Army Corps of Engineers</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> • Performance standards and monitoring protocol to ensure the success of the mitigation wetlands over a period of five years; • Engineering plans showing the location, size and configuration of wetlands to be created or restored; • An implementation schedule showing that construction of mitigation areas will commence prior to or concurrently with the initiation of construction; and • A description of legal protection measures for the preserved wetlands (i.e., dedication of fee title, conservation easement, and/or an endowment held by an approved conservation organization, government agency or mitigation bank). • The mitigation and monitoring plan shall be approved by the Corps or SWRCB (as appropriate), prior to construction related impacts on any existing wetland. 				

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Initial Study Item 10: Hazards					
<p>Would the proposal involve the creation of any health hazard or potential health hazard? Would the proposal involve exposure of people to existing sources of potential health hazards?</p>	<p>Scenarios B, C, or C-Prime MM-10 If discolored soil, storage tanks, or other evidence of potential soil contamination is unearthed during construction-related earthwork, or if noxious odors are encountered during such earthwork, construction activities shall immediately cease at the construction site, and a qualified firm shall be called in by the applicant to collect and analyze soil samples from the construction site. If contaminants are identified in the samples, the applicant shall coordinate with the Sacramento County Hazardous Materials Division, or the appropriate agencies, for direction on appropriate remediation measures and procedures before construction activities are continued.</p>	<p>A qualified firm shall be called in if discolored soil, storage tanks, or other evidence of potential soil contamination is unearthed, or if noxious odors are encountered during such earthwork.</p>	<p>Project contractor</p>	<p>During construction</p>	<p>City of Sacramento Community Development Department, Sacramento County Hazardous Materials Division</p>
	<p>Scenarios B, C, or C-Prime MM-11 If construction occurs on the site of the former 14th Avenue Landfill, the developer shall: a) Demonstrate to the satisfaction of the California Regional Water Quality Control Board (CRWQCB) that the existing landfill cover will not allow wastes to be leached into groundwater. b) If it can be demonstrated that the wastes are inert, no cover is needed.</p>	<p>Demonstrate that the existing landfill cover will not allow wastes to be leached into groundwater. Demonstrate that the existing landfill cover will not allow wastes to be leached into groundwater.</p>	<p>Project contractor Project contractor</p>	<p>Prior to obtaining a grading permit. Prior to obtaining a grading permit.</p>	<p>City of Sacramento Community Development Department, CRWQCB City of Sacramento Community Development Department, CRWQCB</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>c) If the wastes cannot be demonstrated to be inert, the developer shall demonstrate to the CRWQCB that precipitation will not percolate through wastes and cause a groundwater quality problem. Soil moisture sensors, excavation, or coring following rainfall could be used to determine the effectiveness of the existing pavement to prevent percolation.</p>	<p>Demonstrate that precipitation will not percolate through wastes and cause a groundwater quality problem.</p>	<p>Project contractor</p>	<p>Prior to obtaining a grading permit, during construction.</p>	<p>City of Sacramento Community Development Department, CRWQCB</p>
	<p>d) The developer shall prepare a drainage map and submit it to the CRWQCB showing that all surface drainage is directed to runoff locations offsite. The map must also show that most of the rainfall leaves the site as runoff.</p>	<p>Prepare a drainage map that demonstrates that surface drainage is directed offsite and does not pond.</p>	<p>Project contractor</p>	<p>Prior to obtaining a grading permit.</p>	<p>City of Sacramento Community Development Department, CRWQCB</p>
	<p>e) Any excess excavated soils must be disposed of at a California Integrated Waste Management Board-approved landfill.</p>	<p>Dispose of excess excavated soils at a California Integrated Waste Management Board-approved landfill.</p>	<p>Project contractor</p>	<p>During construction.</p>	<p>City of Sacramento Community Development Department</p>
	<p>f) If landfill waste is encountered during construction, construction work shall stop and the CIWMB Health and Safety Section shall be contacted for the proper course of action.</p>	<p>Contact the CIWMB Health and Safety Section if landfill waste is encountered.</p>	<p>Project contractor</p>	<p>During construction.</p>	<p>City of Sacramento Community Development Department, CIWMB Health and Safety Section</p>
	<p>g) If groundwater is encountered during construction, construction work shall stop and the Central Valley Water Quality Control Board shall be contacted for the proper course of action.</p>	<p>Contact the Central Valley Water Quality Control Board if groundwater is encountered.</p>	<p>Project contractor</p>	<p>During construction.</p>	<p>City of Sacramento Community Development Department, CVWQCB</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Initial Study Item 15: Cultural Resources					
<p>Would the proposal disturb paleontological resources? Would the proposal disturb archaeological resources</p>	<p>Scenarios B, C, or C-Prime MM-12 a) In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 100 feet of the resource shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.</p>	<p>Consult with a qualified archeologist in the event that any prehistoric subsurface archeological features are discovered.</p>	<p>Project contractor</p>	<p>During construction.</p>	<p>City of Sacramento Community Development Department</p>
	<p>b) If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified</p>	<p>Consult the appropriate Native American representatives if a Native American site is discovered.</p>	<p>Project contractor</p>	<p>During construction.</p>	<p>City of Sacramento Community Development Department</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.</p> <p>In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p>				
	<p>c) If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the Project contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.</p>	<p>Contact County Coroner if a human bone or bone of unknown origin is found.</p>	<p>Project contractor</p>	<p>During construction</p>	<p>City of Sacramento Community Development Department</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Would the proposal affect historical resources?</p>	<p><u>Scenarios B, C, or C-Prime</u></p> <p>MM-13 For any roadway widenings or extensions under the 65th Street Station Area Plan that could affect one or more potentially historic buildings, the City shall first have a CRHR eligibility evaluation prepared by a qualified historian. The evaluation shall occur through the preparation of DPR 523 forms for each building, and through standard CEQA evaluation.</p> <p>For buildings determined to be eligible for listing: (1) reuse of these buildings should be considered over demolition; and (2) if demolition cannot be avoided, then the buildings shall be recorded to Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) standards before their removal. HABS/HAER recordation typically includes the following:</p> <ul style="list-style-type: none"> • the development of site-specific history and appropriate contextual information regarding the particular resource (in addition to archival research and comparative studies, this task may involve limited oral history collection); • accurate mapping of the resources, scaled to indicate size and proportion of the structures; • photodocumentation of the designated resources, both in still and video formats; and 	<p>If any potentially historic buildings are slated to be removed, hire a qualified historian to prepare a CRHR evaluation..</p>	<p>City of Sacramento</p>	<p>Prior to obtaining a building demolition permit.</p>	<p>City of Sacramento Community Development Department</p>

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> • recordation by measured architectural drawings, in the case of specifically designed structures of high architectural merit; "as-built" plans of existing structures/foundation ruins will involve field measurements, office scaled plan layout, and plot out of final plan. • Copies of the HABS/HAER documentation shall be filed with the State Office of Historic Preservation (OHP), Sacramento Archive and Museum Collection Center (SAMCC), and the Sacramento Room at the Central Branch of the Sacramento County Library. 				

ATTACHMENT 4

RESOLUTION NO.

Adopted by the Sacramento City Council

August 31, 2010

**ACCEPTING THE 65TH STREET STATION AREA STUDY AND ADOPTING
SCENARIO C-PRIME AS THE PREFERRED ALTERNATIVE (M09-019)**

BACKGROUND

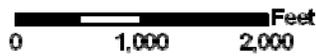
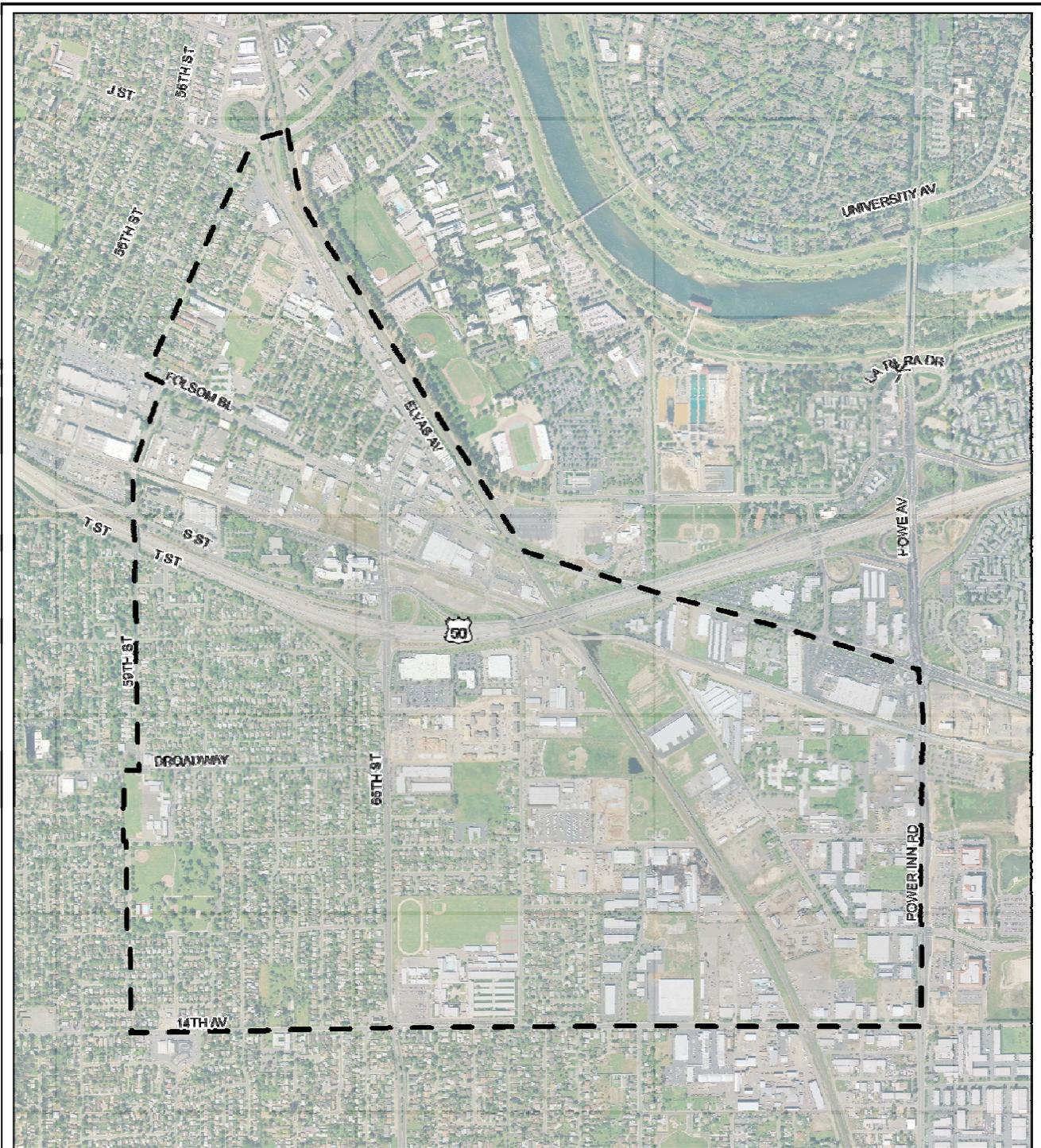
- a. The City Council has determined that the preferred scenario for the 65th Street Station Area Study is Scenario C-Prime, which combines the elements of Study Scenario C north of U.S. 50 and elements of Study Scenario B south of U.S. 50.
- b. Scenario C-Prime is consistent with the goals of the Sacramento 2030 General Plan by supporting a comprehensive transportation system; a multimodal system; barrier removal; transportation demand management; emerging technologies and services; an integrated pedestrian system; a safe, comprehensive, and integrated transit system; a balanced roadway system, complete streets; integrated bicycle systems; and managed parking without violating any of the remaining goals.

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

- Section 1. The City Council accepts the 65th Street Station Area Study and adopts Scenario C-Prime as the preferred circulation plan for the 65th Street Station Area. The 65th Street Station Area Study/ Scenario C-Prime shall supersede the South East Area Transportation Study (SEATS) for the area covered by the 65th Street Station Area Study.
- Section 2. Exhibits A, B, C, and D are a part of this Resolution.

Table of Contents:

- Exhibit A – 65th Street Station Area Study Location Map
- Exhibit B – Scenario C-Prime Circulation Improvement Program
- Exhibit C – Scenario C-Prime Street Cross Sections
- Exhibit D – Scenario C-Prime Circulation Map



LOCATION MAP

M09-019 : 65th Street Station Area Study

F. Harris | 11/9/09

EXHIBIT B

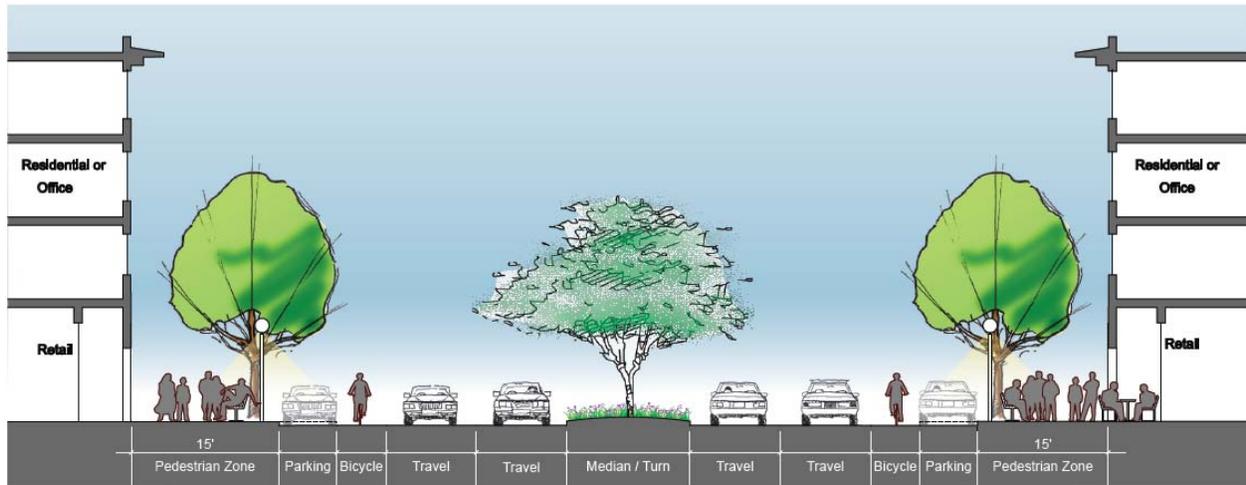
SCENARIO C-PRIME												
Street	Segment	Total Travel Lanes		Bicycle Facility		Parking Lane		Median		Pedestrian Zone		Cross Section*
		Number	Typ. Width	Class	Typ. Width	Side	Width	Typ. Width	Planted	Side	Min. Width	
65th St.	Elvas - Folsom	4	11'	2	6'	West East	7' 7'	14'	Yes	West East	15' 15'	1
	Folsom - Q	4	11'	2	6'	West East	7' 7'	3'	No	West East	15' 15'	2
	Q - US 50 WB ramps	4	11'	2	6'	n/a	n/a	15'	No	West East	15' 15'	
	US 50 WB ramps - US 50 EB ramps	6	11'	2	6'	n/a	n/a	12'	No	West East	10' 10'	
	US 50 EB ramps - Broadway	5	11'	2	6'	n/a	n/a	n/a		West East	10' 10'	
Folsom Blvd.	59th - 62nd	2	11'	2	6'	North South	7' 7'	14'	Yes	North South	15' 15'	3
	62nd - 68th	2 WB 1EB	11' 11'	2	6'	North South	7' 7'	14'	Yes	North South	15' 15'	4
	68th - Ramona	2	11'	2	4'	n/a	n/a	n/a		North South	n/a 10'	
	Ramona - US 50 oc	5	11'	2	6'	n/a	n/a	3'	No	North South	5' 5'	
59th St.	Folsom - S	2	11'	2	6'	West East	7' 7'	n/a		West East	10' 10'	6
66th St.	Elvas - Folsom	2	11'	3	n/a	West East	7' 7'	n/a		West East	15' 15'	5
67th St.	Elvas - Folsom	2	11'	3	n/a	West East	7' 7'	n/a		West East	15' 15'	5
	Folsom - Q	2	11'	3	n/a	West East	n/a 7'	n/a		West East	15' 15'	
68th St.	Folsom - Q	2	11'	3	n/a	West East	7' 7'	n/a		West East	15' 15'	5
Elvas Ave.	J St ramps - 65th	2	11'	2	6'	West East	7' 7'	14'	Yes	West East	10' 10'	7
	65th - Folsom	2	11'	2	6'	West East	7' 7'	n/a		West East	10' 10'	6
69th St. cul-de-sac		2	11'	(Class I at south)		North South	7' 7'	n/a		North South	10' 10'	
Redding Ave.	4th - San Joaquin	2	11'	2	6'	West East	7' 7'	n/a		West East	15' 15'	6
Ramona Ave.	Folsom - Brighton	2	11'	2	5'	n/a	n/a	n/a		West East	6'-12' n/a	
	Brighton - 14th	2	11'	2	6'	West East	7' 7'	n/a	West East		15' 15'	8

* See Exhibit C

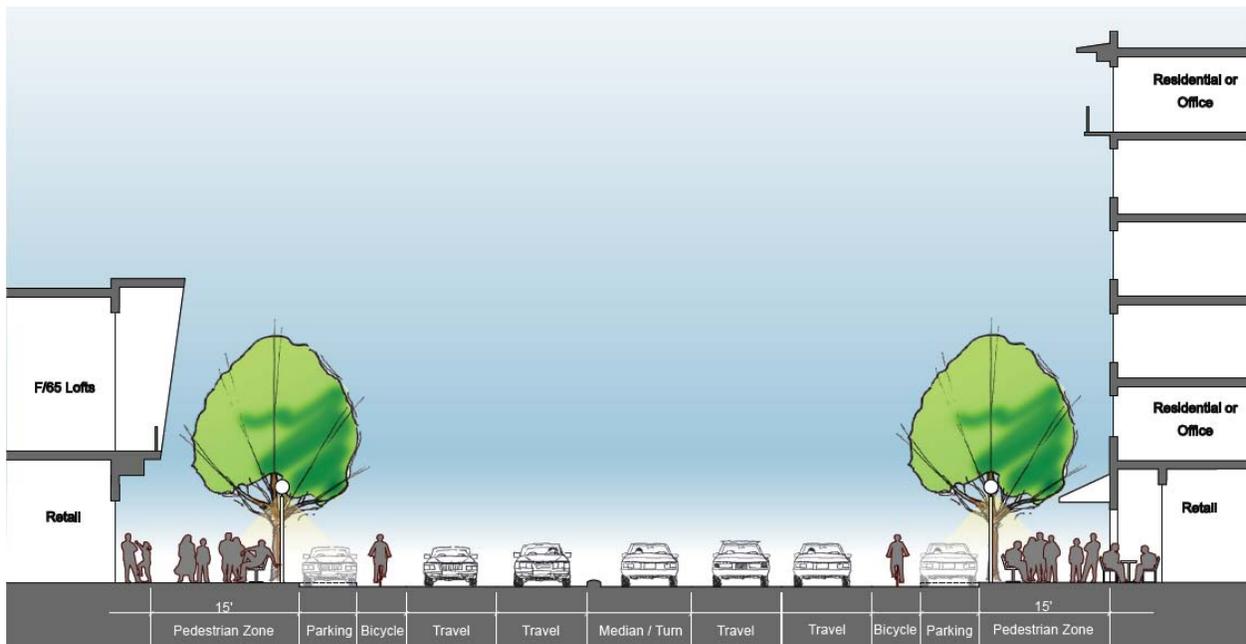
SCENARIO C-PRIME												
Street	Segment	Total Travel Lanes		Bicycle Facility		Parking Lane		Median		Pedestrian Zone		Cross Section*
		Number	Typ. Width	Class	Typ. Width	Side	Width	Typ. Width	Planted	Side	Min. Width	
Q St.	65th - 69th (includes bus facility on south)	2	11'	(Class I at south)		North (67th - 69th) South (east of 68th)	7' 7'	n/a		North South	15' 15'	
S St.	59th - 65th	2	11'	2	6'	North South	7' n/a	n/a		North South	15' n/a	
Brighton Ave.		2	11'	(Class I at north)		North South	n/a 7'	n/a		North South	n/a 15'	
Broadway	65th - Redding	2	11'	2	6'	North South	7' 7'	n/a		North South	10' 10'	9
San Joaquin	Redding - Business Dr	2	11'	2	6'	North South	7' 7'	n/a		North South	10' 10'	8
	Business Dr - Ramona	2	11'	2	6'	n/a	n/a	n/a		North South	10' 10'	
Cucamonga	Ramona - Power Inn	2	11'	2	6'	North South	7' 7'	n/a		North South	15' 15'	6
East Ramona [†]	Ramona - Power Inn	2	11'	2	6'	North South	7' 7'	n/a		North South	15' 15'	6

[†] The existing east-west segment of Ramona Avenue intersecting with Power Inn Road.

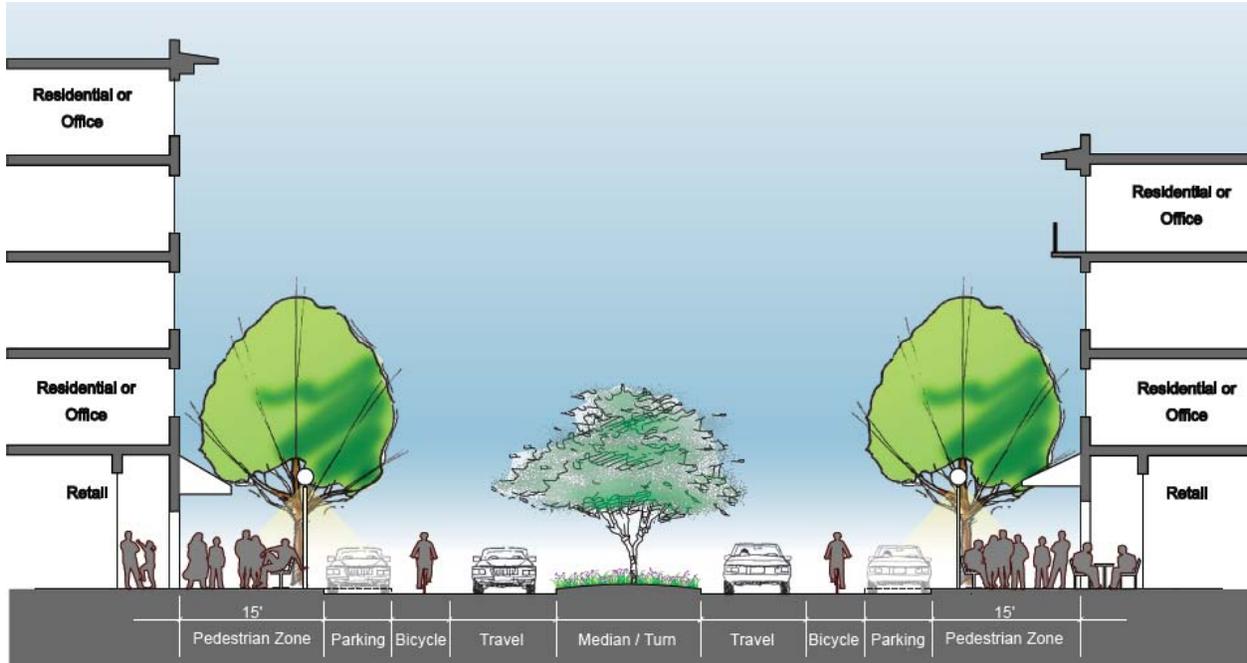
Exhibit C



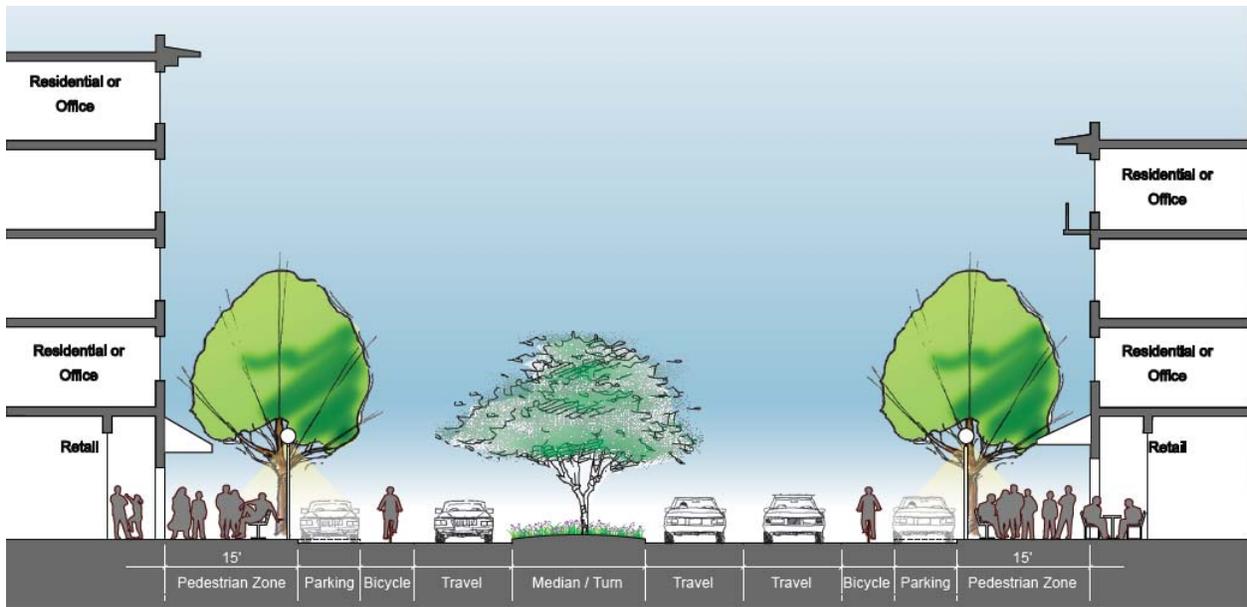
Cross Section 1



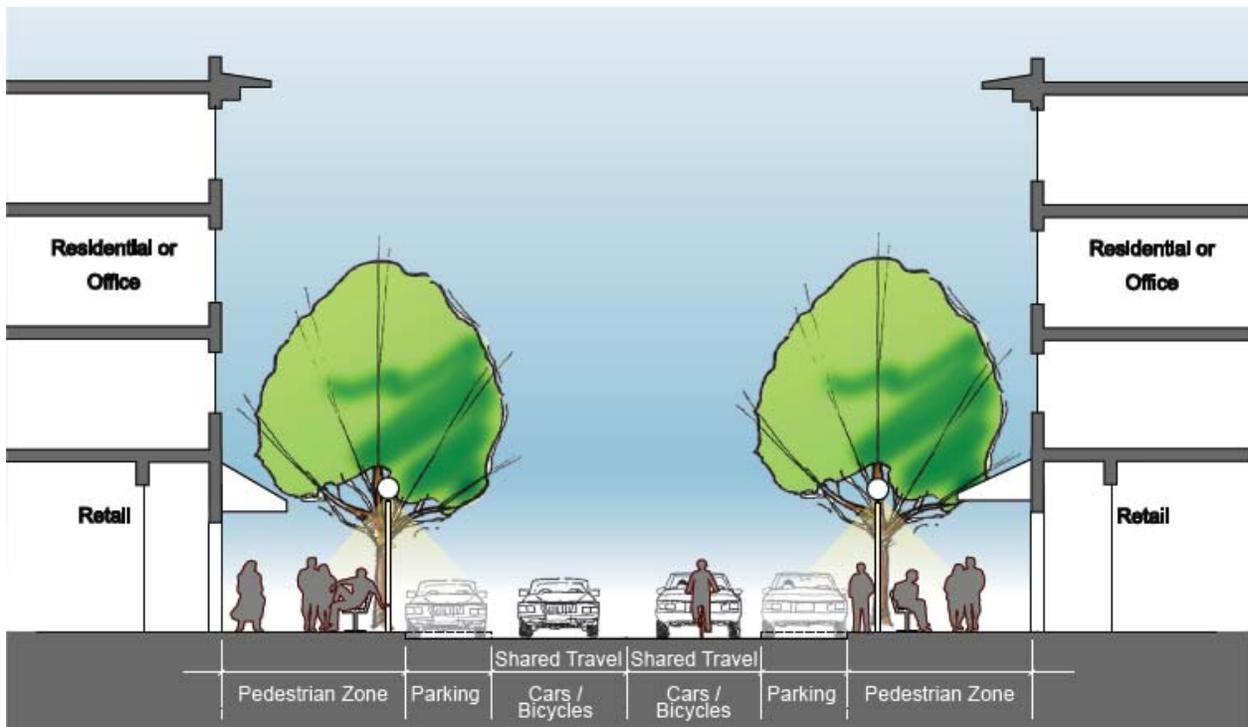
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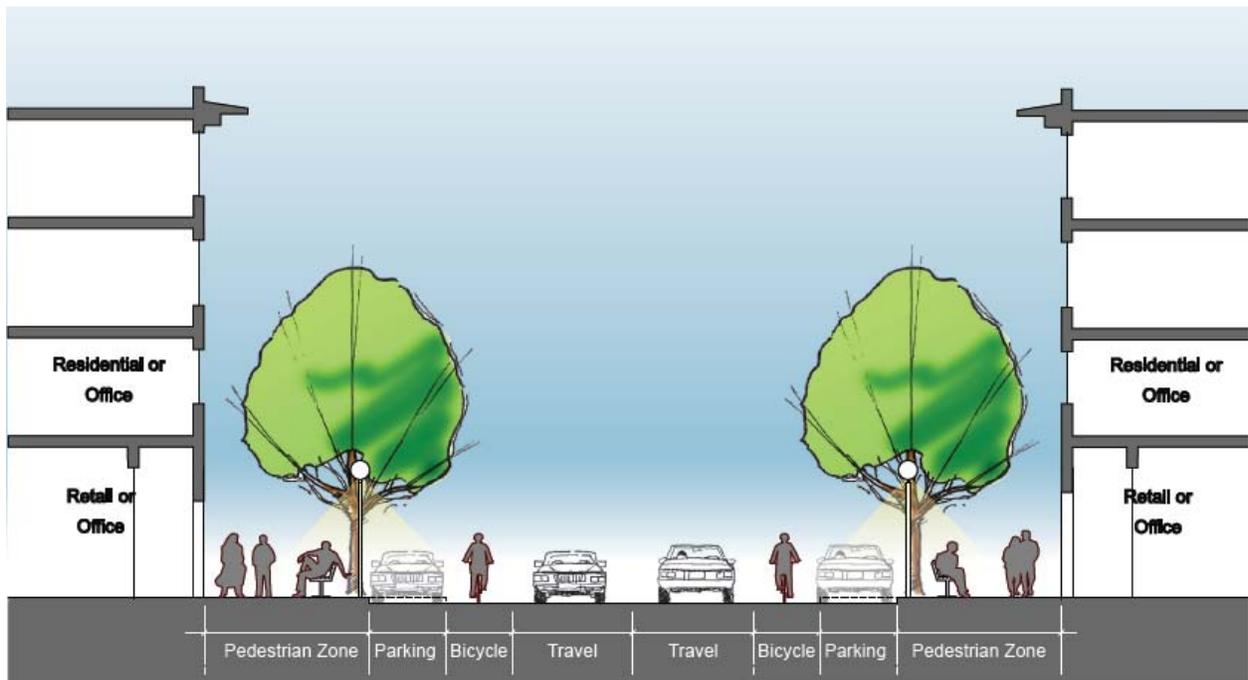
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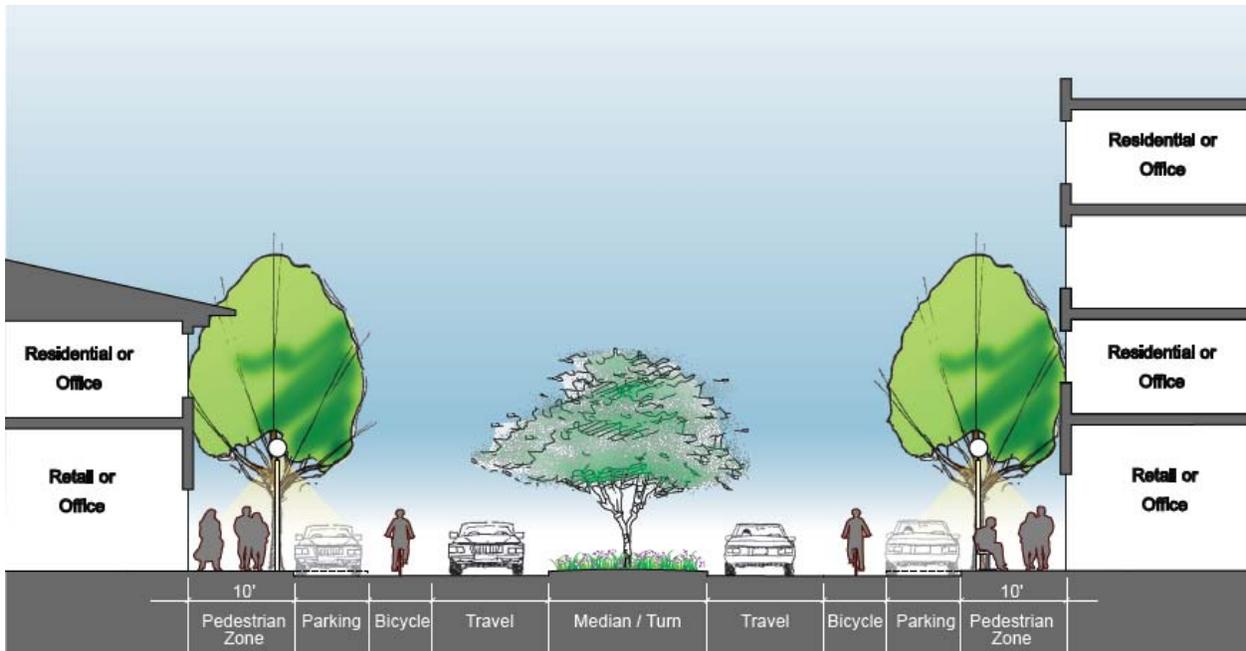
Cross Section 4



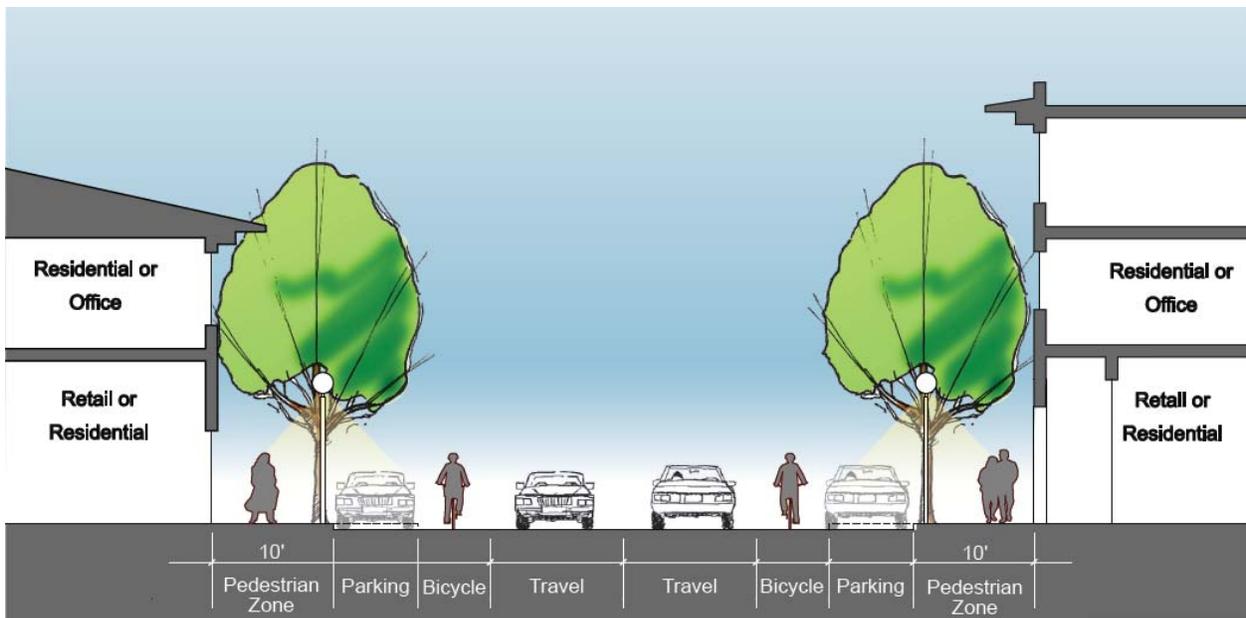
Cross Section 5



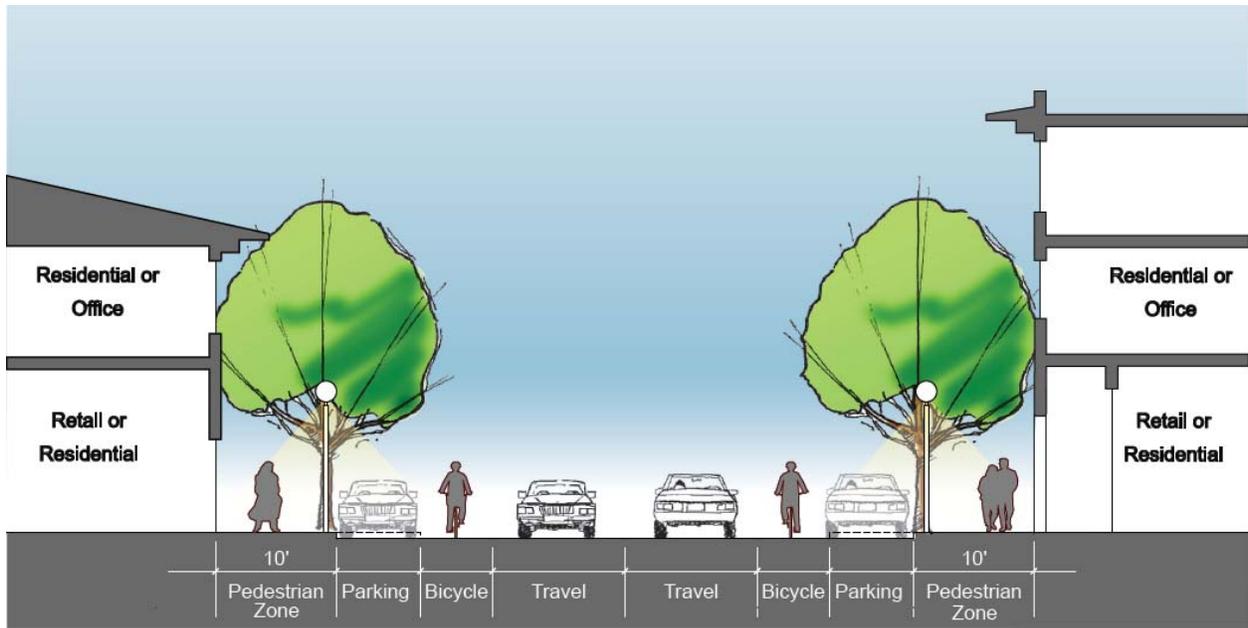
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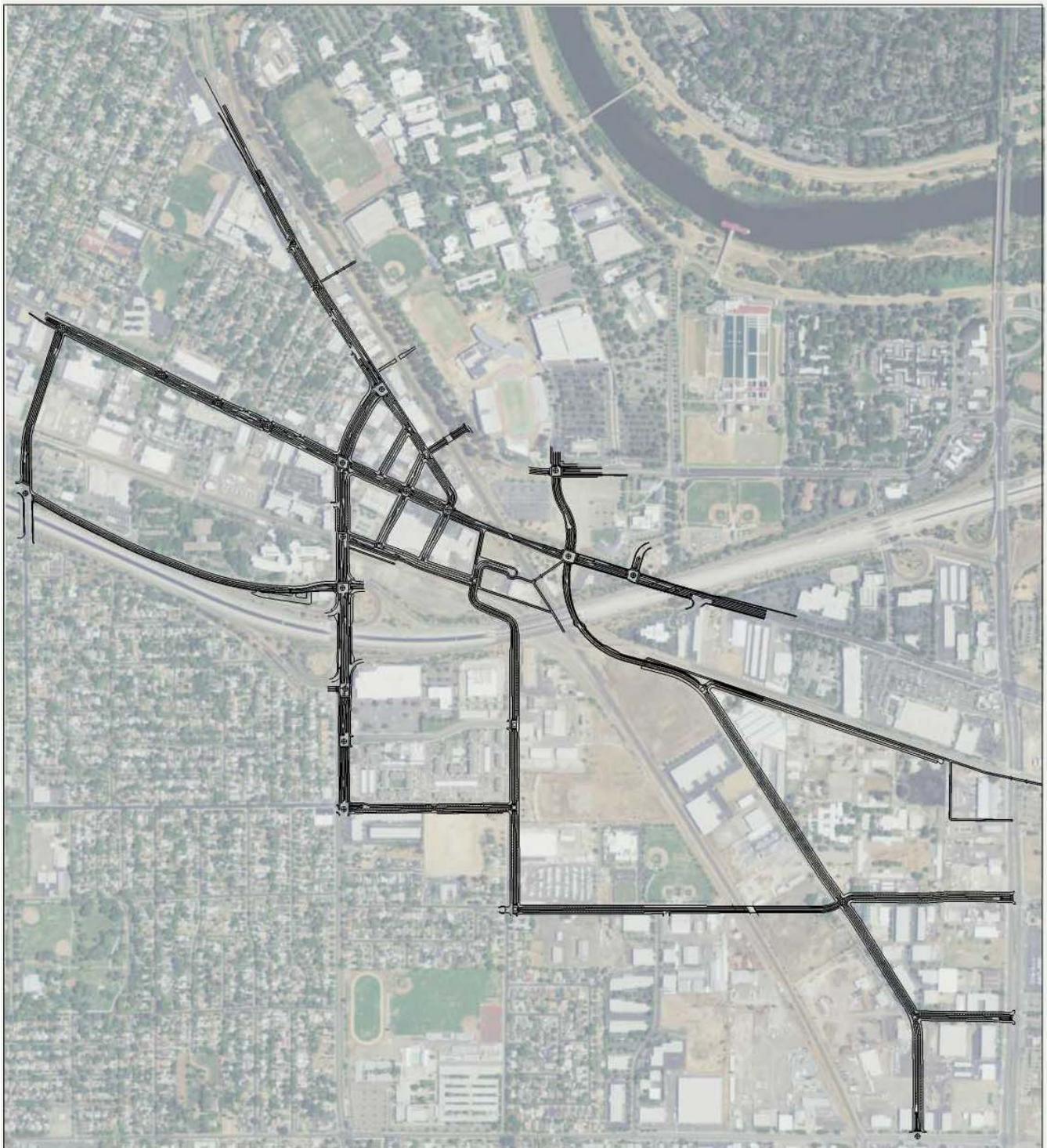
Cross Section 7



Cross Section 8



Cross Section 9



<p>Prepared by: Fedolia "Sparky" Harris Date: January 28, 2010</p>	<p>Scenario C-Prime</p>	<p>65th Street Station Area Study</p>
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ATTACHMENT 5

RESOLUTION NO.

Adopted by the Sacramento City Council

August 31, 2010

**AMENDING THE SACRAMENTO 2030 GENERAL PLAN MOBILITY ELEMENT,
EAST SACRAMENTO COMMUNITY PLAN, AND FRUITRIDGE BROADWAY
COMMUNITY PLAN RELATING TO THE 65TH STREET STATION AREA STUDY
(M09-019)**

BACKGROUND

- A. On July 22, 2010, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the 65th Street Station Area Study and General Plan Amendments to Develop a Preferred Circulation Plan to Serve Transit Oriented Development near the 65th Street/University Light Rail Station (M09-019).
- B. On August 31, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(1) and 17.200.010(C)(2)(a)(publication) and (c)(ii)(newspaper ad), and received and considered evidence concerning the 65th Street Station Area Study and General Plan Amendments to Develop a Preferred Circulation Plan to Serve Transit Oriented Development near the 65th Street/University Light Rail Station (M09-019)(Project).

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

- Section 1. The Environmental Impact Report and Mitigation Monitoring Program for the 65th Street Station Area Study, which included the proposed changes to the Sacramento 2030 General Plan, have been adopted by resolution as of the same date set out above.
- Section 2. The Sacramento 2030 General Plan Mobility Element is hereby amended to incorporate the circulation components of the 65th Street Station Area Study Scenario C-Prime as described below and shown in Exhibit A and Exhibit B:
 - a. Extend Broadway as an Arterial street between 65th Street and Redding Avenue on Figure M 2A

- b. Remove the planned 2 lane extension of 4th Avenue between Redding Avenue and Ramona Avenue on Figure M 3A
- c. Reduce the number of lanes on Elvas Avenue between J Street and Folsom Boulevard from 3 lanes to 2 lanes on Figure M 3A
- d. Reduce the number of lanes on Folsom Boulevard between 59th Street and 62nd Street from 4 lanes to 2 lanes on Figure M 3A
- e. Reduce the number of lanes on Folsom Boulevard between 62nd Street and 68th Street from 4 lanes to 3 lanes on Figure M 3A
- f. Reduce the number of lanes on Folsom Boulevard between 68th Street and Ramona Avenue from 4 lanes to 2 lanes on Figure M 3A
- g. Extend Broadway as a 2 lane street between 65th Street and Redding Avenue on Figure M 3A

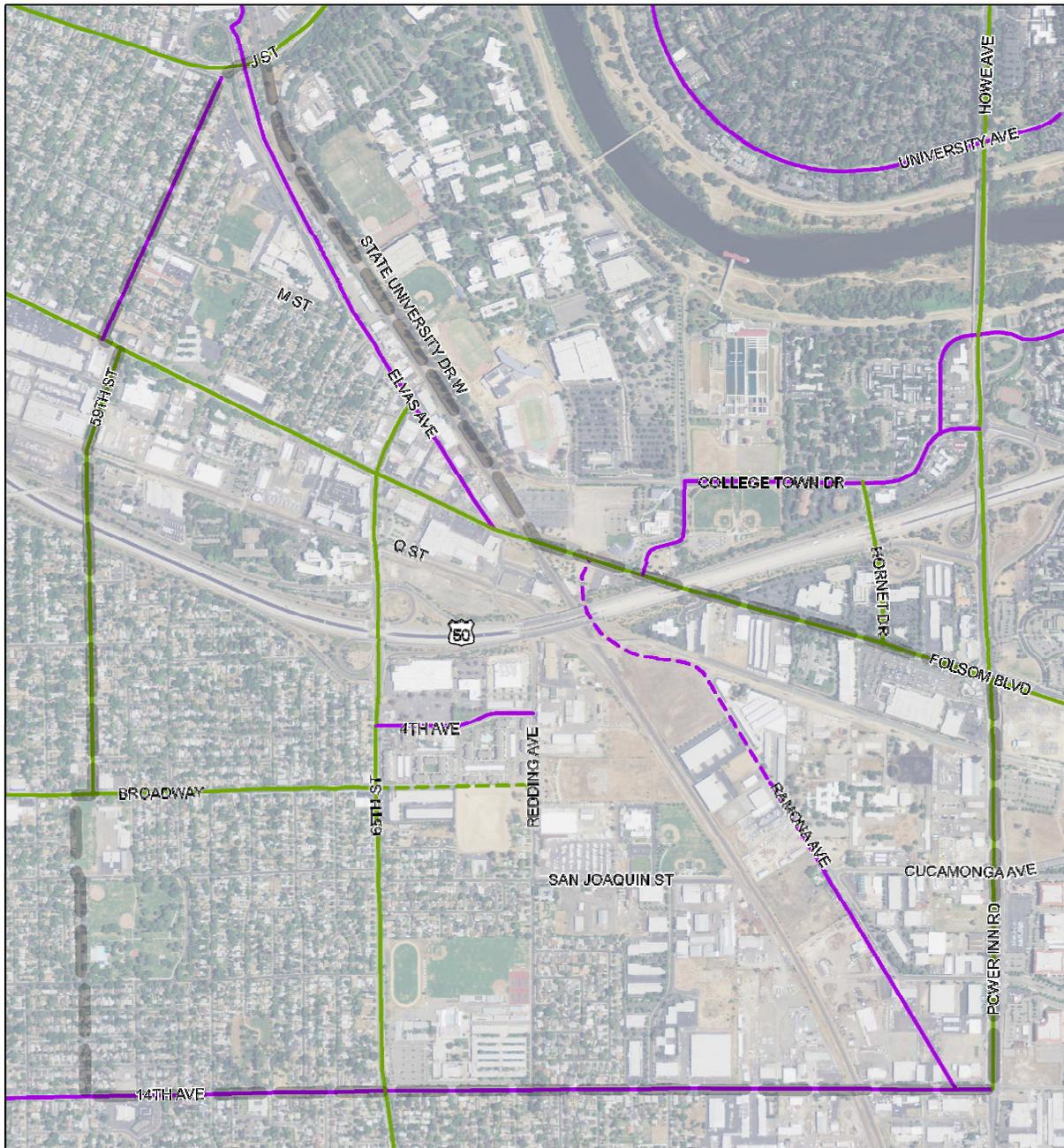
Section 3. The East Sacramento Community Plan is hereby amended to incorporate the 65th Street Station Area Study Scenario C-Prime as outlined in Exhibit C and shall serve as the transit village plan pursuant to CA Government Code Section 65460.2 for the portion of the 65th Street/University Transit Village Development District as defined by CA Government Code Section 65460.4 that falls within the East Sacramento Community Planning Area.

Section 4. The Fruitridge Broadway Community Plan is hereby amended to incorporate the 65th Street Station Area Study Scenario C-Prime as outlined in Exhibit D and shall serve as the transit village plan pursuant to CA Government Code Section 65460.2 for the portion of the 65th Street/University Transit Village Development District as defined by CA Government Code Section 65460.4 that falls within the Fruitridge Broadway Community Planning Area.

Section 5. Exhibits A, B, C, and D are a part of this Resolution.

Table of Contents

- Exhibit A - Revised Sacramento 2030 General Plan, Mobility Element, Figure M 2A Street Classifications
- Exhibit B - Revised Sacramento 2030 General Plan, Mobility Element, Figure M 3A Number of Lanes
- Exhibit C - East Sacramento Community Plan Amendment language and figures
- Exhibit D - Fruitridge Broadway Community Plan language and figures



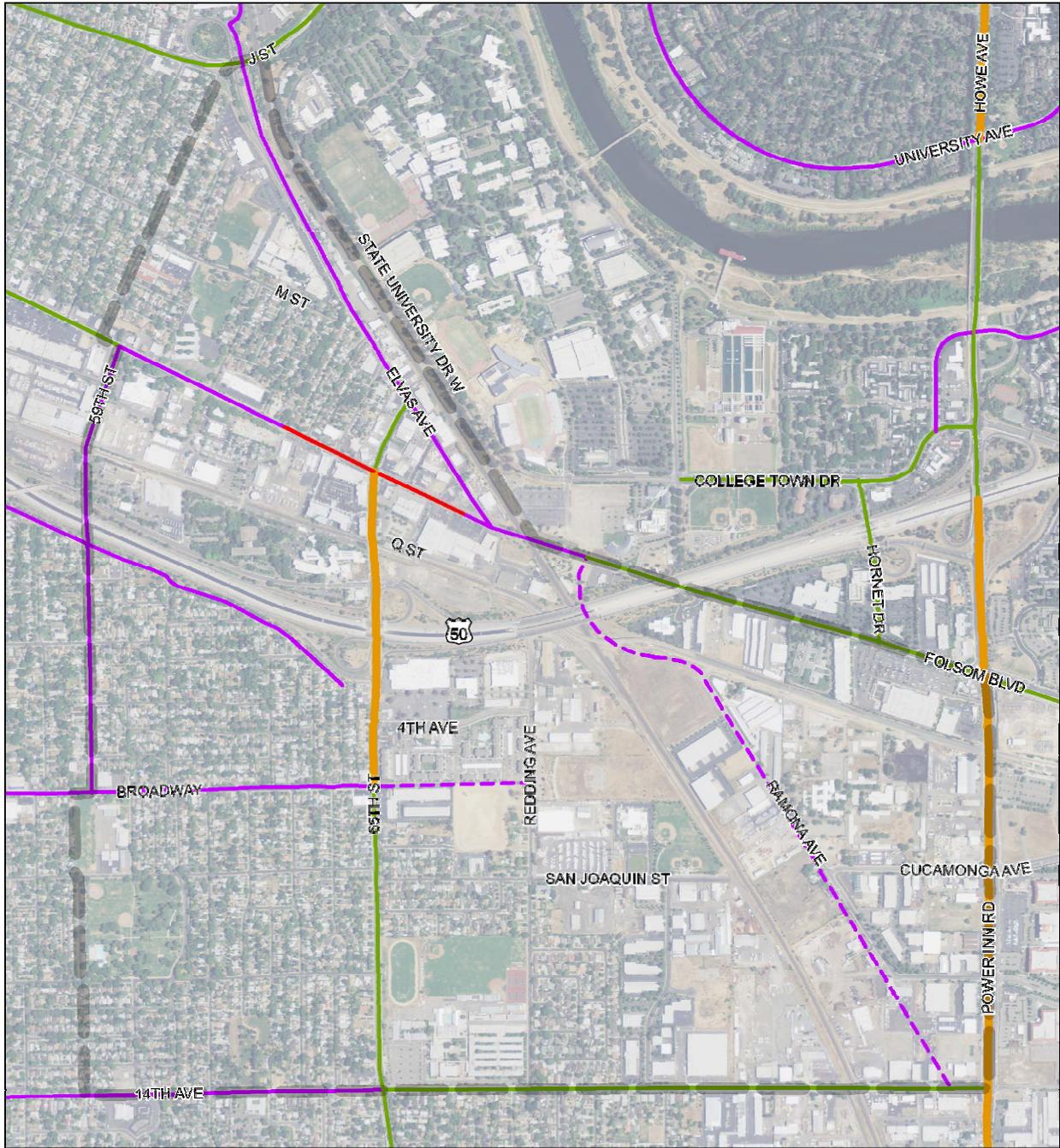
**Sacramento 2030 General Plan
Mobility Element Amendments
REVISED Figure M 2A (Portion)**



-  Collector (New)
-  Arterial (New)
-  Arterial
-  Collector



65th Street Station Area



**Sacramento 2030 General Plan
 Mobility Element Amendments
 REVISED Figure M 3A (Portion)**



- 2 Lane Road (New)
- 2 Lane Road
- 3 Lane Road
- 4 Lane Road
- 6 Lane Road



65th Street Station Area

Exhibit C

EAST SACRAMENTO COMMUNITY PLAN
AMENDMENT LANGUAGE AND FIGURES

CONTENTS

Add “Appendix ES-A: 65th Street/University Transit Village Figures....3-ES-XX” (page to be determined) after Relevant Plans and Studies

Community Policies

Replace existing text with the following text

“This section includes policies that are unique to the East Sacramento Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in the community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are taken from previously adopted policy documents. Some of the policies in those policy documents that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.”

Add the following section under Community Policies

Land Use and Urban Design

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Land Use and Urban Design Element in Part 2 of the General Plan.

Add the following section under Community Policies

Historic and Cultural Resources

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Historic and Cultural Resources Element in Part 2 of the General Plan.

Add the following section under Community Policies

Economic Development

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Economic Development Element in Part 2 of the General Plan.

Add the following section under Community Policies

Housing

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Housing Element in Part 2 of the General Plan.

Add the following section under Community Policies

Mobility

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Mobility Element in Part 2 of the General Plan.

Add the following section under Community Policies

Utilities

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Utilities Element in Part 2 of the General Plan.

Add the following section under Community Policies

Education, Recreation, and Culture

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Education, Recreation, and Culture Element in Part 2 of the General Plan.

Add the following section under Community Policies

Public Health and Safety

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Public Health and Safety Element in Part 2 of the General Plan.

Add the following section under Community Policies

Environmental Resources

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Environmental Resources Element in Part 2 of the General Plan.

Add the following section under Community Policies

Environmental Constraints

There are no policies specific to East Sacramento that supplement the citywide General Plan policies. Please see the Environmental Constraints Element in Part 2 of the General Plan.

Add the following section under Community Policies

Transit Villages

65th Street/University Transit Village

The 65th Street/University Transit Village is envisioned as a Neighborhood/University Mixed Use District which provides a lively mix of housing types, retail and employment uses to increase transit ridership and pedestrian activity. 65th Street is envisioned as a pedestrian scale Main Street which connects the University to the surrounding neighborhood and the 65th Street transit station. The design of the transit village will emphasize more convenient pedestrian connections for shoppers, employees and residents to the surrounding community, university, and station. In the future, the Transit Village is envisioned to continue its transition from an auto oriented commercial and industrial district to Transit Oriented Development. Financial and regulatory incentives will be provided to encourage development of transit supportive and sustainable development consistent with the Plan in a manner that avoids conflicts with existing industrial and service oriented uses.

The overall goal for the 65th Street/University Transit Village is to create a safe, lively mixed-use Transit Village District which serves the University and the surrounding East Sacramento neighborhood. The following policies are taken from the 65th Street/University Transit Village Plan (2002). Other policies that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.

See Appendix ES-A for 65th Street/University Transit Village street cross sections and figures referenced below.

- ES.TV 1.1** **Incompatible Uses.** The City shall discourage uses in the 65th Street/University Transit Village that might be detrimental to transit ridership such as those with low frequency, or automobile related uses, such as warehouses, self-storage, service stations, or car sales lots. *(RDR)*
- ES.TV 1.2** **Transit Supportive Uses.** The City shall encourage uses in the 65th Street/University Transit Village that have daily or frequent patronage, such as offices, hotels, or high-density residential development. *(RDR)*
- ES.TV 1.3** **Functional Landscape.** The City shall require in the 65th Street/University Transit Village a minimum of 10 percent of sites to be landscaped with pervious surfaces. Landscaping that serves as a storm water treatment element and/or pedestrian plazas may be used to satisfy this requirement. *(RDR)*
- ES.TV 1.4** **Transition to Neighborhoods.** The City shall require the design and scale of development in the 65th Street/University Transit Village to transition between the existing small scale residential neighborhood and higher density mixed uses near the 65th Street LRT station. *(RDR)*
- ES.TV 1.5** **Screening and Buffering.** The City shall require new development in the 65th Street/University Transit Village to provide screening and buffering from adjacent industrial uses (e.g., SMUD substation, railroad tracks) in the form of landscaping, masonry walls, or parking lots (surface and structure) to reduce potential noise and visual impacts. *(RDR)*
- ES.TV 1.6** **Ground Floor Visibility.** The City shall require windows to be provided on the street level of new buildings in the 65th Street/University Transit Village as a visual link between business and pedestrians. A minimum of 60% of ground-floor commercial facades facing streets, sidewalks, pedestrian routes and public plazas shall be non reflective, transparent glazing. *(RDR)*
- ES.TV 1.7** **Pervious Surfaces.** The City shall reduce impacts to existing and planned stormwater drainage facilities by requiring new development in the 65th Street/University Transit Village to have a minimum level of site

perviousness of 10% (note: on-site design improvements, off-site improvements, or fees may be required in lieu of this requirement). (RDR)

ES.TV 2.1 **Housing Opportunities.** The City shall provide opportunities for low and moderate income housing in the 65th Street/University Transit Village, particularly in the Super Block and Station Block to serve the large employment population base created by SMUD and CSUS. (RDR)

ES.TV 3.1 **Local Mobility Improvements.** The City shall ensure that streets, pedestrian and bikeway improvements in the 65th Street/University Transit Village are developed as shown on Figure 8 and as further described in the "65th Street Station Area Study." (RDR)

Opportunity Areas

Add the following section after Figure ES-3

65th Street/University Village

The 65th Street/University Village Opportunity Area has been identified as a key potential infill and redevelopment area of the Fruitridge Broadway and East Sacramento Community Plan Areas. The concepts and recommendations for this area have been shaped and supported by community involvement and input, and are meant to guide future development toward further implementing the vision and guiding principles of the 2030 General Plan and Community Plans.

A full description of the 65th Street/University Village can be found in the Fruitridge Broadway Community Plan.

Relevant Plans and Studies

Revised the first bullet to read "65th Street/University Transit Village Plan (Repealed)"

Add a bullet to read "65th Street Station Area Study" (2010)

Add new section after Relevant Plans and Studies

Appendix ES-A: 65th Street/University Transit Village Figures

Table of Figures

Figure 1	65 th Street between Elvas Avenue and Folsom Boulevard
Figure 2	65 th Street between Folsom Boulevard and Q Street
Figure 3	Folsom Boulevard between 59 th Street and 62 nd Street
Figure 4	Folsom Boulevard between 62 nd Street and 68 th Street

- Figure 5 66th Street between Elvas Avenue and Folsom Boulevard
- 67th Street between Elvas Avenue and Folsom Boulevard
- 68th Street between Folsom Boulevard and Q Street
- Figure 6 59th Street between Folsom Boulevard and S Street
- Elvas Avenue between 65th Street and Folsom Boulevard
- Figure 7 Elvas Avenue between J Street ramps and 65th Street
- Figure 8 Circulation Plan for 65th Street/University Transit Village

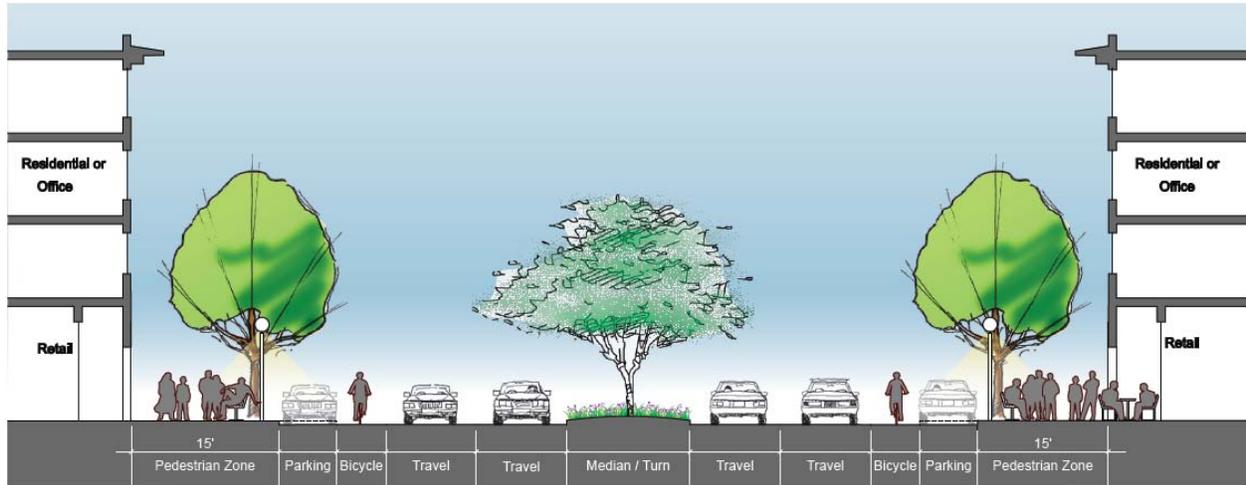


Figure 1: 65th Street between Elvas Avenue and Folsom Boulevard

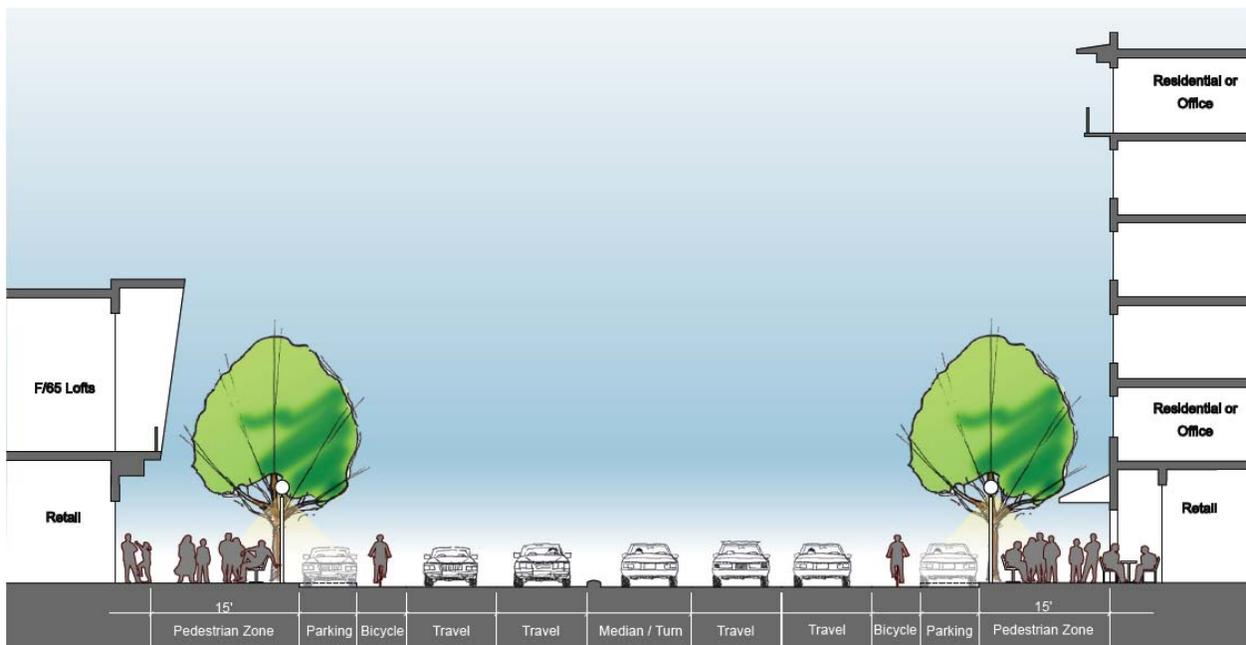


Figure 2: 65th Street between Folsom Boulevard and Q Street

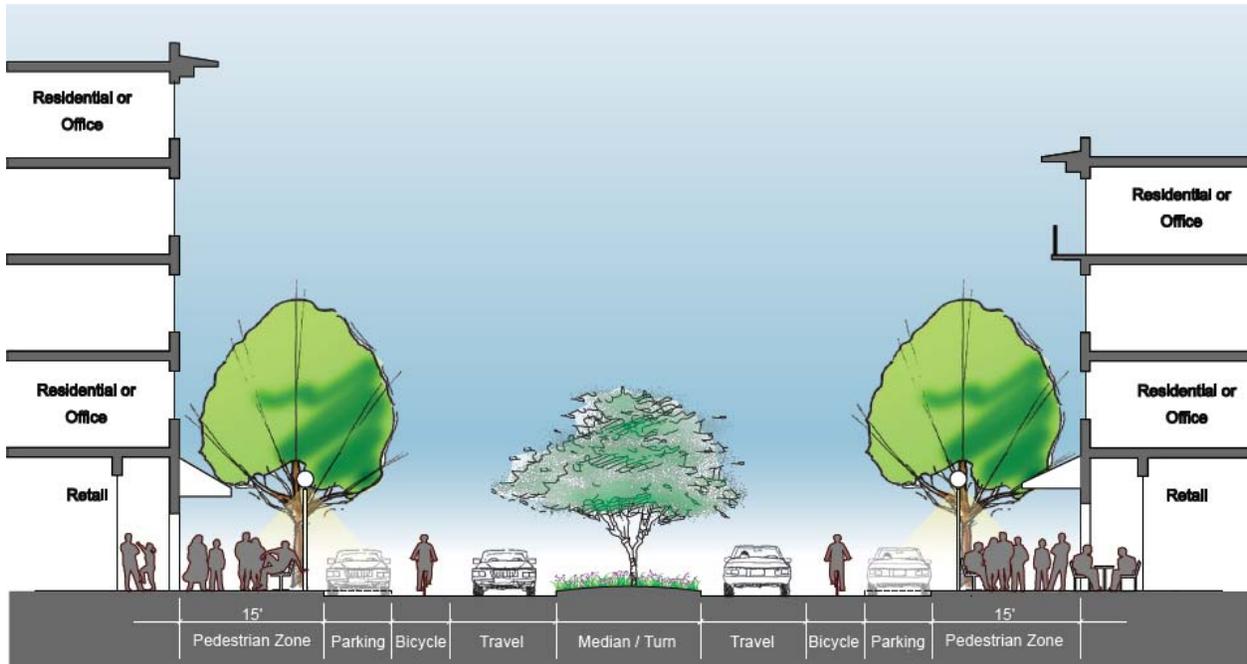


Figure 3: Folsom Boulevard between 59th Street and 62nd Street

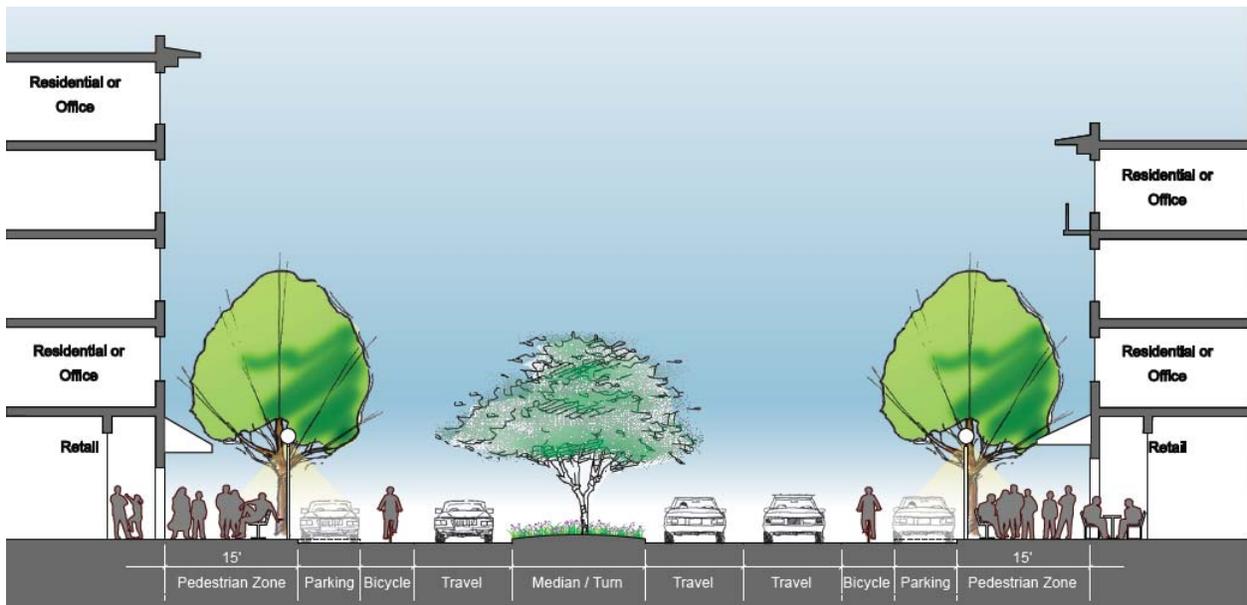


Figure 4: Folsom Boulevard between 62nd Street and 68th Street

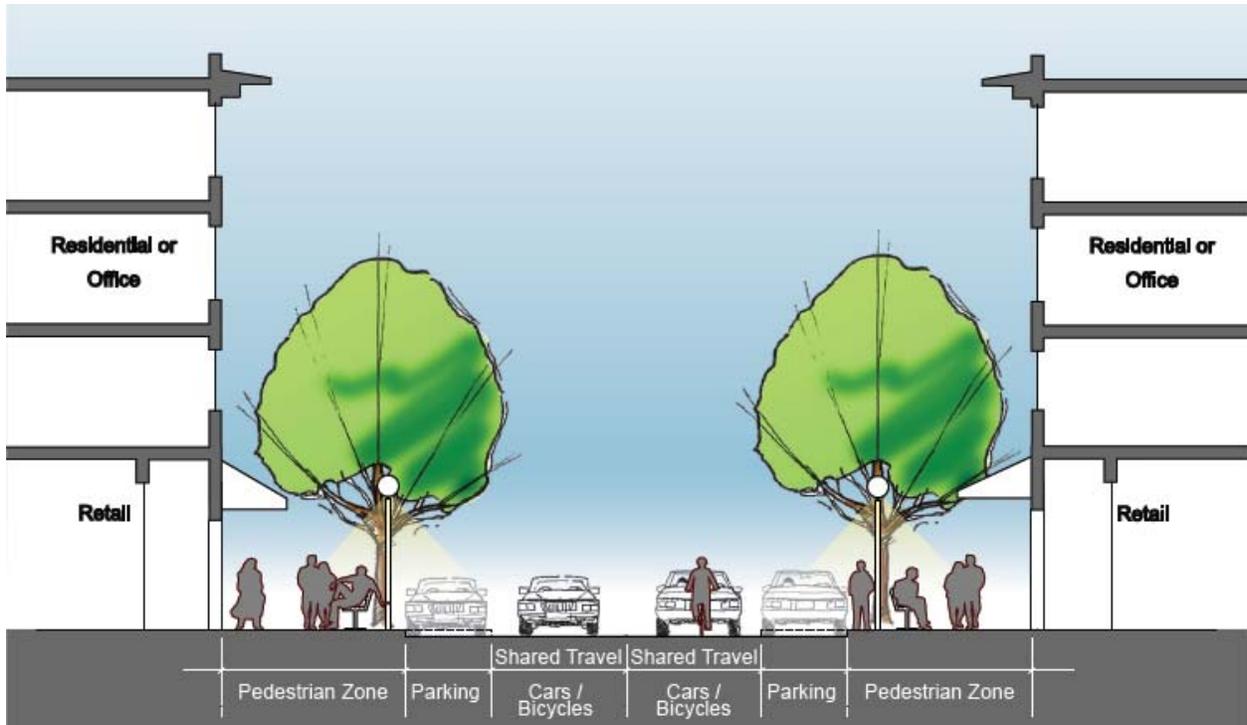


Figure 5: 66th Street between Elvas Avenue and Folsom Boulevard, 67th Street between Elvas Avenue and Folsom Boulevard, and 68th Street between Folsom Boulevard and Q Street

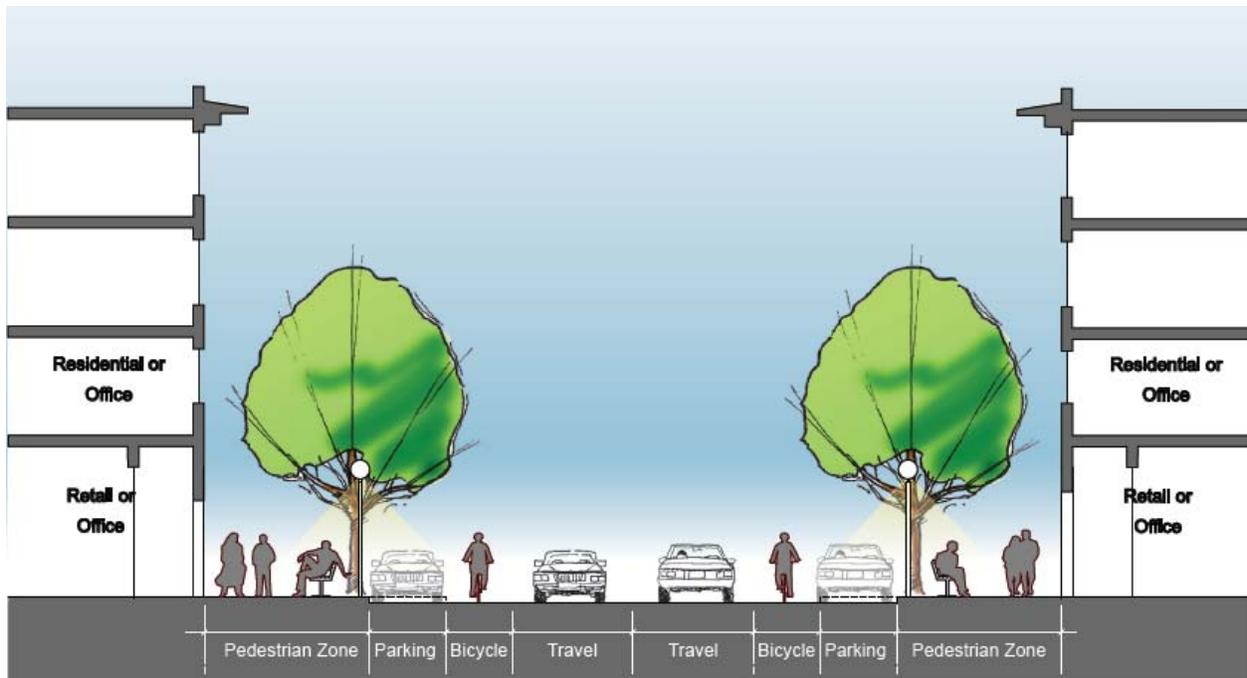


Figure 6: 59th Street between Folsom Boulevard and S Street, and Elvas Avenue between 65th Street and Folsom Boulevard

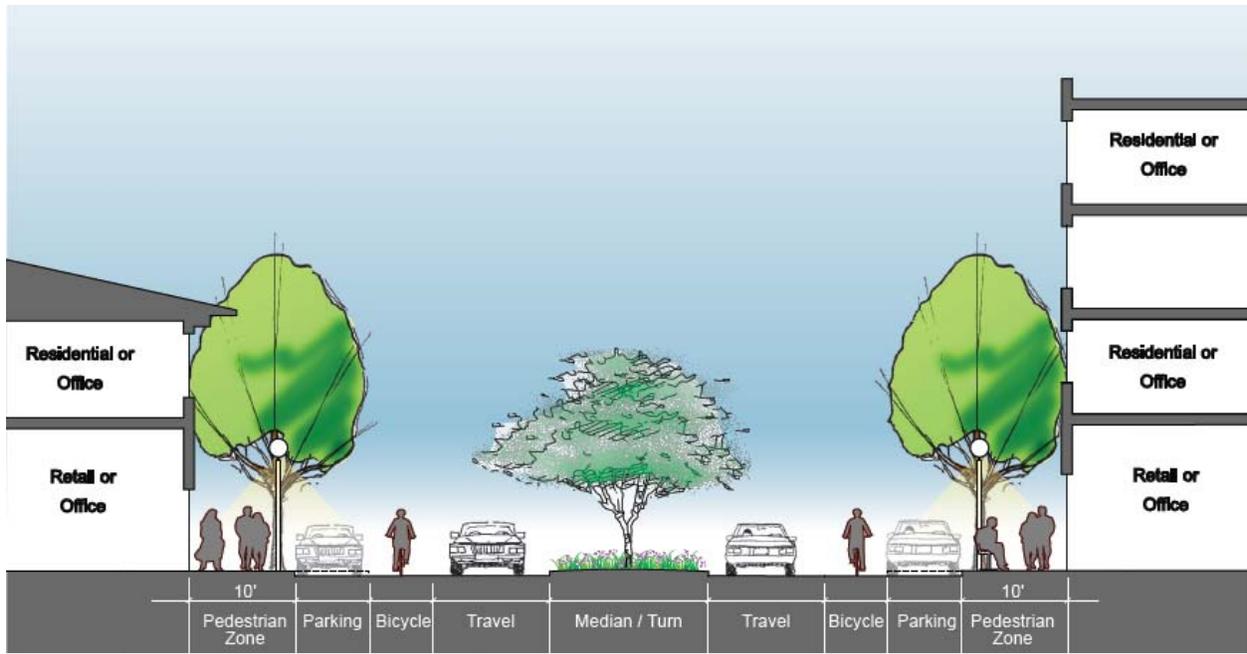


Figure 7: Elvas Avenue between J Street ramps and 65th Street

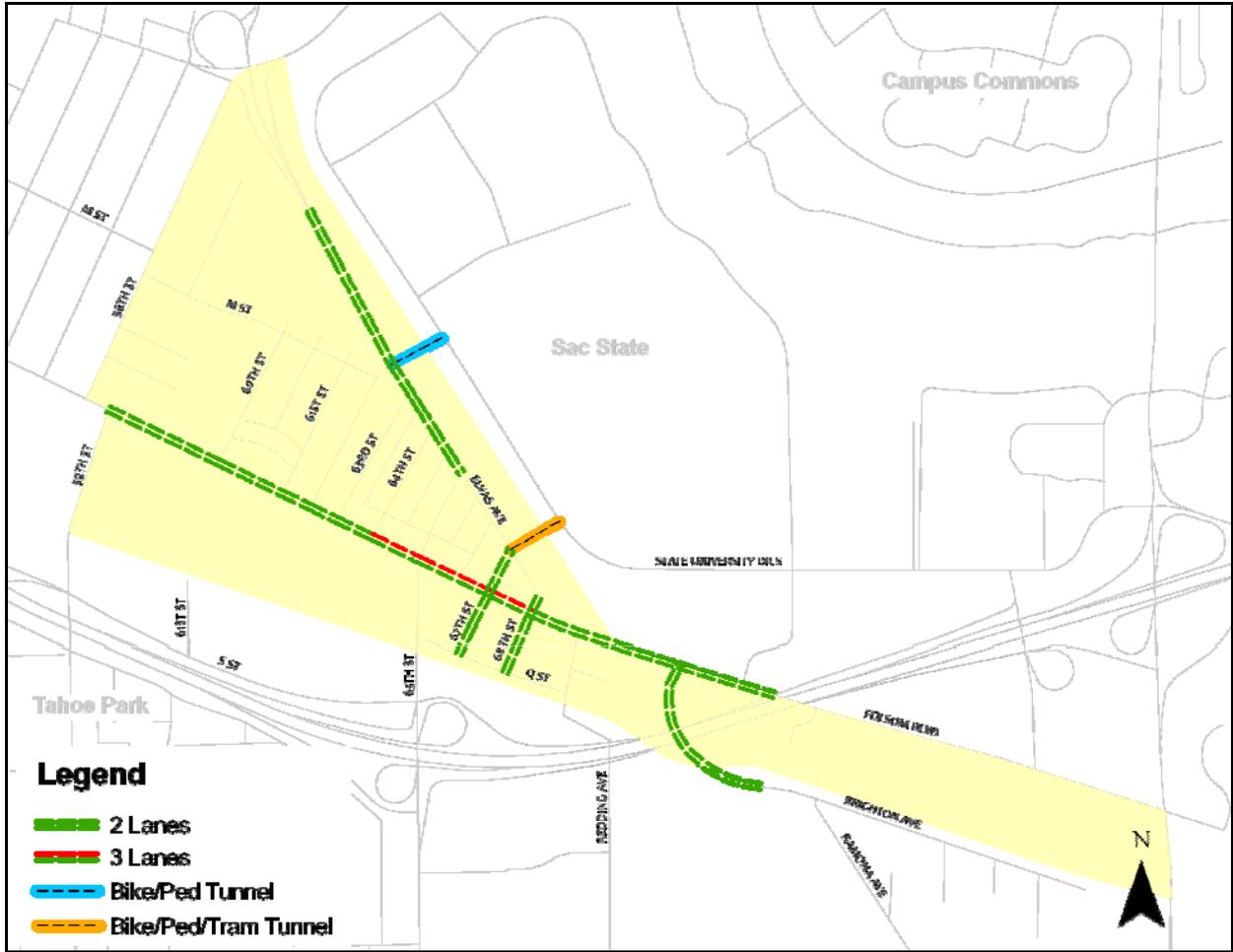


Figure 8: Circulation Plan for 65th Street/University Transit Village

Exhibit D

FRUITRIDGE BROADWAY COMMUNITY PLAN
AMENDMENT LANGUAGE AND FIGURE

CONTENTS

Add “Appendix FB-A: South 65th Transit Village Figures....3-FB-XX” (page number to be determined) after Relevant Plans and Studies

Community Profile

Add the following paragraph at the end of the Development and Planning History section

“The 65th Street/University light rail station was the focus of two transit village planning efforts. The 65th Street/University Transit Village Plan was adopted in 2002 and the South 65th Street (Transit Village) Area Plan was adopted in 2004. The South 65th Street Area Plan fell within the boundaries of the Fruitridge Broadway Community Plan. Many of the overarching goals and policies from the South 65th Street Area Plan became citywide directives with the adoption of the 2030 General Plan in 2009. The vision, goals, and policies that were more specific to the Community Planning Area have been incorporated and the 65th Street Area Plan was repealed as a stand-alone document.”

Community Policies

Add the following section after Environmental Constraints section

Transit Villages

South 65th Transit Village

The South 65th Transit Village is envisioned as a mixed use district which provides direct bicycle and pedestrian connections to the 65th Street Transit Center, CSUS, and the 65th Street/University Transit Village area (located north of Hwy 50), via improvements to Redding Avenue and 65th Street. The South 65th Street plan area is less urban in scale, less dense, and more residential than the 65th Street/University Transit Village. At the same time, the design of the Area Plan will emphasize more convenient pedestrian connections for shoppers, employees and residents to the surrounding community, university, and station. In the future, the plan envisions a transition from an auto oriented commercial and industrial district to Transit Oriented Development. Financial and regulatory incentives may be provided to encourage development of transit supportive and sustainable development consistent with the Plan in a manner that avoids conflicts with existing industrial and service oriented uses.

The overall goal for the South 65th Transit Village is to create a walkable, interconnected, neighborhood mixed-use district and enhance the visual character of the neighborhood. The following policies were taken from the South 65th Station Area Plan (2004), which was subsequently repealed as a stand-alone plan. Other policies that were outdated or overly general have been deleted. While the remaining policies have been edited slightly for consistency, the content of the policies has not been altered.

See Appendix FB-A for South 65th Transit Village street cross sections and figures referenced below.

- FB.TV 1.1** **Distinct and safe retail.** The City shall require active retail or commercial ground level uses within larger residential mixed-use projects along 65th Street, 4th Avenue, and Redding Avenue.
- FB.TV 1.2** **Incompatible Uses.** The City shall discourage uses that might be detrimental to transit ridership such as those with low frequency, or automobile related uses, such as warehouses, self-storage, service stations, drive through restaurants, or car sales lots.
- FB.TV 1.3** **Transit Supportive Uses.** The City shall encourage uses that have daily or frequent patronage, such as offices, hotels, or high-density residential development.
- FB.TV 1.4** **Mixed Income Housing.** The City shall provide opportunities for low and moderate income housing, particularly in the northern quadrants, to serve the large employment population base created by SMUD, CSUS, and the northwest office area.
- FB.TV 1.5** **Redevelopment Funding.** The City shall coordinate with the Sacramento Housing and Redevelopment Agency (SHRA) to utilize redevelopment area funding incentives for projects that support mixed uses and transit ridership.
- FB.TV 1.6** **Development Incentives.** The City shall provide financing options and economic incentives for development and redevelopment projects in the plan area. Work with the Economic Development Department to determine the eligibility of development projects for the incentive programs that are available for developers.
- FB.TV 1.7** **Operation of Existing Business.** The City shall allow existing businesses to continue to operate during their current hours of operation and ensure that they are not forced to modify or limit traffic and/or other operational incompatibilities as a result of this plan.
- FB.TV 1.8** **Expansion of Existing Development.** The City shall allow for minor expansions (up to 10% in floor area) of existing businesses. Existing businesses will also be allowed to replace structures lost to fire, or any other unexpected causes, to equal floor area or an increase of up to 10% existing floor area consistent with the mandates of the City Code.
- FB.TV 1.9** **Density of Uses.** The City shall provide for a mixture of higher density commercial office and employment uses in closest proximity to the 65th Street Station just south of Hwy 50.
- FB.TV 1.10** **Diversity in Open Space.** The City may include as public open space unlinked mini parks, gathering spaces, and courtyards in addition to standard parks and natural open space. The location and forms of these

public and semipublic facilities shall be compatible in design and scale with the adjacent development.

FB.TV 1.11

Bicycle and Pedestrian Circulation. The City shall create a greenway buffer and bike trail along the Union Pacific railroad tracks from the Tahoe Tallac Park at San Joaquin Street to Redding Avenue that connects to the sidewalk and on street bike improvements at the Highway 50 underpass. The bicycle and pedestrian improvements will connect with CSUS to the north and provide an alternate route to the University and the Transit Center.

FB.TV 1.12

Ground Floor Visibility. The City shall require windows on the street level as a visual link between business and pedestrians. A minimum of 60% of ground-floor facades facing streets, sidewalks, pedestrian routes and public plazas should be non-reflective, transparent glazing.

FB.TV 2.1

Bicycle and Pedestrian Facilities. The City shall work with Caltrans to implement major improvements to the bicycle and pedestrian facilities on 65th Street under Highway 50. These improvements are needed to facilitate a safe bicycle and pedestrian connection between the South 65th Transit Village Area and the 65th Street/University Transit Village area (see East Sacramento Community Plan). Types of improvements to be examined include: improved crosswalk conditions, increased crosswalk opportunities, providing separation between vehicles and sidewalks, and providing bike lanes.

FB.TV 2.2

Connections. The City shall ensure the north-south pedestrian/bicycle connection from Redding Avenue at Q Street to CSUS is improved. Options include a pedestrian crossover point for 69th Street at Folsom Boulevard, which would provide access to the existing CSUS entrance on Elvas Avenue, or a pedestrian bridge over Folsom Boulevard adjacent to the UP railroad tracks.

FB.TV 2.3

Pedestrian Environment. The City shall ensure the pedestrian environment along 65th Street, 4th Avenue, Redding Avenue, and San Joaquin Street east of Redding Ave is improved by providing separated sidewalks, planters, street trees, on-street parking where feasible, bike lanes, decorative lighting, and street crossing improvements (including decorative and textured paving). A 65th Street Streetscape Master Plan should be prepared to ensure consistency in the streetscaping efforts in the area.

FB.TV 2.4

4th Avenue. The City shall provide a signal, traffic circle, roundabout, or other traffic management feature, at the new intersection of 4th Avenue and Redding Avenue to slow traffic on both streets and make cut through traffic less desirable. Right-of-way needed for these devices shall be dedicated as development occurs.

FB.TV 3.1 **Storm System Impacts.** The City shall work with project applicants in the South 65th Transit Village area to identify cost effective storm drainage operations and practices that will reduce impacts to the existing system.

FB.TV 3.2 **Infrastructure Financing.** The City shall require new development to participate in a funding program or pay their fair share for infrastructure improvements prior to construction.

Opportunity Areas

65th Street/University Village

Relevant Plans, Studies, Projects, and Districts

65TH STREET STATION AREA TRANSPORTATION STUDY

Change section title to “65th STREET STATION AREA STUDY”

Update dates and verb tense of section reflecting completion of the Study

SOUTH 65TH STREET AREA PLAN (NOVEMBER 2004)

Replace “NOVEMBER 2002” with “REPEALED 2010”

65TH STREET/UNIVERSITY TRANSIT VILLAGE PLAN (OCTOBER 2002)

Replace “OCTOBER 2002” with “REPEALED 2010”

SOUTHEAST AREA TRANSPORTATION STUDY (1999)

Add the following paragraph:

“The Southeast Area Transportation Study (SEATS) provided circulation recommendations that have been incorporated into the 2030 General Plan, the East Sacramento Community Plan, and the Fruitridge Broadway Community. As a result, SEATS has been superseded and should no longer be consulted as a policy document.”

Opportunities and Constraints

ASSUMPTIONS

Delete the first bullet “The adopted 65th Street/University Transit Village Plan and South 65th Street Area Plan will continue to be implemented.”

Recommendations

CIRCULATION AND MOBILITY RECOMMENDATIONS

Delete “(ongoing as of August 2008)” from the first bullet.

Revise the third bullet to read “Enhance east/west circulation by extending San Juan Street under the Union Pacific heavy rail. This will integrate existing neighborhoods and the South

65th Street Area with the Technology Campus and other future development east of the railroad tracks.”

Delete the fourth bullet, “Create one additional pedestrian and bicycle connection point under the Union Pacific Railroad at San Joaquin Street as the 65th Street Station Area Transportation Study is considering in one scenario. This will connect the neighborhoods and future development east and west of the rail lines.”

Relevant Plans and Studies

Add bullet to read “65th Street Station Area Study (2010)”

Revise the second bullet to read “65th Street/University Transit Village Plan (Repealed)”

Revise the third bullet to read “South 65th Street Area Plan (Repealed)”

Add new section after Relevant Plans and Studies

Appendix FB-A: South 65th Transit Village Figures

Table of Figures

Figure 1	Two lane street with parking
Figure 2	Two lane street with bicycle and parking lanes
Figure 3	San Joaquin Street between Redding Avenue and Business Drive
Figure 4	Broadway between 65th Street and Redding Avenue
Figure 5	Circulation Plan for South 65 th Transit Village

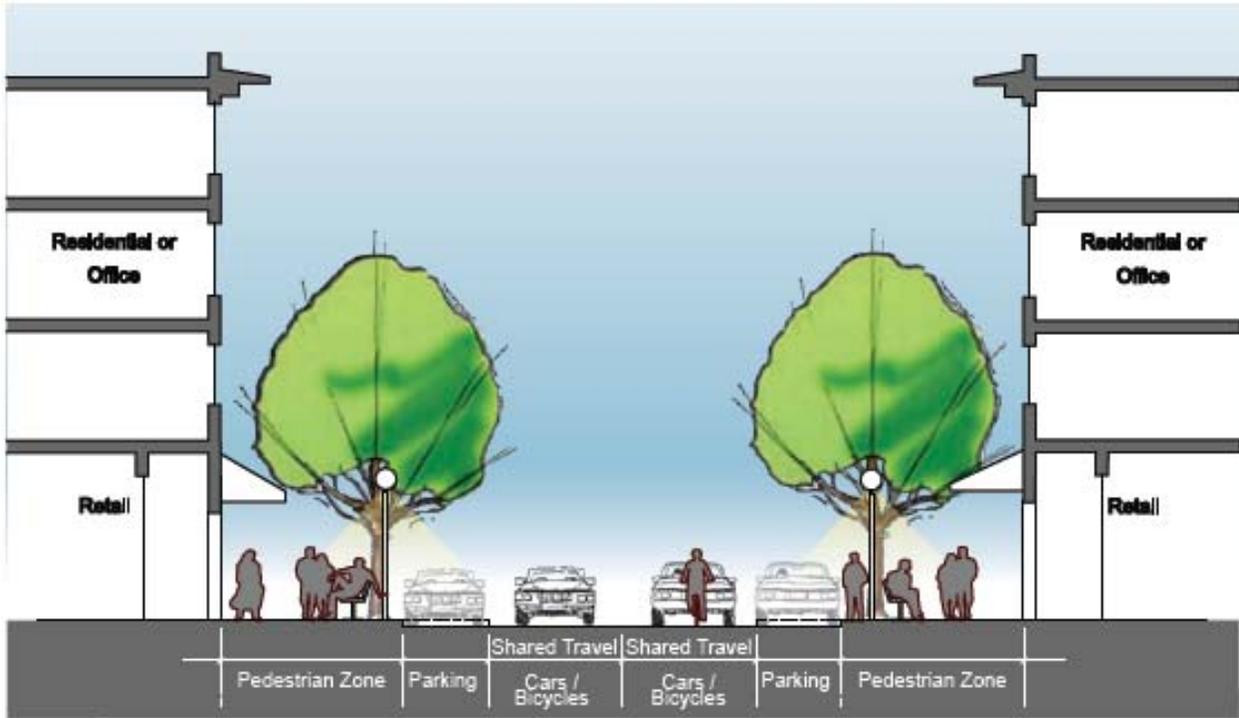


Figure 1: Two lane street with parking

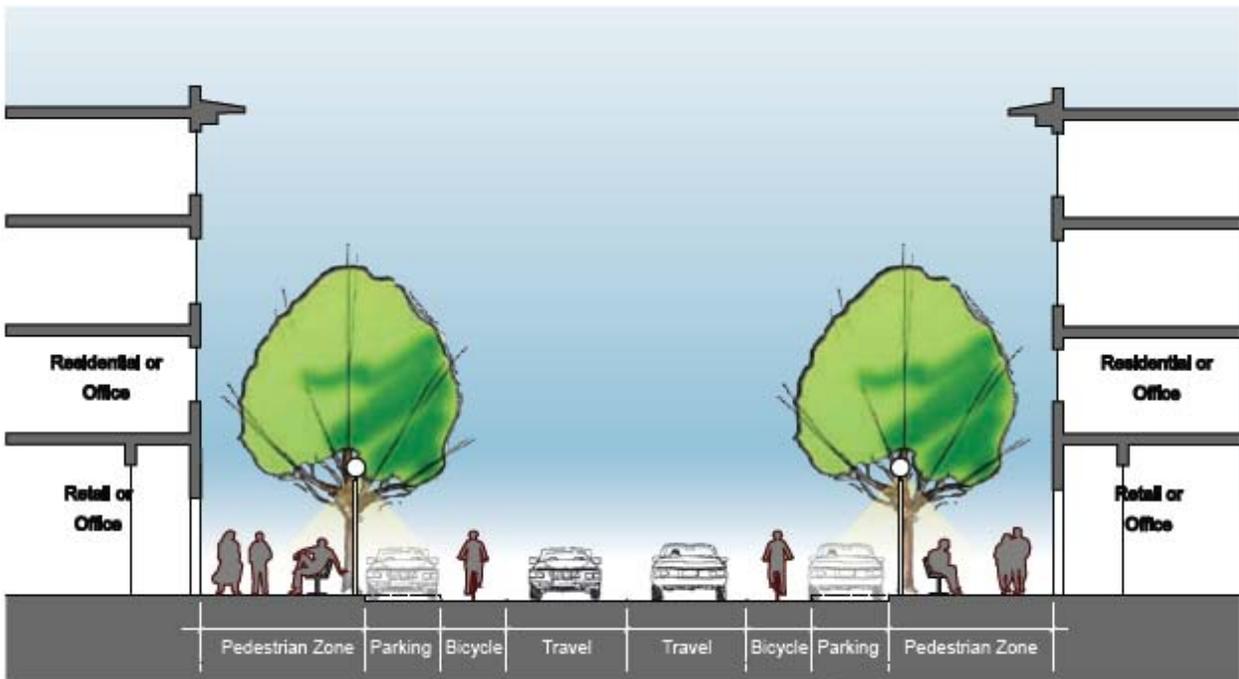


Figure 2: Two lane street with bicycle and parking lanes

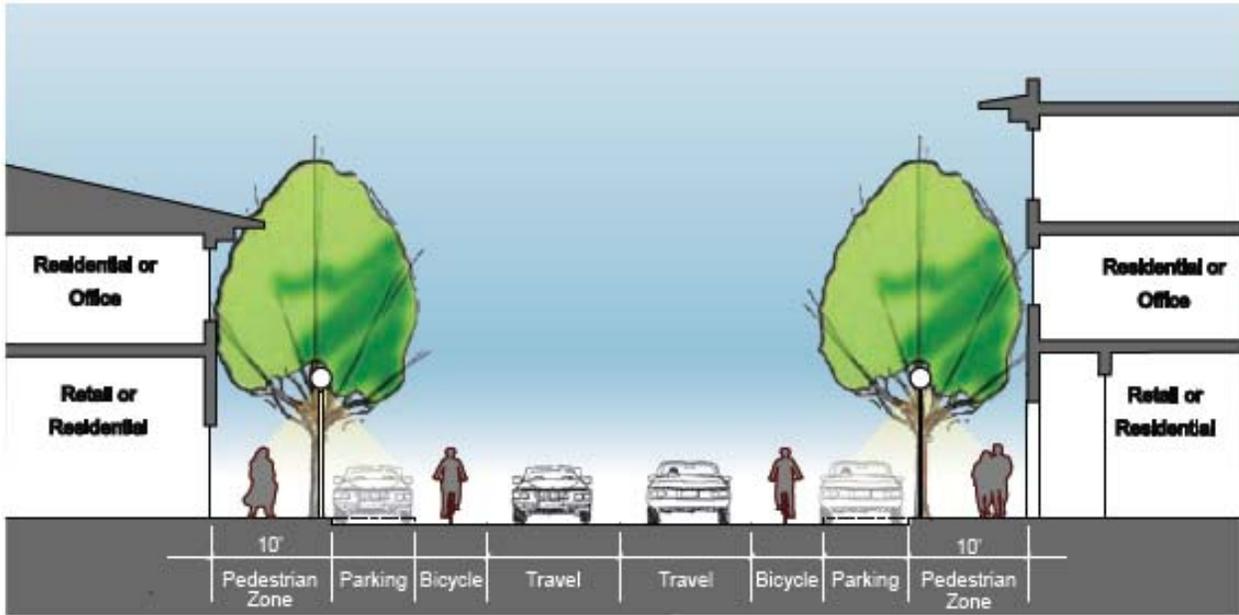


Figure 3: San Joaquin Street between Redding Avenue and Business Drive

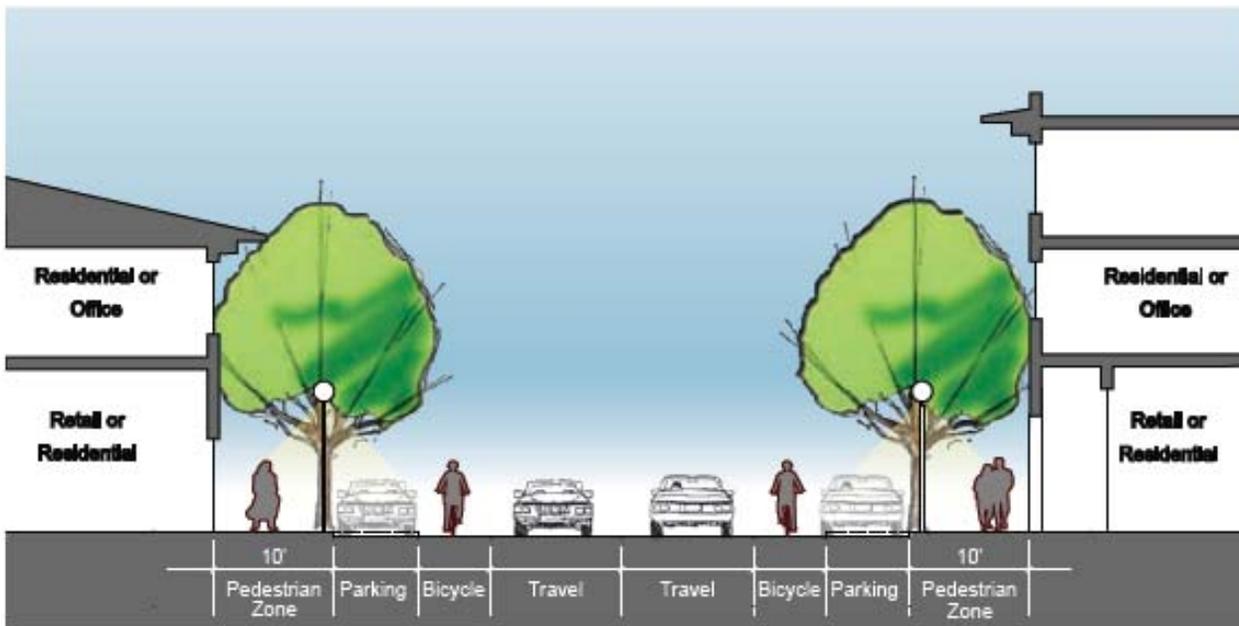


Figure 4: Broadway between 65th Street and Redding Avenue

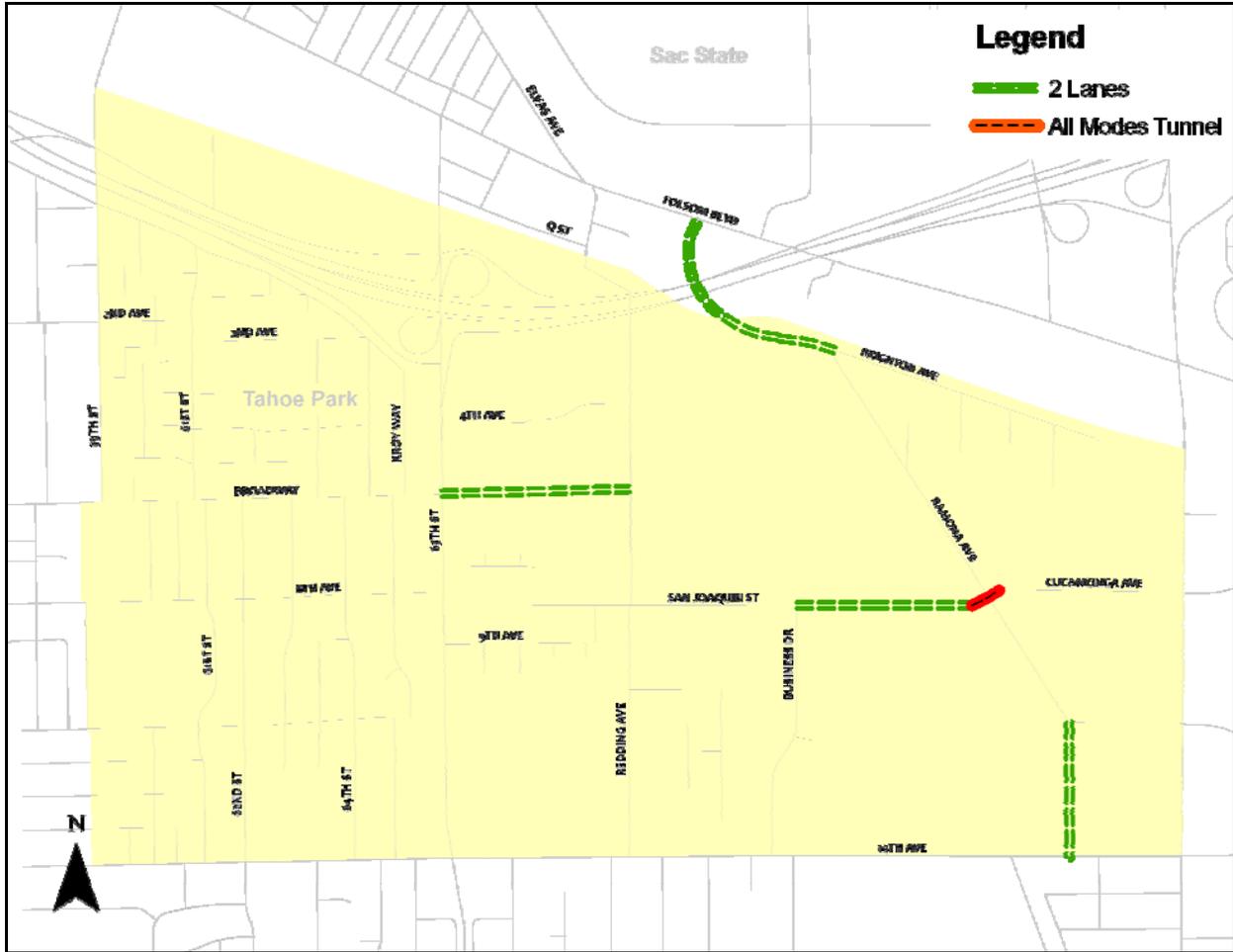


Figure 5: Circulation Plan for South 65th Transit Village

ATTACHMENT 6

RESOLUTION NO.

Adopted by the Sacramento City Council

August 31, 2010

REPEALING THE 65TH STREET/UNIVERSITY TRANSIT VILLAGE PLAN RELATING TO THE 65TH STREET STATION AREA STUDY AND GENERAL PLAN AMENDMENTS (M09-019)

BACKGROUND

- A. On July 22, 2010, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the 65th Street Station Area Study and General Plan Amendments to develop a Preferred Circulation Plan to Serve Transit Oriented Development near the 65th Street/University Light Rail Station (M09-019).
- B. On August 31, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(1) and 17.200.010(C)(2)(a)(publication) and (c)(ii)(newspaper ad), and received and considered evidence concerning the 65th Street Station Area Study and General Plan Amendments to Develop a Preferred Circulation Plan to Serve Transit Oriented Development near the 65th Street/University Light Rail Station (M09-019)(Project).

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

- Section 1. The Environmental Impact Report and Mitigation Monitoring Program for the 65th Street Station Area Study, which included the proposed changes to the 65th Street/University Transit Village Plan, have been adopted by resolution as of the same date set out above.
- Section 2. The Transit Village Development District previously established for the 65th Street/University Transit Village Plan by Resolution #2002-725 pursuant to CA Government Code Section 65460.4 shall remain in effect.
- Section 3. The vision, goals, and policies established by the 65th Street/University Transit Village Plan have been incorporated without substantive change into the 2030 General Plan, the East Sacramento Community Plan, and

the Fruitridge Broadway Community Plan.

Section 4. The 65th Street/University Transit Village Plan is hereby repealed.

ATTACHMENT 7

RESOLUTION NO.

Adopted by the Sacramento City Council

August 31, 2010

REPEALING SOUTH 65TH STREET AREA PLAN RELATING TO THE 65TH STREET STATION AREA STUDY AND GENERAL PLAN AMENDMENTS (M09-019)

BACKGROUND

- A. On July 22, 2010, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the 65th Street Station Area Study (M09-019) to Develop a Preferred Circulation Plan to Serve Transit Oriented Development near the 65th Street/University Light Rail Station.
- B. On August 31, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(1) and 17.200.010(C)(2)(a)(publication) and (c)(ii)(newspaper ad), and received and considered evidence concerning the 65th Street Station Area Study and General Plan Amendments to Develop a Preferred Circulation Plan to Serve Transit Oriented Development near the 65th Street/University Light Rail Station (M09-019)(Project).

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

- Section 1. The Environmental Impact Report and Mitigation Monitoring Program for the 65th Street Station Area Study, which included the proposed changes to the South 65th Street (Transit Village) Area Plan, have been adopted by resolution as of the same date set out above.
- Section 2. The Transit Village Development District previously established for the South 65th Street (Transit Village) Area Plan by Resolution #2004-867 pursuant to CA Government Code Section 65460.4 shall remain in effect.
- Section 3. The vision, goals, and policies established by the South 65th Street Area (Transit Village) Plan have been incorporated without substantive change into the 2030 General Plan, the East Sacramento Community Plan, and the Fruitridge Broadway Community Plan.
- Section 4. The South 65th Street Area (Transit Village) Plan is hereby repealed.

ATTACHMENT 8
EXECUTIVE SUMMARY

CITY OF SACRAMENTO
Department of Transportation

February 2010

**EXECUTIVE
SUMMARY**



65TH STREET STATION AREA STUDY

BMS
DESIGN GROUP

Prepared for
CITY OF SACRAMENTO
Department of Transportation

February 2010

Funding for this Project Provided by:
Sacramento Area Council of Governments (SACOG)
Sacramento Housing and Redevelopment Agency (SHRA)

65th Street Station Area Study

The *65th Street Station Area Study* is the final step required to plan for mixed-use, pedestrian-oriented neighborhoods in the 65th Street Station area. This study works in parallel with and complements previous planning efforts that have established new land uses and development intensities in the area, but cannot achieve their full vision without a supporting framework of streets, sidewalks and bicycle facilities.

Like the plans that came before it, this study is rooted in the Smart Growth principles adopted by the Sacramento City Council in 2001, and the Sacramento Area Council of Governments (SACOG) Smart Growth policies as incorporated in the Metropolitan Transportation Plan (MTP) 2035. These principles are intended to promote the implementation of mixed land uses that support vibrant urban centers; encourage the advantageous use of existing assets in a community; facilitate development that makes walking attractive, safe and convenient; and concentrates development within urban areas that already have supporting infrastructure in place. When applied to a transit-rich area, such development is also known as transit-oriented development (TOD) or a “transit-village.” These forms of

development are ideal in areas such as Sacramento’s light rail station neighborhoods. They allow people easy access to home, work, school, shopping, entertainment and recreation without the need to drive, and they benefit transit systems by increasing the number of transit riders.

The area around the 65th Street Station is one of the best candidates in the Sacramento area for transit village development. It contains excellent transit infrastructure, many popular destinations and has abundant opportunities for new development. It also has city policy and public opinion in its favor: the policy plans that precede this study have already defined this part of the city as a future transit village.

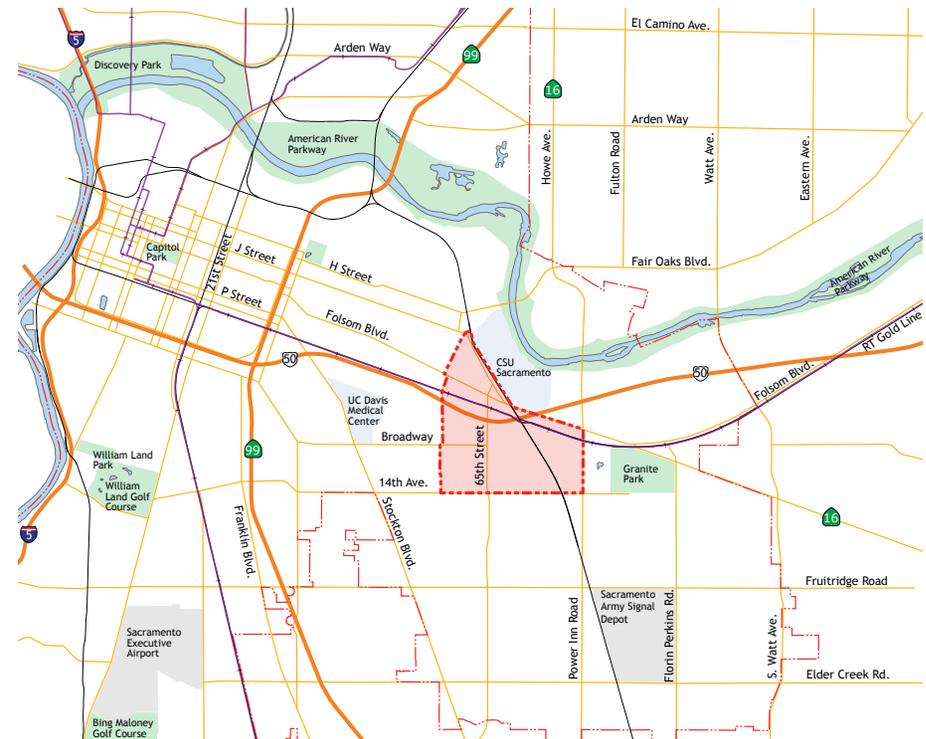


Figure 1: Map of the 65th Street Station Area Study location

65th Street Station Area Study

This study provides alternatives for a circulation framework of streets, sidewalks and bicycle facilities that, if implemented, will support the transit village vision. This study will provide the community, including elected officials, a choice of methods to achieve transit village development in the area. These choices include:

- **SCENARIO A** A “business-as-usual” approach that retains all of the planned circulation infrastructure projects for the area that have been approved in the past.
- **SCENARIO B** A “limited expansion” alternative that largely maintains existing travel lanes, enhances the bicycle and pedestrian facilities on most of the key roadways, introduces a new all-modes connection into Sac State, and creates additional connections across the railroad tracks south of U.S. 50.
- **SCENARIO C** A “fine grained” alternative that reduces travel lanes on key roadways, introduces new streets to create more walkable blocks near the 65th Street/ University light rail station, creates new connections to Sac State for bicycles, pedestrians, and transit, and creates new connections across the railroad tracks south of U.S. 50 for all modes.

By providing these three scenarios for transit village circulation, this study provides the public a means to understand the impacts and benefits of the transit village concept and gives the City Council the information it needs to determine the best approach to defining city policy in the 65th Street Station area.

Purpose of the 65th Street Station Area Plan

The purpose of this study is to prepare a circulation framework plan that supports the vision of pedestrian-friendly, transit-oriented development consistent with previously adopted public policy, most notably the Sacramento 2030 General Plan with its inherent Smart Growth focus, the *65th Street/University Transit Village Plan* and the *South 65th Street Area Plan*. This study is intended to achieve the following:

- Prepare a circulation system for the *65th Street/University Transit Village Plan* and the *South 65th Street Area Plan* areas that is consistent with pedestrian-friendly, transit village and Smart Growth principles.
- Prepare a circulation plan that extends to Power Inn Road and 14th Avenue and promotes Smart Growth objectives for planned and likely development in these areas.
- Recommend a circulation system that improves connections across the freeway and railroad tracks.
- Develop phasing recommendations and preliminary cost estimates.
- Identify potential property impacts necessary to achieve the transit village vision.

Scenario Comparison

THREE SCENARIOS; TWO CONCEPTS

Scenario A represents existing City circulation policy, as it contains projects previously planned and approved for eventual implementation. These are the street improvement projects that will be built if no other plans are adopted to supersede them. Many of the improvements are the product of planning decisions made prior to acceptance of the transit village concept for the 65th Street Station areas and, consequently, are intended to satisfy criteria other than supporting transit, mixed-use development and pedestrian-friendly neighborhoods. The projects included in Scenario A are intended to move automobile traffic as quickly and efficiently to and through the study area as possible, using widened roadways, new streets and modified intersections to do so. From the perspective of the planning processes that created the Scenario A projects, this is a reasonable and useful goal as it reflects the conditions considered to be critical prior to the realization that transit village development was appropriate and desirable in this area of the City.

In contrast, Scenarios B and C have been designed to focus specifically on balancing transportation improvements in the area in order to encourage more walking and bicycling in addition to creating additional connections and options for automobile and transit circulation. This study was undertaken by the City to ensure that the ultimate circulation system for the 65th Street Station Area fits with the vision established by the 2030 General Plan,

the *65th Street / University Transit Village Plan* and the *South 65th Street Area Plan*.

The three scenarios assume identical 2030 General Plan land use forecasts within the study area, including the implementation of transit village development in the area adjacent to the existing 65th Street/University light rail station.

The main differences between the three transportation networks analyzed for this project are as follows:

- The number of lanes assumed on Folsom Boulevard, particularly for the Union Pacific Railroad (UPRR) undercrossing.
- The number of lanes assumed on Elvas Avenue.
- The location and treatment of vehicle/bicycle/pedestrian connections between Redding and Ramona Avenue.
- The location and treatment of vehicle/bicycle/pedestrian connections from the northern study area boundary into the Sac State campus, which typically requires tunnel connections beneath the UPRR main line.
- The provision of new streets to create a more pedestrian-oriented transit village street network.

TRANSIT VILLAGE STREET DESIGN PRINCIPLES

Scenarios B and C are based on a series of design principles that balance the multiple goals of a transit village, including accommodation of multiple modes of circulation. These principles are as follows:

- Pedestrian-scaled street grid
- Attractive streetscape
- Wide sidewalks
- Traffic calming
- On-street parking
- Bicycle facilities
- Pedestrian-friendly intersections
- Transit accessibility
- Adjacent site development.

The following pages illustrate the key elements of each scenario and the differences between them.

65th Street Station Area Study

STREET IMPROVEMENTS		SCENARIO		
		A	B	C
Existing Streets	65th Street			
	Improve on- and off-ramps at U.S. 50.	✓	✓	✓
	Folsom Boulevard			
	Widen to four lanes between 62nd Street and U.S. 50.	✓		
	Maintain existing lanes between 59th Street and U.S. 50.		✓	
	Reduce to two or three lanes between 59th Street and U.S. 50.			✓
	69th Street			
	Realign two lane segment between Q Street and Folsom Blvd.; provide controlled intersection at Folsom/Elvas.		✓	
	Terminate at 69th St. cul-de-sac.			✓
	Elvas Avenue			
Maintain existing lanes between J St. ramps and 65th St.	✓	✓		
Maintain existing lanes between 65th St. and Folsom Blvd.		✓	✓	
Reduce to two lanes and median between J St. ramps and 65th St.			✓	
New Streets	65th Street			
	Four lane extension into Sac State campus		✓	
	67th Street			
	Reconfigure existing bus access lane to two lane public street between Q St. and Folsom Blvd.	✓	✓	✓
	Two lane extension to Elvas Ave.			✓
	68th Street			
	Two lane street from Q Street to Elvas Ave.			✓
	Ramona Avenue			
	Two lane extension between Brighton Ave. and Folsom Blvd.	✓	✓	✓
	Two lane extension between Ramona "elbow" and 14th Ave.	✓	✓	✓
	4th Avenue			
	Two lane extension between Redding and Ramona Ave.	✓		
	Broadway			
	Two lane extension between 65th St. and Redding Ave.		✓	✓
	Two lane extension between Redding and Ramona Ave.			✓
San Joaquin Street				
Two lane extension between Business Dr. and Ramona Ave.		✓		

Table 1: Street improvements comparison matrix

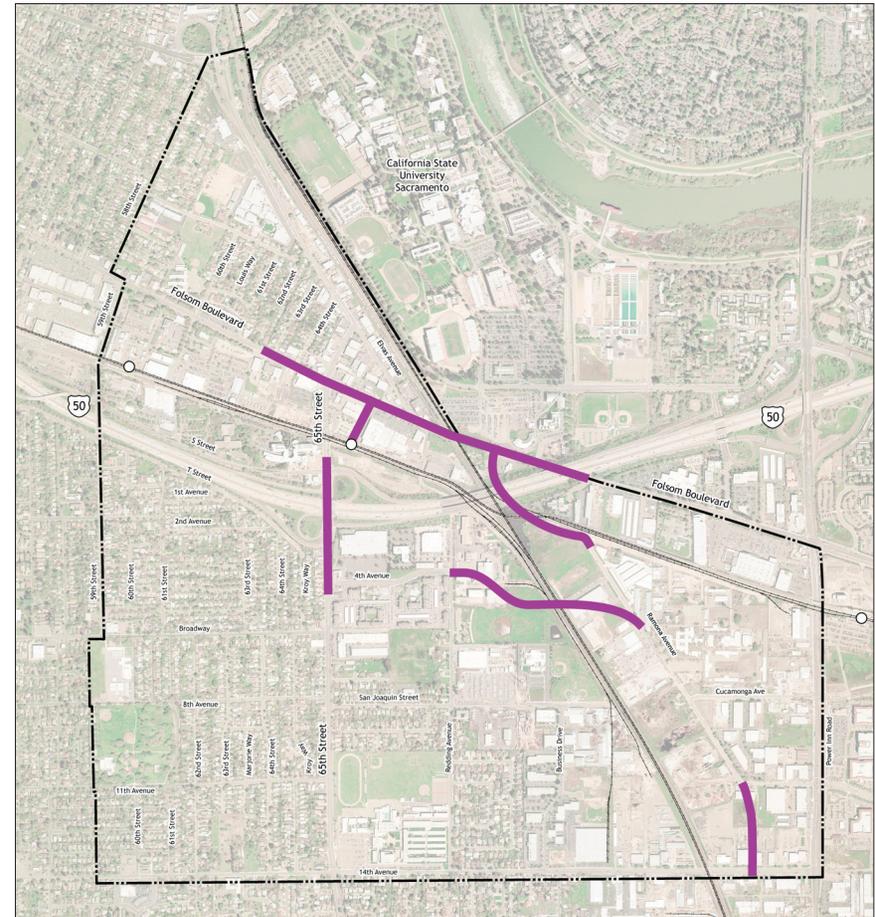


Figure 2: Street improvements, Scenario A

The street network improvements for Scenario A include:

- Interchange improvements at 65th Street and U.S. 50.
- Widening of Folsom Boulevard from 62nd Street to State University Drive East.

- Reconfiguring travel lanes on 67th Street for improved bus operations.
- Ramona Avenue extensions to Folsom Boulevard and CSUS at the north, and to 14th Avenue at the south.
- 4th Avenue extension to Ramona Avenue.

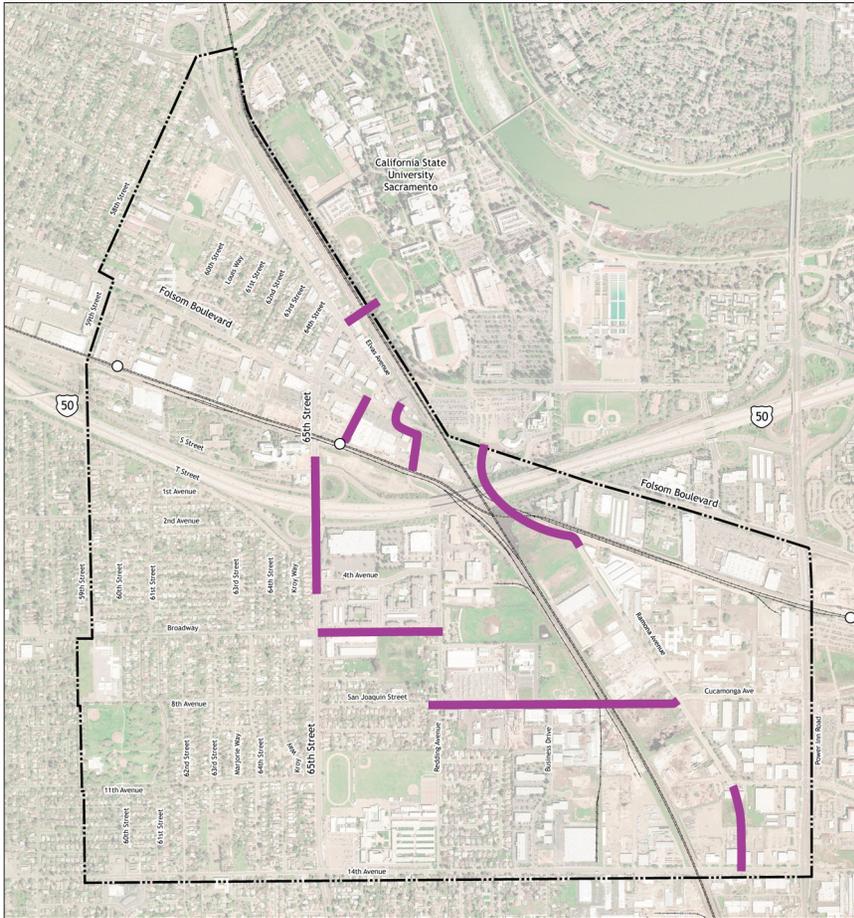


Figure 3: Street improvements, Scenario B

The street network improvements for Scenario B include:

- Interchange improvements at 65th Street and U.S. 50.
- Reconfiguring travel lanes on 67th Street for improved bus operations.
- Realignment of 69th Street between Q St. and Folsom Blvd to controlled intersection at Folsom/Elvas.
- 65th Street extension into CSUS.
- Ramona Avenue extensions at the north and south, similar to Scenario A.
- Extension of Broadway between 65th St. and Redding Ave.
- San Joaquin Street extension to Ramona Avenue.

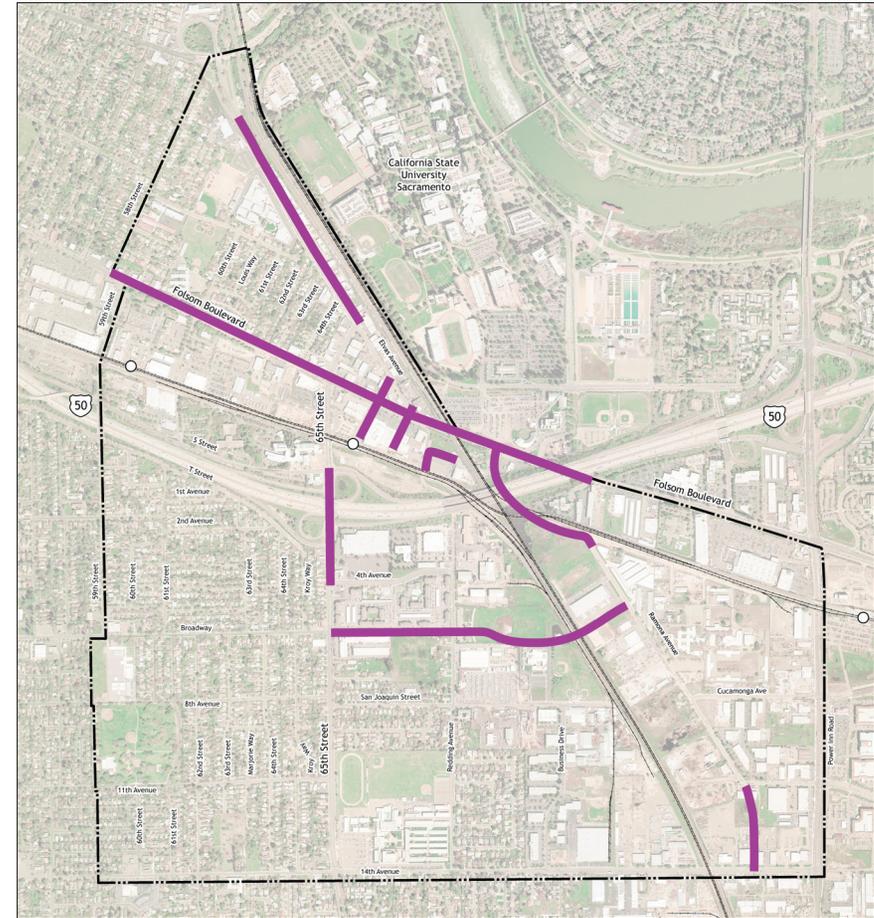


Figure 4: Street improvements, Scenario C

The street network improvements for Scenario C include:

- Interchange improvements at 65th Street and U.S. 50.
- Narrowing Folsom Boulevard to two or three lanes between 59th Street and U.S. 50.
- Reconfiguring travel lanes on 67th Street for improved bus operations, and extending 67th Street to Elvas.
- Terminating 69th Street at the cul-de-sac.
- Narrowing Elvas Avenue to two lanes plus a median north of 65th Street.
- New 68th Street from Q Street to Elvas Avenue.
- Ramona Avenue extensions at the north and south, similar to Scenarios A and B.
- Broadway extension to Ramona Avenue.
- Bicycle lanes, on-street parking and U.S. 50 interchange improvements on 65th St.

65th Street Station Area Study

SAC STATE ACCESS	SCENARIO		
	A	B	C
Retain existing Hornet Tunnel	√	√	√
New campus entry street extending from intersection of Folsom Blvd. and new Ramona Ave. extension.	√	√	√
New four lane street extending 65th St. into campus, accessible to all modes.		√	
Pedestrian and bicycle tunnel at intersection of M St., 62nd St. and Elvas Ave.		√	√
New bicycle/pedestrian/transit tunnel at intersection of new 67th St. and Elvas Ave.			√

Table 2: Sac State access comparison matrix

	BICYCLE ACCESS IMPROVEMENTS	SCENARIO		
		A	B	C
Class I (Off-street)	New Class I path along north side of light rail tracks from 59th St. to 65th St. stations.	√		
	New Class I path along south side of Q St. from 65th St. to UPRR levy.	√	√	√
	New Class I path along north side of Brighton Ave. from Ramona Ave. extension to the Power Inn station.	√	√	√
	New Class I path from Q St. to intersection of Ramona Ave. and Folsom Blvd.; new tunnel under UPRR for Class I Path.		√	√
	New Class I path and tunnel under UPRR tracks at M St., 62nd St. and Elvas Ave. intersection.		√	√
	New Class I path and tunnel under UPRR tracks at new 67th St. at Elvas Ave.			√
	New Class I path connecting 69th St. with Folsom Blvd., Elvas Ave. and new 68th St.			√
	New Class I path along west side of UPRR tracks from 69th St. cul-de-sac to San Joaquin St.		√	√
	New Class I path along west side of UPRR tracks northward from 14th Ave.			√
	New Class I path connecting San Joaquin St. and Cucamonga Ave.			√
Class II (On-street)	New Class II lanes on Folsom Blvd. between 62nd St. and U.S. 50 overcrossing.	√		
	New Class II lanes on Folsom Blvd. between 59th St. and U.S. 50 overcrossing.		√	√
	New Class II lanes on 65th St. from Q St. to 4th Ave.	√		
	New Class II lanes on 65th St. from Elvas Ave. to 4th Ave.		√	√
	New Class II lanes on 65th St. from Elvas Ave. into Sac State campus.		√	
	New Class II lanes on 59th St., 69th St., S St., Cucamonga Ave., Broadway, Elvas Ave. north of 65th St.		√	√
	New Class II lanes on Elvas Ave. south of 65th St.			√
	New Class II lanes on Ramona Ave. extensions - north and south	√	√	√
	New Class II lanes on Ramona Ave. between Brighton Ave. and Power Inn Rd.		√	√
	New Class II lanes on 4th Ave. from Redding Ave. to Ramona Ave.	√		
	New Class II lanes on Redding Ave. between 4th Ave. and San Joaquin St.		√	√
	New Class II lanes on Broadway from Redding Ave. to Ramona Ave.			√
	New Class II lanes on San Joaquin St. from Redding Ave. to Ramona Ave.		√	
New Class II lanes on San Joaquin St. from Redding Ave. to UPRR tracks.			√	

Table 3: Bicycle access improvements comparison matrix

ON-STREET PARKING IMPROVEMENTS		SCENARIO		
		A	B	C
One Side	Folsom Blvd. from 59th St. to 65th St. - south side.		√	
	67th St. from Folsom Blvd. to Q St. - east side.	√	√	√
	Elvas Ave. from J St. ramps to 65th St. - north side.		√	
	S St. - north side.		√	√
	Brighton Ave. - south side.		√	√
Two Sides	65th St. from Elvas Ave. to Q St.		√	√
	Folsom Blvd. from 59th St. to 65th St.			√
	Folsom Blvd. from 65th St. to Elvas Ave.		√	√
	59th St. from Folsom Blvd. to S St.		√	√
	66th St. from Elvas Ave. to Folsom Blvd.		√	√
	67th St. from Elvas Ave. to Folsom Blvd.			√
	68th St. from Folsom Blvd. to Q St.			√
	Ramona Ave. between Brighton Ave. and Power Inn Road, and to 14th Ave.		√	√
	Elvas Ave. from J St. ramps to 65th St.			√
	Elvas Ave. from 65th St. to Folsom Blvd.*		√	√
	69th St. cul-de-sac		√	√
	Q St. from 67th St. to 69th St.		√	√
	Broadway from 65th St. to Redding Ave.		√	√
	San Joaquin St. from Redding Ave. to Business Drive		√	
	Cucamonga Ave.		√	√

* Analysis conducted during this study indicates that parallel parking will achieve the parking and pedestrianization goals of this project with limited impact on adjacent parcels; diagonal parking as envisioned in the 65th Street / University Transit Village Plan is likely to have significant impact on adjacent parcels.

Table 4: On-street parking improvements comparison matrix

PHASING & IMPLEMENTATION		PRIORITY
Scenario B		
Ramona Avenue Extension to Folsom Boulevard		1
67th Street Between Q Street and Folsom Boulevard		2
65th Street Extension to Sac State		3
San Joaquin Street Extension to Cucamonga Avenue		4
69th Street Extension Between Redding Avenue and Folsom Boulevard		5
Broadway Extension Between 65th Street and Redding Avenue		6
Ramona Avenue Extension to 14th Avenue		7
Scenario C		
Ramona Avenue Extension to Folsom Boulevard		1
67th Street Extension Between Q Street and Elvas Avenue, and Ped/Tram Tunnel to Sac State		2
Broadway Extension Between 65th Street and Ramona Avenue		3
New 68th Street Between Q Street and Folsom Boulevard		4
65th Street Improvements		5
Ramona Avenue Extension to 14th Avenue		6

Table 5 Phasing and implementation comparison matrix

65th Street Station Area Study

Performance and Impacts

This section provides a summary of various transportation performance measures that were evaluated for the Environmental Impact Report (EIR) prepared to assess the three circulation framework scenarios.

ROADWAY NETWORK PERFORMANCE MEASURES

VEHICLE MILES TRAVELED (VMT)

The vehicle miles traveled (VMT) data summarized below is based on the sum of all vehicle trips within the study area during the morning and evening peak hours.

- **SCENARIO A** generates the greatest number of VMT.
- **SCENARIO B** results in a reduction in VMT of approximately 0.8 percent when compared with Scenario A, for all vehicle trips within the study area.
- **SCENARIO C** generates VMT similar to Scenario A for all vehicle trips within the study area.

CORRIDOR TRAVEL TIMES

The area's major east-west and north-south corridors were evaluated for peak hour travel times: Folsom Boulevard from 59th Street to Howe Avenue, and 65th Street/Elvas Avenue from J Street to 14th Avenue. The three scenarios compare as follows:

- **SCENARIO A** Travel times along both corridors would be shortest with Scenario A, with 8 to 10 minute total travel times along the east-west Folsom Boulevard corridor and 7 to 13 minute total travel times along the north-south 65th Street-Elvas Avenue corridor.

- **SCENARIO B** Scenario B has longer travel times than Scenario A. The Folsom Boulevard corridor travel times would increase from 10 to 14 minutes for eastbound travelers and from 8 to 15 minutes for westbound travelers. Travel times for northbound vehicles would slightly more than double from 7 to 16 minutes.
- **SCENARIO C** Scenario C has travel times that are comparable to Scenario B.

NEIGHBORHOOD IMPACTS

The following changes may occur as a result of specific Scenario B projects:

- The extension of 65th Street into the Sac State campus may result in an increase in traffic on 65th Street and Elvas Avenue, particularly between U.S. 50 and J Street, and has the potential to add traffic to residential streets such as 64th Street, 63th Street and 62nd Street between Folsom Boulevard and Elvas Avenue.
- The extension of Broadway between 65th Street and Redding Avenue may cause an increase in congestion at the Broadway/65th Street intersection and has the potential to add traffic to residential streets parallel to Broadway such as T Street, Kroy Way, and 8th Avenue.
- The extension of San Joaquin Street between Redding Avenue and Ramona Avenue has the potential to add traffic to residential streets such as Redding Avenue between San Joaquin Street and 14th Avenue.

The implementation of Scenario C also could affect residential neighborhood streets:

- The extension of Broadway between 65th Street and Redding Avenue may result in an increase in congestion at the Broadway/65th Street intersection and has the potential to add traffic to residential streets parallel to Broadway such as T Street, Kroy Way, and 8th Avenue. The extension of Broadway between Redding Avenue and Ramona Avenue has the potential to add traffic to residential streets such as Redding Avenue between San Joaquin Street and 14th Avenue.

INTERSECTION PERFORMANCE

Based on the General Plan 2030's new Level of Service (LOS) policy, impacts would occur at the following locations:

- Implementation of Scenario A would result in unacceptable peak hour LOS conditions at the intersections of Q Street/67th Street and 4th Avenue/Redding Avenue.
- Implementation of Scenario B would result in significant peak hour impacts at the following intersections:
 - Elvas Avenue/65th Street
 - Q Street/67th Street
 - Folsom Boulevard at 59th Street, 63rd Street, 65th Street, Elvas Avenue, and State University Drive
 - S Street/65th Street
 - 65th Street at 4th Avenue and Broadway.

- Implementation of Scenario C would result in significant peak hour impacts at the following intersections:
 - S Street at 59th Street and 65th Street
 - Q Street/67th Street
 - Folsom Boulevard/59th Street
 - 65th Street/Broadway
 - Folsom Boulevard/State University Drive.

TRANSIT, BICYCLE & PEDESTRIAN PERFORMANCE
PEDESTRIAN AND BICYCLE FACILITIES

Implementation of any of the circulation framework scenarios will include improvements to the bicycle and pedestrian systems on many streets in the study area, including the completion and enhancement of sidewalks and bicycle lanes. Pedestrians and bicyclists will experience modest benefits with the implementation of Scenario A improvements, and significant benefits with Scenarios B and C.

TRANSIT OPERATIONS

Impacts on bus operations are summarized as follows:

- **SCENARIO A** The widening of roadways and intersections included in Scenario A will facilitate vehicle flow in the study area. Scenario A is likely to benefit transit operations in terms of lower travel times for bus routes that serve the area.
- **SCENARIO B** Scenario B will result in increased long-term congestion in the study area that may impact transit operations during peak periods.

- **SCENARIO C** Scenario C will result in increased long-term congestion in the study area that may impact transit operations during peak periods.

Estimated Project Costs

The overall cost of each scenario is presented in the following graphs. Costs have been estimated for materials, labor, “soft costs” such as design and management, and possible right-of-way acquisition.

- **SCENARIO A** \$158,146,000
 The most significant cost element of Scenario A is the widening of Folsom Boulevard under the UPRR tracks, comprising almost half of the total project cost.
- **SCENARIO B** \$132,355,000
 Just over half of the total cost of Scenario B is dedicated to roadway improvements. These include street improvements such as widenings, curbs and gutters and lane striping; signalization; sidewalks and landscaping and furnishing. Other significant cost items for this scenario include the tunnels at 65th Street, San Joaquin and 62nd Street.
- **SCENARIO C** \$133,847,000
 The cost percentage for street improvements for Scenario C are similar to those for Scenario B. Tunnel construction for Scenario C requires a smaller percentage since there is only one tunnel designed for full vehicular access (the other tunnels are limited to pedestrian, bicycle and possible tram use). Scenario C has a slightly more extensive Class I bicycle facility network, resulting in a higher total cost percentage for this item.

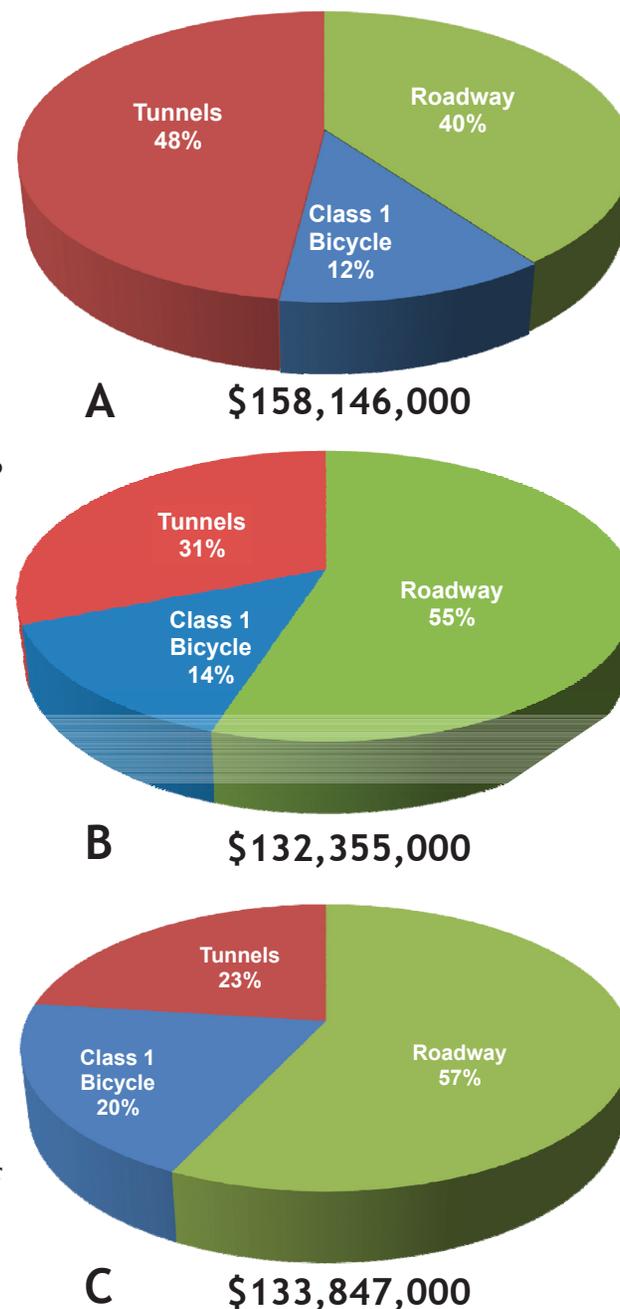


Figure 5: Cost estimate comparison charts

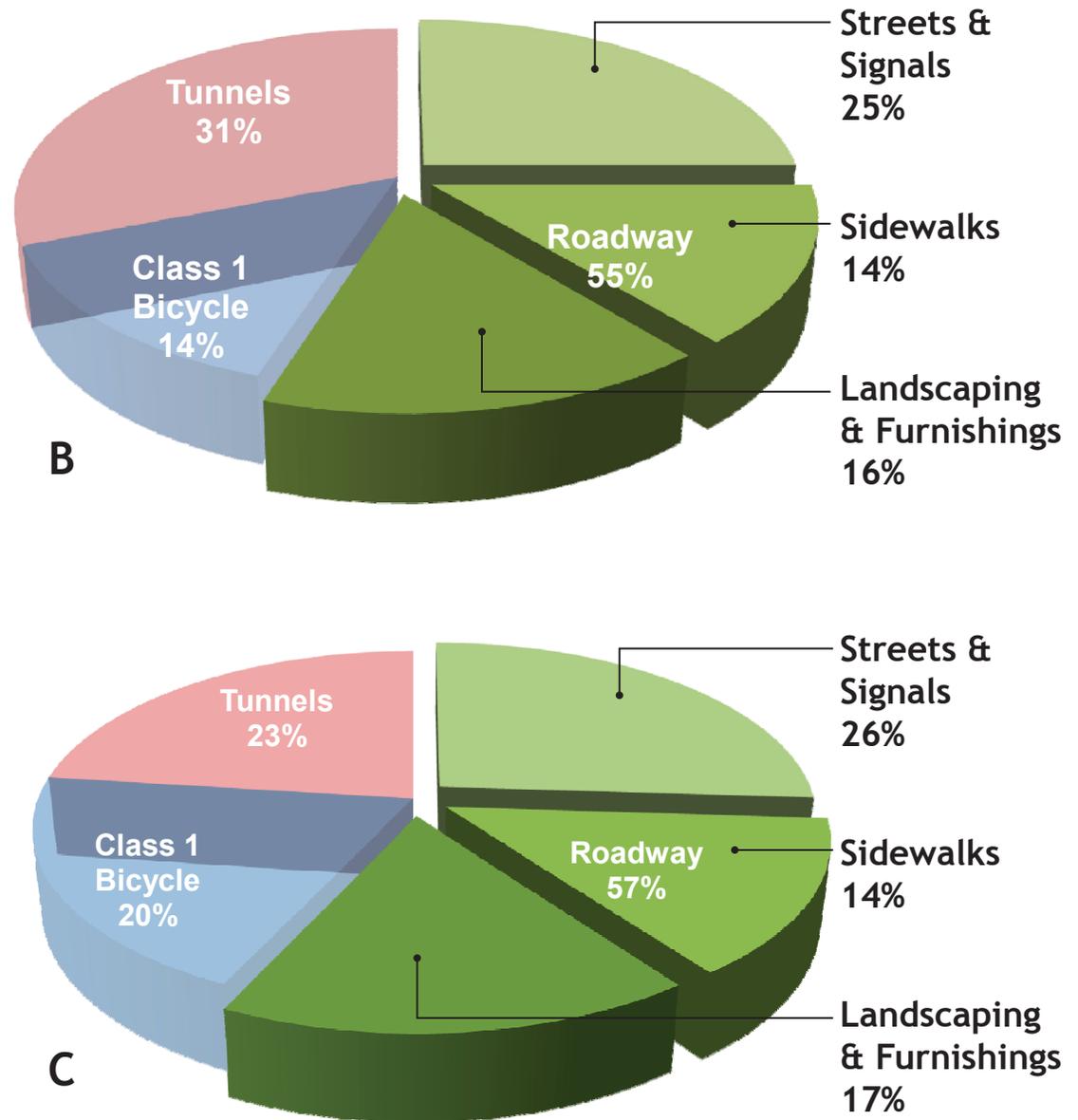


Figure 6 Roadway cost allocation comparison charts

ATTACHMENT 9

65TH STREET STATION AREA STUDY

CITY OF SACRAMENTO
Department of Transportation

February 2010

FINAL
REVIEW
DRAFT



65TH STREET STATION AREA STUDY



DRAFT

Prepared for
CITY OF SACRAMENTO
Department of Transportation

February 2010

FINAL
REVIEW
DRAFT

65TH STREET STATION AREA STUDY

Funding for this Project Provided by:
Sacramento Area Council of Governments (SACOG)
Sacramento Housing and Redevelopment Agency (SHRA)



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Contents

1 The Transit Village Strategy	1
Why Plan for Circulation?	4
Purpose of the <i>65th Street Station Area Plan</i>	12
The Transit Village Concept	14
How To Use This Document	20
2 Circulation Framework	23
Three Scenarios; Two Concepts	23
Transit Village Street Design Principles	24
Scenario Comparison	28
Scenario A	44
Scenario B	54
Scenario C	70
Performance and Impacts	84
3 Phasing & Implementation	87
Scenario B	88
Scenario C	90
Other Projects	92
Additional Studies	93
4 Estimated Project Costs	95
5 Acknowledgements	98
6 Appendix	101
Comparative Tables	102
Cross Section Diagrams	108

DRAFT

Figures & Tables

Figure 1.1: Map of the 65th Street Station Area Study location	2	Figure 2.14: Bicycle access improvements, Scenario A	36
Figure 1.2: Sacramento and the study area, 1892	4	Figure 2.15: Bicycle access improvements, Scenario B.....	37
Figure 1.3: Sacramento and the study area, 1954	4	Figure 2.16: Bicycle access improvements, Scenario C	37
Figure 1.4: 65th Street at Folsom Boulevard.....	5	Figure 2.17: On-street parking improvements, Scenario A.....	38
Figure 1.5: Elvas Avenue at 62nd Street	5	Figure 2.18: On-street parking improvements, Scenario B	39
Figure 1.6: General Plan 2030 Land Use Plan	11	Figure 2.19: On-street parking improvements, Scenario C.....	39
Figure 1.7: Study Area.....	16	Figure 2.20: Neighborhood diagram, Scenario A	40
Figure 1.8: 65th Street and Folsom Boulevard existing condition.	18	Figure 2.21: Neighborhood diagram, Scenario B	41
Figure 1.9: 65th Street and Folsom Boulevard transit village concept. ..	18	Figure 2.22: Neighborhood diagram, Scenario C	41
Figure 1.10: The F/65 Center	19	Figure 2.23: Roadway Network, Scenario A.....	45
Figure 1.11: Sacramento pedestrian-friendly development.	19	Figure 2.24: Pedestrian and Bicycle Network, Scenario A.....	47
Figure 2.1: Street with four travel lanes, Class II bicycle lanes, parking lanes and planted median.	24	Figure 2.25: Civil Engineer’s line work diagram - area detail, Scenario A.....	49
Figure 2.2: Street with two travel lanes, Class II bicycle lanes and parking lanes.....	26	Figures 2.26 & 2.27: Civil Engineer’s line work diagram - area detail, Scenario A.....	51
Figure 2.3: Street with two travel lanes, shared bicycle/automobile use, and parking lanes.	26	Figure 2.28: Ramona Extension, Scenarios A, B & C.....	53
Figure 2.4: Street Network Options	29	Figure 2.29: Roadway Network, Scenario B.....	55
Figure 2.5: Street improvements, Scenario A.....	30	Figure 2.30: Pedestrian and Bicycle Network, Scenario B	57
Figure 2.6: Street improvements, Scenario B	31	Figures 2.31 & 2.32: Civil Engineer’s line work diagram - area detail, Scenario B.....	59
Figure 2.7: Street improvements, Scenario C.....	31	Figures 2.33 & 2.34: Civil Engineer’s line work diagram - area detail, Scenario B.....	61
Figure 2.8: Sac State Access, Scenario A	32	Figure 2.35: 65th Street at Elvas Boulevard, Scenario B	62
Figure 2.9: Sac State Access, Scenario B.....	33	Figure 2.36: 65th Street at Folsom Boulevard, Scenario B	63
Figure 2.10: Sac State Access, Scenario C	33	Figure 2.37: Broadway Extension, Scenario B	65
Figure 2.11: Pedestrian improvements, Scenario A	34	Figure 2.38: San Joaquin Street Extension, Scenario B.....	67
Figure 2.12: Pedestrian improvements, Scenario B	35	Figure 2.39: San Joaquin Street Access Control Options, Scenario B.....	69
Figure 2.13: Pedestrian improvements, Scenario C	35		

Figure 2.40: Roadway Network, Scenario C.....	71	Figure A.8: Section 8 - 2 lane street with bicycle and parking lanes, Scenarios B & C.	113
Figure 2.41: Pedestrian and Bicycle Network, Scenario C.....	73	Figure A.9: Section 9 - Elvas Ave. between J St. ramps and 64th St., Scenario B.....	114
Figures 2.42 & 2.43: Civil Engineer’s line work diagram - area detail, Scenario C	75	Figure A.10: Section 10 - Elvas Ave. between St. Francis High School and 64th St., Scenario C.	114
Figures 2.44 & 2.45: Civil Engineer’s line work diagram - area detail, Scenario C	77	Figure A.11: Section 11 - San Joaquin St. between Redding Ave. and Business Dr., Scenario B.....	115
Figure 2.46: 65th Street at Elvas Avenue, Scenario C.....	78	Figure A.12: Section 12 - Broadway between 65th St. and Redding Ave., Scenarios B & C.	115
Figure 2.47: 65th Street at Folsom Boulevard, Scenario C.....	79	Table 2.1: Street improvements comparison matrix	30
Figure 2.48: Broadway Extension, Scenario C	81	Table 2.2: Sac State access comparison matrix	32
Figure 2.49: 67th Street Tunnel, Scenario C	83	Table 2.3: Bicycle access improvements comparison matrix.....	36
Figure 3.1: Catalyst Projects, Scenario B.....	89	Table 2.4: On-street parking improvements comparison matrix	38
Figure 3.2: Catalyst Projects, Scenario C	91	Table A.1: Scenario A street improvement elements	103
Figure 4.1: Cost estimate comparison charts	96	Table A.2: Scenario B street improvement elements	105
Figure 4.2: Roadway cost allocation comparison charts.....	97	Table A.3: Scenario C street improvement elements.....	107
Figure A.1: Section 1 - 65th Street between Elvas Ave. and Folsom Blvd., Scenarios B & C.....	109		
Figure A.2: Section 2 - 65th Street between Folsom Blvd. and Q St., Scenarios B & C	109		
Figure A.3: Section 3 - Folsom Blvd. between 65th St. and Elvas Ave., Scenario B.....	110		
Figure A.4: Section 4 - Folsom Blvd. between 59th St. and 65th St., Scenario B.....	111		
Figure A.5: Section 5 - Folsom Blvd. between 59th St. and 62nd St., Scenario C.....	111		
Figure A.6: Section 6 - Folsom Blvd. between 62nd St. and 68th St., Scenario C.....	112		
Figure A.7: Section 7 - 2 lane street with parking, Scenarios B & C.	113		

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1 | The Transit Village Strategy

The 65th Street Station Area Study is the final step required to plan for mixed-use, pedestrian oriented communities in the 65th Street Station area.

The *65th Street Station Area Study* is the final step required to plan for mixed-use, pedestrian-oriented neighborhoods in the 65th Street Station area. This study works in parallel with and complements previous planning efforts that have established new land uses and development intensities in the area, but cannot achieve their full vision without a supporting framework of streets, sidewalks and bicycle facilities.

Like the plans that came before it, this study is rooted in the Smart Growth principles adopted by the Sacramento City Council in 2001, and the Sacramento Area Council of Governments (SACOG) Smart Growth policies as incorporated in the Metropolitan Transportation Plan (MTP) 2035. These principles are intended to promote the implementation of mixed land uses that support vibrant urban centers; encourage the advantageous use of existing assets in a community; facilitate development that makes walking attractive, safe and convenient; and concentrates development within urban areas that already have supporting infrastructure in place. When applied to a transit-rich area, such development is also known as transit-oriented

development (TOD) or a “transit-village.” These forms of development are ideal in areas such as Sacramento’s light rail station neighborhoods. They allow people easy access to home, work, school, shopping, entertainment and recreation without the need to drive, and they benefit transit systems by increasing the number of transit riders.

The area around the 65th Street Station is one of the best candidates in the Sacramento area for transit village development. It contains excellent transit infrastructure, many popular destinations and has abundant opportunities for new development. It also has city policy and public opinion in its favor: the policy plans that precede this study have already defined this part of the city as a future transit village.

The Transit Village Strategy

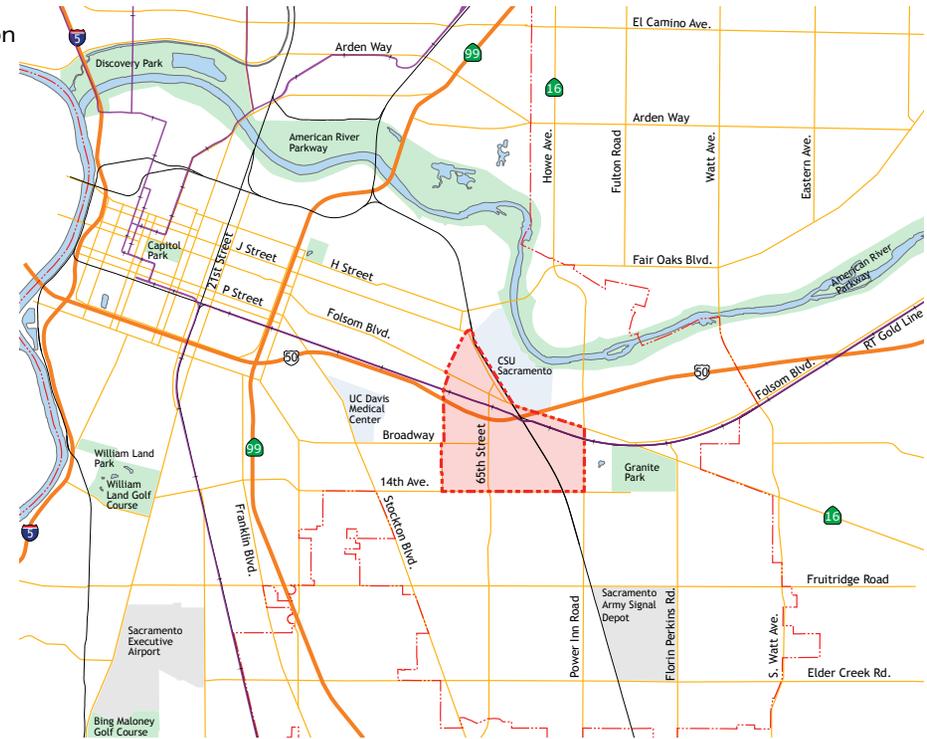
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This study provides alternatives for a circulation framework of streets, sidewalks and bicycle facilities that, if implemented, will support the transit village vision. This study will provide the community, including elected officials, a choice of methods to achieve transit village development in the area. These choices include:

- **SCENARIO A** A “business-as-usual” approach that retains all of the planned circulation infrastructure projects for the area that have been approved in the past.
- **SCENARIO B** A “limited expansion” alternative that largely maintains existing travel lanes, enhances the bicycle and pedestrian facilities on most of the key roadways, introduces a new all-modes connection into Sac State, and creates additional connections across the railroad tracks south of U.S. 50.
- **SCENARIO C** A “fine grained” alternative that reduces travel lanes on key roadways, introduces new streets to create more walkable blocks near the 65th Street/ University light rail station, creates new connections to Sac State for bicycles, pedestrians, and transit, and creates new connections across the railroad tracks south of U.S. 50 for all modes.

By providing these three scenarios for transit village circulation, this study provides the public a means to understand the impacts and benefits of the transit village concept and gives the City Council the information it needs to determine the best approach to defining city policy in the 65th Street Station area.

Figure 1.1: Map of the 65th Street Station Area Study location



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Smart Growth Principles

- 1 *Mix land uses and support vibrant city centers.*
- 2 *Take advantage of existing community assets.*
- 3 *Create a range of housing opportunities and choices.*
- 4 *Foster walkable, close-knit neighborhoods.*
- 5 *Promote distinctive, attractive communities with a strong sense of place.*
- 6 *Preserve open space, farmland, natural beauty and critical environmental areas.*
- 7 *Concentrate new development and target infrastructure investments within the urban core.*
- 8 *Provide a variety of transportation choices.*
- 9 *Make development decisions predictable, fair and cost-effective.*
- 10 *Encourage citizen & stakeholder participation.*
- 11 *Promote resource conservation and energy efficiency.*
- 12 *Create a Smart Growth Regional Vision & Plan.*
- 13 *Support high quality education and quality schools.*
- 14 *Support land use, transportation management, infrastructure and environmental planning programs that reduce vehicle emissions and improve air quality.*
- 15 *Policies adopted by regional decision-making bodies should discourage urban sprawl, promote infill development and the concentration of development in the urban core, and promote the equitable distribution of affordable housing and social services.*

City of Sacramento City Council Resolution #2001-805

The Transit Village Strategy

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Why Plan for Circulation?

For years, the intersection of Folsom Boulevard and 65th Street marked the center of a non-descript commercial corridor in eastern Sacramento. The area around it was home to a variety of uses that developed there since the earliest days of the city, including residential, industrial, commercial and agriculture. In time, large institutions developed sites in the area, including the CSU Sacramento (Sac State) campus, the headquarters of the Sacramento Municipal Utilities District (SMUD), and facilities for the California Department of Transportation (Caltrans). These various land uses grew in the sprawling manner typical at the developing edge of many cities, and were dependent from the beginning on motor vehicle access and service.

While the land uses were not particularly unique in this area, a confluence of regional and national transportation systems created an indelible pattern on the area that continues to affect both circulation and land use development today. In the mid 19th Century, today's Folsom Boulevard corridor was a busy thoroughfare serving communities such as Brighton, which sat near today's 65th Street Station, as well as the mines of the Sierra Nevada. The heavy use of this road encouraged development of early railroads such that by the early 1890s, two railroads crossed near the current intersection of Folsom Boulevard and 65th Street. At this time a number of major regional roads already were in place, including what would become Folsom Boulevard and

Figure 1.2: Sacramento and the study area, 1892
(Project study area outlined in black)



Figure 1.3: Sacramento and the study area, 1954
(Project study area outlined in black)

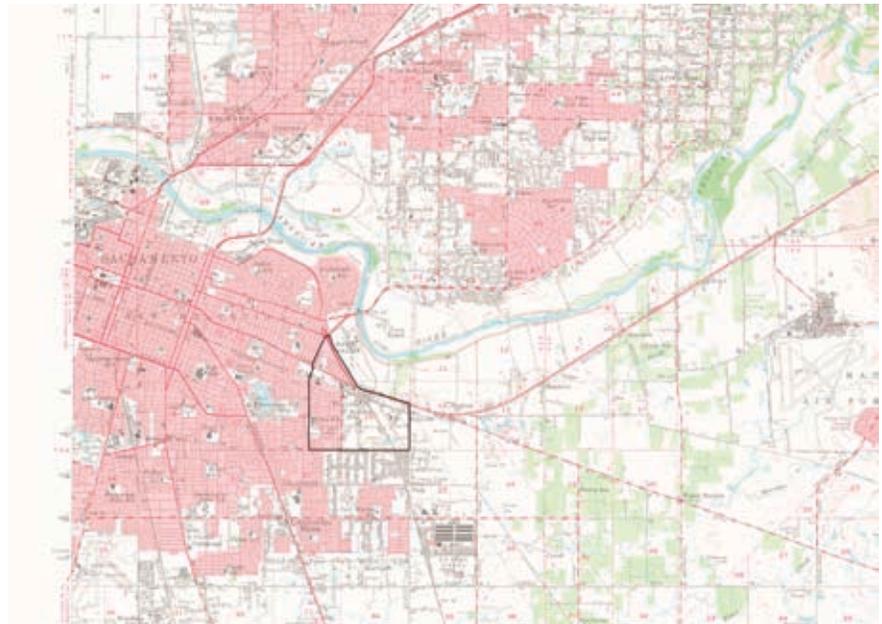




Figure 1.4: 65th Street at Folsom Boulevard
The intersection of 65th Street and Folsom Boulevard was envisioned as the center of the 65th Street Station Transit Village. Its current configuration favors the movement of motor vehicles over safe and convenient pedestrian crossings.

the Jackson Highway. By the mid-1950s, U.S. Highway 50 had been constructed just south of Folsom Boulevard and the majority of the streets existing today were in use. These regional and national circulation systems imposed a rather ad-hoc physical framework on the area that was not conducive to orderly urban development and was contrary to the strong and attractive urban framework that comprised the central neighborhoods of Sacramento less than two miles to the west.



Figure 1.5: Elvas Avenue at 62nd Street
The intersection of Elvas Avenue and 62nd Street, including a bus stop with no pedestrian access improvements, illustrates the priority placed on motor vehicle circulation in the study area.

In 1987, the foundation of profound change was laid in the area with the opening of Regional Transit's Downtown-Sunrise/Folsom light rail line (the Gold Line) and stations, including a multi-modal station located one block south of Folsom Boulevard and 65th Street. Although change did not occur immediately, the presence of the multi-modal station set in progress a movement to transform the area from a low-density, auto-oriented suburb to a transit village community of higher density residential, mixed-use development and pedestrian-friendly streets.

The Transit Village Strategy

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LAND USE & CIRCULATION STUDIES

To effect this transformation, several studies were undertaken beginning in 2000. Although the neighborhood around the 65th Street Station was identified in the 1988 General Plan as an opportunity area for development or re-use, development that would fully utilize and support the transit system was not occurring. It also was established that any future projects or plans should follow the tenets of Smart Growth as adopted into the Sacramento General Plan in 2001 and subsequently into the General Plan 2030.

65TH STREET STATION AREA PLANNING

In 2000, Sacramento Regional Transit initiated the Transit for Livable Communities (TLC) project to plan for development around 21 planned and existing light rail stations. The 65th Street Station area was considered to be one of the most promising TOD opportunities on RT's Folsom Corridor based on the following: abundant vacant, developable parcels, strong adjacent retail and office markets, heavy station use by the Sac State community and convenient roadway and transit access. The TLC plan focused on a University Village concept including residential development and retail to serve area residents.

Three studies followed the TLC project to investigate the potential for successful Smart Growth in the neighborhoods immediately adjacent to the transit station. The *65th Street / University Transit Village Plan* of 2002 established a concept for new land uses, including a

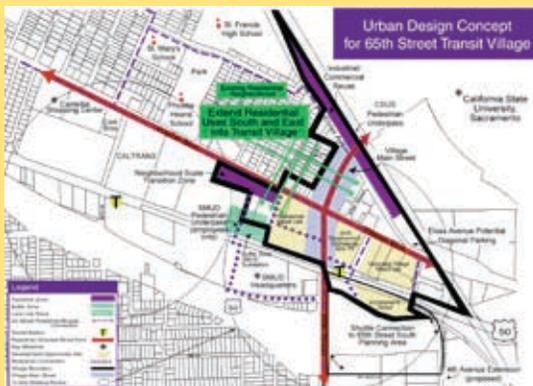
mix of housing types and residential mixed-use intended to increase Regional Transit (RT) ridership at the 65th Street Station; and proposed improved pedestrian and bicycle circulation and access to the RT Station, CSUS and adjacent neighborhoods. The *South 65th Street Area Plan* of 2004 focused on the underdeveloped area southeast of U.S. 50 and 65th Street, where large, underutilized parcels are set within a street framework of large blocks with minimal pedestrian appeal. This Plan emphasized residential land uses, with a mix of housing types including student housing for Sac State; neighborhood-serving commercial mixed-use along 65th Street; new public parks and open space; and pedestrian improvements to existing streets and the provision of pedestrian-only linkages within the area.

With a Smart Growth vision established for transit-oriented development on both sides of the RT line, the *65th Street Station Block Strategy* was prepared in 2006 to explore potential development options for the three blocks directly adjacent to the 65th Street/ University station. The Station Block Strategy identified significant barriers to implementation of these prior plans and recommended a set of actions for achieving the goals of the Transit Village Plan, and, to a lesser degree, the South 65th Street Area Plan. Included in these recommendations was preparation of a circulation study that prioritizes the creation of a pedestrian-oriented transit village. This current study is a response to that recommendation.

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65TH STREET / UNIVERSITY TRANSIT VILLAGE PLAN

Courtesy: City of Sacramento



The 65th Street / University Transit Village Plan was adopted by City Council in 2002 to guide future land use decisions for a 49 acre area located generally in a 1/4 mile radius around the 65th Street Light Rail Station. The Transit Village Plan envisioned a safe, lively University Mixed Use District which serves the surrounding East Sacramento neighborhood.

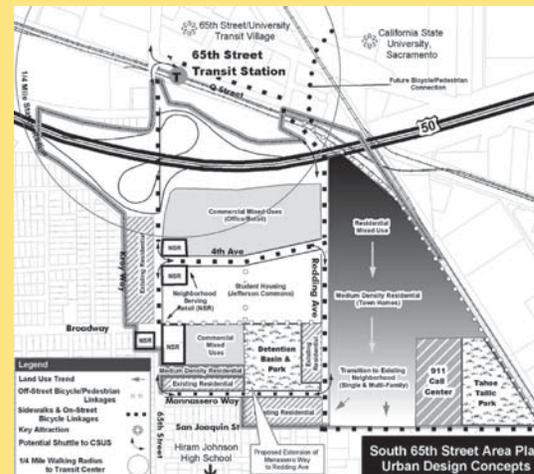
The Plan's key elements included:

- A mixed-use district providing a range of housing types, retail and office uses to increase pedestrian activity and transit ridership at the 65th Street station
- Improved connections between Sac State, the adjacent East Sacramento neighborhoods and the 65th Street station
- Improved pedestrian and bicycle circulation connecting the surrounding neighborhood to the transit village and the 65th Street station
- Transformation of 65th Street into a pedestrian-oriented Main Street connecting the university to the surrounding neighborhood and the 65th Street transit station.

65th Street / University Transit Village Plan, Adopted Oct. 29, 2002, City Council Resolution 2002-725

SOUTH 65TH STREET AREA PLAN

Courtesy: City of Sacramento



Following completion of the Transit Village Plan, a companion study was prepared for a 140 acre area south of U.S. 50 lying within approximately 1/2 mile of the transit station. The South Area Plan's vision was to create a walkable, interconnected, neighborhood mixed- use district and enhance the visual character of the neighborhood.

Approved by City Council in 2004, the South 65th Street Area Plan established the following guiding principles:

- Connect the South 65th Street neighborhood and Hiram Johnson High School to the 65th Street Transit Center and Sac State
- Extend residential and neighborhood serving retail
- Respect neighborhood scale
- Enhance pedestrian/bicycle/transit linkages
- Provide for continuation of existing industrial and service oriented uses
- Remove blight
- Create a pedestrian friendly circulation plan
- Increase transit ridership and alternative travel modes
- Provide a broad range of transit accessible housing to students, faculty, and employees within the plan area.

South 65th Street Area Plan, Adopted Nov. 9, 2004, City Council Resolution 2004-867

The Transit Village Strategy

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TRANSIT FOR LIVABLE COMMUNITIES (TLC)

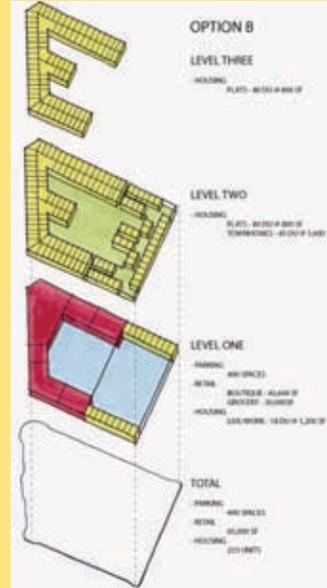


In 2000, Regional Transit initiated the Transit for Livable Communities (TLC) project to plan for development around 21 planned and existing light rail stations. After undertaking an extensive community outreach process, the project prepared land use plans, joint-development strategies and implementation measures for the station areas. The TLC plans are consistent with the City's Smart Growth principles such as the emphasis on mixed-use development, in-fill development of existing urban areas, creating pedestrian- and bicycle-oriented neighborhoods, taking advantage of existing assets through joint-development, and encouraging community participation in the planning and development processes.

The 65th Street Station was included in the 21 stations studied for the TLC project, and was noted as a prime opportunity area for TOD development on RT's Folsom line.

Transit for Livable Communities Final Report (M01-006) staff report, Oct. 2, 2002 and www.sacrt.com/tlc/index.stm

65TH STREET STATION BLOCK DEVELOPMENT STRATEGY



The 65th Street Station Block Strategy was prepared to explore the opportunities for a catalyst development site identified in the Transit Village Plan. The site encompasses three blocks fronting 65th Street, Folsom Boulevard and Q Street. The Strategy identified the following significant barriers to the implementation of the pedestrian and transit oriented goals of the Transit

Village Plan:

- The Folsom Boulevard Improvements Project included a set of roadway improvement projects intended to mitigate traffic impacts resulting from the Transit Village Plan and the Granite Regional Park project. These planned improvements emphasized vehicular movement, and were found to be in conflict with the pedestrian-oriented goals of the Transit Village Plan.
- The network of transportation systems intersecting the site had limited connectivity, resulting in a concentration of traffic on 65th Street and Folsom Boulevard. The majority of traffic funnels onto the two main thoroughfares, limiting use by pedestrians and bicyclists.
- Poor access to Sac State.
- The preponderance of auto-related land uses is at odds with a pedestrian-oriented transit village.

The Station Block Strategy recommended an action plan to achieve the vision of the Transit Village Plan.

65th Street Station Block Development Strategy, prepared for Sacramento Housing and Redevelopment Agency, July 2006

SACRAMENTO 2030 GENERAL PLAN

Sacramento's 2030 General Plan has a vision to make Sacramento "the most livable city in America." This vision includes a goal that "every neighborhood will be a desirable place to live because of its walkable streets, extensive tree canopy, range of housing choices, mixed use neighborhood centers, great schools, parks and recreation facilities, and easy access to Downtown and jobs" (*Sacramento 2030 General Plan*, pp. 1-2). Where the 1988 General Plan accommodated growth through expansion into surrounding undeveloped land, the 2030 General Plan emphasizes infill and strategic use of underutilized urban land. With this emphasis is a focus on development near transit and mixed-use centers, and locating jobs in close proximity to housing to encourage access by means other than private motor vehicles.

The 2030 General Plan is built on the foundation of regional Smart Growth concepts as well as the City's Smart Growth policies. It envisions the 65th Street Station area as a pedestrian-friendly, transit-oriented area where people rely less on the automobile and have viable options for using alternative transportation modes such as walking, bicycling or transit. Under the Plan, the 65th Street Station area will evolve into a vibrant and innovative campus-centered community with a mixed-use University Village and a mixed-use Technology Village served by pedestrian-oriented multi-modal transit centers. A mix of retail, employment uses and housing types that support the campus, faculty and students of Sac State, in addition to the

existing residential neighborhoods and office/employment centers will be provided. The 2030 General Plan allows for residential, commercial, and employment uses at higher densities and encourages uses to be vertically or horizontally mixed within the same development.

The 2030 General Plan designates the 65th Street Station area as a "Transformation - Urban" area for the city, where new growth should be targeted to take full advantage of existing infrastructure, transportation and land uses. Specifically, the Plan recommends establishing compact, higher-density, transit-oriented development with ground floor retail and upper floor residential/office uses around the existing 65th Street/University light rail station. A vibrant, mixed-use University Village is to continue to be developed near the 65th Street/University Station to serve as the shopping and entertainment core for Sac State and surrounding neighborhoods. The 2030 General Plan also recommends infill mixed-use emphasizing retail, service, office and residential uses along the periphery of the University Village, along Elvas Avenue, and in the area north of the light rail tracks east of the Union Pacific Railroad tracks. For the areas west of the UPRR tracks and south of U.S. 50, the Plan recommends neighborhood-support uses that have convenient access to transit and Sac State. Lastly, the 2030 General Plan recommends that a Technology Village containing large mixed-use office and employment centers with support retail, service, and residential uses be provided in the Ramona Avenue area.

SACRAMENTO 2030 GENERAL PLAN

Figure 1.6, right, illustrates the land use plan of the Sacramento 2030 General Plan for the 65th Street Station Area Study area. The following are the most significant land uses in and near the study area:

- Urban Center Low - UCntLow (red): The General Plan anticipates a number of small urban areas developing throughout the city, providing a pedestrian-oriented mix of housing, employment, retail and services. These areas are located around transit stations and other highly accessible areas of the city. The General Plan requires the the following urban form elements: small blocks for convenient pedestrian circulation; building heights ranging from two to ten stories; stepped down buildings adjacent to lower scale residential neighborhoods; buildings oriented to sidewalks, with transparent frontages and pedestrian-scaled design; on-street and structured parking; public streetscapes that serve as the area's primary open space. The Urban Center Low category surrounds the 65th Street station and is the focus of the primary transit village development of this study.
- Employment Center Mid Rise - EC (MR) (dark blue): These areas are intended to support new businesses and job creation. Uses include mid-rise office, retail and service, residential and public open space. Anticipated urban form includes buildings placed at the sidewalk to promote pedestrian activity and give spatial definition to the environment; building heights ranging from three to twelve stories; structured parking rather than surface lots; on-street bicycle lanes; convenient connections to adjacent neighborhoods for pedestrians, cyclists, motorists and transit. This area is anticipated to develop as a Technology Village, housing innovative businesses that will benefit from proximity to Sac State, while incorporating the University's planned faculty and staff residential neighborhood.

- Urban Neighborhood Low Density - UNLD (orange): These neighborhoods are expected to be highly active areas where people live and work, built at a scale and density similar to those found in neighborhoods near central Sacramento. The environment should include a well-defined street wall of building facades, stoops and garden walls; front doors facing the street; building heights no higher than four stories; a high quality pedestrian environment with minimal curb cuts, interconnected streets, wide sidewalks and attractive streetscape; commercial uses that support local residents.
- Traditional Neighborhood Medium Density - TNMD (orange): The uses and form of these neighborhoods are similar to Urban Neighbourhood Low Density, but slightly lower in density. They are located in areas of this study that are appropriate for providing a buffer between higher intensity areas and low density residential neighborhoods.

Other land uses in the study area reflect existing conditions where change is not anticipated under the 2030 General Plan. These areas include the residential neighborhoods north of Folsom Boulevard and south of U.S. 50 (yellow), the SMUD and Caltrans facilities along Folsom Boulevard and S Street (light blue and grey), and the commercial uses along Folsom Boulevard east of the UPRR tracks (light red). Although the commercial areas may not change in the near term, the City should be prepared to investigate future transit village development, especially near the 59th Street station and in association with a potential light rail station on Brighton Avenue (see Framework chapter, Scenarios B and C).

The Transit Village Strategy

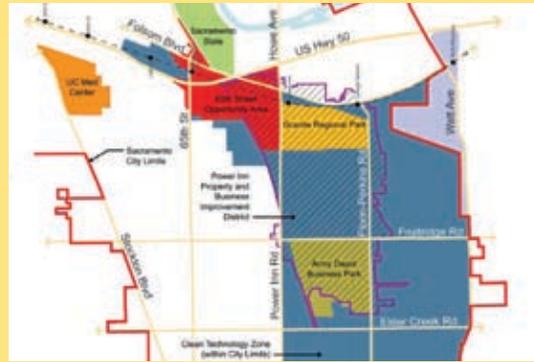
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Purpose of the 65th Street Station Area Plan

The 2030 General Plan and the planning studies that preceded it established the City's policies and vision for the area. Unfortunately, until recently there were other policies that were contradictory to this vision. In particular, the 1988 General Plan did not distinguish adequately between its Smart Growth land use goals and policies and its requirements for traffic flow. Consequently, when the Environmental Impact Report was prepared for the Transit Village Plan a number of mitigations were required to comply with the 1988 General Plan circulation goals and policies that favored efficiency of automobile traffic flow over other modes. These mitigations included numerous intersection widenings to allow for improved turning and through-traffic maneuvers. Perhaps most detrimental to the pedestrian-friendly, transit village concept, the mitigations recommended adding additional left- and right-turn lanes from Folsom to 65th Street, resulting in an intersection of six to seven lanes at the heart of the Transit Village.

In 1999, the *Southeast Area Transportation Study* (SEATS) recommended several roadway projects that would reduce congestion at the Power Inn Road and Folsom Boulevard intersection and accommodate long-term traffic growth in the southeast area of Sacramento. Among its proposed projects was a widening of the Folsom Boulevard undercrossing of the UPRR tracks from two lanes to four and the creation of new roadways to more directly

FRUITRIDGE BROADWAY COMMUNITY PLAN



The Fruitridge Broadway and East Sacramento Community Plans are two of the ten community plans incorporated into the Sacramento 2030 General Plan. The community plans provide supplementary policies for specific geographic areas of the city, based on the unique conditions and issues within each community area. Community plans describe the vision for each plan area, focussing on values and expectations specific to the community. The plan's policies can address land use and urban design, historic and cultural resources, economic development, housing, mobility, utilities, education, recreation and culture, public health and safety, environmental resources and environmental constraints, and can identify opportunity areas for future development.

The *Fruitridge Broadway Community Plan* area is a 28 square mile area located in southeastern Sacramento, centered on 65th Street and bordered at the north by the Rt light rail line and Folsom Boulevard. The majority of this community plan is dedicated to a detailed description of potential development within the 65th Street / University Village opportunity area.

The 65th Street / University Village opportunity area occupies an area encompassed by the 65th Street Station Area Study.

EAST SACRAMENTO COMMUNITY PLAN



The *East Sacramento Community Plan* area encompasses about 7.1 square miles and is located east of Downtown Sacramento. The Plan Area is bounded on the north by the American River, on the south by the Gold Line Light Rail line and Jackson Highway, on the east by Watt Avenue, and on the west by Alhambra Boulevard.

As part of the 2030 General Plan process, the 65th Street/University Village opportunity area was identified as a key potential redevelopment site. Concepts and recommendations for this area have been developed and supported by community involvement and input, and are meant to guide future development toward further implementing the vision and guiding principles of the General Plan and Community Plans. The East Sacramento Community Plan currently is in progress, as the public process to determine the community's vision, community issues, and policies has yet to be undertaken.

Sacramento 2030 General Plan, Part 3, "Community Plan Areas and Special Study Areas" March 2009

Courtesy: City of Sacramento

In essence, there was a policy conflict for the area. While Smart Growth policies and adopted plans called for a transit village, requirements of the 1988 General Plan required improvements that favored auto through-movements and volume over a pedestrian-oriented transit village.

connect southeast area traffic to the U.S. 50 interchange at 65th Street.

These recommended projects conflicted with the pedestrian-friendly goals of the Transit Village Plan and, with their emphasis on vehicle throughput, were unlikely to result in an environment that would nurture a mixed use transit village. In essence, there was a policy conflict for the area. Smart Growth policies and adopted plans called for a transit village. However, the projects and associated mitigation measures for significant impacts, in order to be consistent with the 1988 General Plan, favored auto through-movements and volume over a pedestrian-oriented transit village.

Today, however, momentum in the 65th Street area has shifted to Smart Growth and transformation. Previous studies, city policy and recently completed and proposed projects all support the significant transit investments in the area and represent the latest regional approach to appropriate land uses and densities. The energy and resources expended preparing the transit village vision provide a clear implementation strategy to create a circulation framework that supports current policies and allows the transit village vision to occur.

The purpose of this study is to prepare a circulation framework plan that supports the vision of pedestrian-friendly, transit-oriented development consistent with previously adopted public policy, most notably the

Sacramento 2030 General Plan with its inherent Smart Growth focus, the *65th Street/University Transit Village Plan* and the *South 65th Street Area Plan*. This study is intended to achieve the following:

- Prepare a circulation system for the *65th Street/University Transit Village Plan* and the *South 65th Street Area Plan* areas that is consistent with pedestrian-friendly, transit village and Smart Growth principles.
- Prepare a circulation plan that extends to Power Inn Road and 14th Avenue and promotes Smart Growth objectives for planned and likely development in these areas.
- Recommend a circulation system that improves connections across the freeway and railroad tracks.
- Develop phasing recommendations and preliminary cost estimates.
- Identify potential property impacts necessary to achieve the transit village vision.

The Transit Village Strategy

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The Transit Village Concept

A transit village – or, more broadly, transit-oriented development – creates a place where people have convenient access to the goods and services they need on a daily basis, provided in an environment that is attractive, usable, accessible and enjoyable. Transit village developments recognize that proximity to transit is vital to achieving this environment, especially in metropolitan areas where opportunities for living and working are abundant and accessible by transit. A transit village comprises the following characteristics:

- **SUPPORTIVE LAND USES** A mix of land uses, such as housing, office, retail and civic and cultural institutions that supports transit operations by attracting people to the area.
- **SUPPORTIVE DENSITIES** Sufficient densities to support transit and the retail, entertainment, services, public spaces and other attractions of the area.
- **ACCESSIBLE CIRCULATION FRAMEWORK** A circulation framework of streets, paths and transit ways that is accessible to all members of society and accommodates all modes of transportation – pedestrians, bicycles, transit and motor vehicles – without allowing one mode to dominate the others. A well designed circulation framework enables and encourages walking and becomes a significant public space within a community.

Ultimately, a transit village is a neighborhood. Like all good neighborhoods, it provides for a wide range of uses and activities – places

to live, work, shop, play, etc. – for its own residents as well as visitors. The unique circumstances of every neighborhood, from land use to building character to natural setting, combine to give it a distinct identity that distinguishes it from other places in the city.

The circulation framework and the experience of moving through a neighborhood often provide a distinct character and sense of place. Whether through tree-lined streets, wide sidewalks with seating or planting, pedestrian promenades and paseos, special transit ways or vehicles, or streets that graciously accommodate bicycles as well as cars, circulation elements are the most frequently encountered and heavily used of all features of a neighborhood and provide the greatest opportunity for creating a lasting and memorable impression and sense of identity.

A transit village contains a mix of homes, jobs, shops and services in close proximity to frequent, high-quality transit services. Such development often is compact in form rather than sprawling, and provides a range of public amenities that creates an enjoyable and attractive environment for daily life. With the right mix of housing, jobs, shopping, recreation and services, and access to abundant transit options, a transit village can create an environment where transit, walking and bicycling can satisfy almost all transportation needs. The use of, or even the ownership of an automobile, can be an option rather than a necessity. Cars are not prohibited from a transit village; they simply are needed less often. As a result of the reduced need to drive, transit villages can promote healthier lifestyles where walking and bicycling are the norm for transportation needs. It is also possible that reductions in driving will result in reduced tailpipe emissions (exhaust). This creates a healthier neighborhood with better air quality, and contributes to the city's and region's goals of reducing greenhouse gas emissions.

To achieve this auto-optional condition, a transit village must be developed in a way that makes walking, bicycling and transit use convenient, safe and efficient. Compact form helps satisfy some of this condition, while policies that encourage a reduction in the expectation of automobile use must also be included. Zoning codes can reduce the amount of parking required by new development, require bicycle facilities such as secure bicycle parking in buildings, or

demand that front doors and windows, rather than parking lots, face public sidewalks. General Plans can be modified to allow higher levels of traffic congestion while placing priority on improvements for pedestrians, such as wider sidewalks or narrower intersections. Like the 2030 General Plan, public policy can encourage higher densities and a mix of uses in appropriate areas. Transit village development encompasses both the physical design of places well served by public transit, and the policies needed to ensure that compact development is not overrun by cars.

A transit village is a flexible form of development that adapts to local conditions. Development may include new buildings as well as the continued use or renovation of existing structures. Where undeveloped sites are available, these often are the ideal focus for transit village projects and are referred to as "infill" opportunities. In addition, parcels that may be underused, such as surface parking lots, vacant buildings, outdated shopping centers or older industrial sites, are perfect targets for the revitalization and increased value brought about by bringing in attractive new uses. In all cases, regardless of the conditions of the community, a transit village is realized because it recognizes people's need and desire for convenient access to work, home and daily goods and services that can be made available without requiring long commutes or land-intensive urban sprawl.



Courtesy: Ellen Galling Photography

Transit village projects at the Redwood City Caltrain station (left) and Richmond BART station (right)

The Transit Village Strategy

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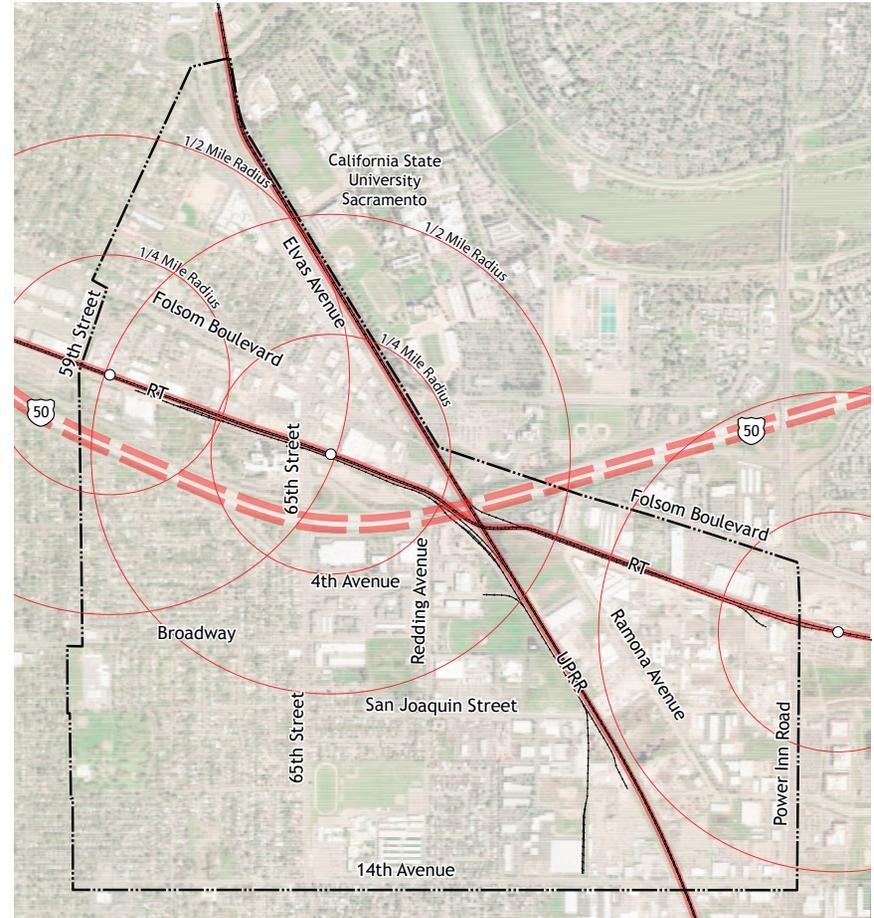
THE 65TH STREET AREA TRANSIT VILLAGE

Existing city policy has established the required land uses and densities for transit village development in the area. The missing element is the accessible circulation framework. Creating this framework in the 65th Street Station area presents significant challenges due to the mature nature of the surrounding development. The area is located in the eastern part of the City of Sacramento where the urban framework of land use and circulation typical of neighborhoods closer to downtown has not been developed. It is a 1,025 acre area bounded by the Union Pacific Railroad right-of-way and Folsom Boulevard at the north, Power Inn Road at the east, 14th Avenue at the south and 59th Street at the west. The Sac State campus and the American River are north of the study area, Granite Regional Park and commercial office uses are east of the study area, and established residential neighborhoods lie to the south and west.

Several major regional and national transportation systems bisect the study area. These systems carry through-traffic and transit while also accommodating movement to, from and within the area. These systems include:

- U.S. Highway 50
- Folsom Boulevard, which becomes part of State Highway 16 east of Power Inn Road
- 65th Street
- Power Inn Road / Howe Avenue
- Union Pacific Railroad
- Sacramento Regional Transit's Gold Line.

Figure 1.7: Study Area.



65TH STREET / UNIVERSITY TRANSIT CENTER STUDY

Courtesy: Sacramento Regional Transit



The Sacramento Regional Transit District (RT) commissioned a study to improve the bus to light rail transfers at the 65th Street Transit Center while also freeing up the existing RT-owned property at Folsom Boulevard and 65th Street for a transit-supportive development opportunity. The design concepts were evaluated for their ability to accommodate safe and efficient transit transfer operations, maximize opportunities for transit oriented development, and assist the transformation of the area into an urban “village.”

The preferred alternative locates bus stops on Q Street eastbound and on 67th Street southbound. This organization provides flexibility and efficiency for buses and accommodates intermodal transfers conveniently and safely. The preferred alternative also releases much of the existing RT-owned property for creation of a transit supportive, high-density, mixed use development that will directly increase ridership.

65th Street / University Transit Center, Zimmer Gunsul Frasca Architects LLP, Sept. 9, 2008

The intersection of this network of transportation systems in the project area, combined with limited infrastructure for pedestrians and bicyclists, creates obstacles for connections between area neighborhoods. This results in a concentration of auto traffic on 65th Street, Folsom Boulevard and the arterial roadways on the periphery of the study area such as Power Inn Road and 14th Avenue. Due to the expense and difficulty of crossing the rail lines and freeway, there currently are only three streets within the study area that connect neighborhoods across U.S. 50 and the UPRR or RT tracks: 59th Street, 65th Street and Power Inn Road. The distance between 59th and 65th Streets is one-half mile, while 65th Street and Power Inn Road are one mile apart. Similarly, only two streets – Folsom Boulevard and 14th Avenue, which are separated by up to one mile – connect 65th Street with Power Inn Road, leaving all neighborhoods between U.S. 50 and 14th Avenue without convenient east-west accessibility. With no opportunities to disperse traffic within a well-connected grid of streets, the majority of traffic funnels onto Folsom Boulevard and 65th Street. As a result, use by pedestrians and bicyclists is limited and unpleasant, especially at the bottleneck created at the intersection of these two arterial streets.

Despite a street network that favors auto-oriented land use, the study area is a part of Sacramento that is in transition. The low-density commercial and industrial uses that have dominated much of the area in the past gradually are being replaced by higher density

housing and retail commercial uses, and future land uses have been targeted by city policy such as the 2030 General Plan to continue this trend of mixed-use infill. Equally important, there are existing residential neighborhoods at the edges of the study area with long-term residents wishing to see improvements that will increase the quality of life for their families.

Much of the area, whether established residential neighborhoods or areas in transition, is located within 1/4 mile to 1/2 mile, or a five to ten minute walk, of a light rail station. Easy access to a transit station, using attractive, walkable streets, is a key feature of a transit village neighborhood. This existing infrastructure provides an ideal opportunity to improve on assets already in place and is the main rationale for the land use policy now in effect for the area and that is beginning to take shape with recent projects such as the F/65 Center, Upper Eastside Lofts and the proposed Station 65 development and 65th Street / University Transit Center Study. Considering the land use plans in place and the potential for on-going transition of uses, it is conceivable that, in time, distinct transit villages can develop not only at the 65th Street Station, but at 59th Street, Power Inn Road and a possible new station located along Brighton Avenue near Ramona.

However, without significant modifications to the existing circulation system and its prioritization of the private automobile, all attempts at introducing higher density,

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Courtesy: SACOG and Urban Advantage

Figure 1.8: 65th Street and Folsom Boulevard existing condition.



Courtesy: SACOG and Urban Advantage

Figure 1.9: 65th Street and Folsom Boulevard transit village concept.

This photosimulation was prepared for the Transit Center Study to illustrate how land use and street improvements can transform the 65th Street Station area into a pedestrian-friendly transit village.



Figure 1.10: The F/65 Center

The F/65 Center has introduced retail mixed-use to the study area and provided outdoor public space.

mixed-use infill projects will fail to achieve a quality consistent with Sacramento's best neighborhoods. Accessibility to neighborhood attractions and destinations by transit and non-motorized modes lends to the overall sense of place and unique character.

The circulation framework is the best means for creating connections throughout the study area and defining identifiable and unique neighborhoods. Through good design and planning, high-quality streets that serve as memorable public spaces can be created. New "main streets" can concentrate future and existing retail and entertainment activities in the center of transit village neighborhoods, with quieter side streets occupied by residences and corner markets. Travel lanes, on-street parking, transit stops and bicycle facilities can be configured to balance the ability for different vehicular modes to coexist and serve the needs of an evolving area of the city. Judicious choices can be made for inserting new streets into the network to increase connections and access options. Many streets can be provided with generous sidewalks with sufficient space for walking and the curbside planting that is emblematic of Sacramento as a Tree City U.S.A. community. Convenient access, short- and long-term development potential, and a ready market for more intensive development represent opportunities to realize the transit village vision in the 65th Street Station area. A great circulation system is necessary to complete the transformation.



Figure 1.11: Sacramento pedestrian-friendly development.

Wide sidewalks that allow for cafes and public seating are common features of transit villages and other attractive neighborhoods (Capitol Avenue at 18th Street).

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How To Use This Document

This document details three alternative scenarios for the 65th Street Station area transit village circulation framework. In the next chapter, the alternatives are compared in a matrix format that lists the improvements side-by-side for easy evaluation. Following this comparison, the elements of each alternative are explained in detail, including proposed roadway improvements, new roadways, and pedestrian and bicycle facilities. The study also provides a comparison of potential costs associated with each scenario, as well as recommendations for the phasing of key elements for each scenario's successful implementation.

By providing three alternative scenarios, the study allows the community and city leaders a thorough understanding of different options for achieving the city's vision in the study area. Ultimately, the City Council will decide which scenario, or which elements of the three scenarios in combination, should become city policy. This document is not intended to be modified to reflect Council's decision. Rather, the circulation framework adopted by Council will be incorporated into city policy through amendments to the 2030 General Plan, the East Sacramento and Fruitridge Broadway Community Plans, the *65th Street/University Transit Village Plan* and the *South 65th Street Area Plan*.

This document should be used in the following ways:

- **ELECTED OFFICIALS AND CITY STAFF** For those responsible for determining how the transit village vision finally should be implemented, the document should be studied in depth. The study presents three significantly different approaches to the development of a circulation framework: one carries forward existing policy while the other two require a change in current policy direction to reflect new ways of thinking about the future of this area of the city. Important considerations of potential cost and implementation impacts should be weighed against the benefits of enabling current land use planning as reflected in the 2030 General Plan, the *65th Street/University Transit Village Plan* and the *South 65th Street Area Plan*.
- **GENERAL PUBLIC** For those interested in learning more about the transit village concept, how a circulation framework affects land use policy and development potential, and how this study was prepared, this introductory chapter, *The Transit Village Strategy*, will serve as a guide to understanding the means by which the transit village vision can be accomplished. In order to provide the City Council with informed input for its decision, the public is encouraged to read this document in its entirety.
- **LAND OWNERS AND DEVELOPERS** For those interested in developing, improving or acquiring specific properties, this document should be studied in depth to understand the general

extent to which private property could be affected by the implementation of these plans. Project-specific details are left to more focused analysis that will happen as specific projects seek entitlements.

There are several documents that constitute the 65th Street Station Area Study:

- **THE 65TH STREET STATION AREA STUDY** This document represents a summary of the study components and an overview of the concepts and intent behind the study and the circulation framework alternatives.
- **TECHNICAL APPENDICES** Detailed project analyses are included by reference in the study document, although their size and extent preclude their direct inclusion within this cover. An engineer's analysis of traffic impacts created by the three scenarios is included in the *Traffic Study*, which also is incorporated in the Environmental Impact Report. Segment-by-segment roadway improvement cost estimates are included in another appendix. Technical memoranda regarding a civil engineer's conceptual design studies of specific roadway segments and intersections, and phasing and implementation analysis, also are referenced as external appendices.
- **ENVIRONMENTAL IMPACT REPORT** A program-level Environmental Impact Report (EIR) reviews the impacts of the proposed circulation framework alternatives, as required by the California Environmental Quality Act. The EIR also is prepared under separate cover.

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2 | Circulation Framework

Three alternative circulation framework scenarios are detailed in this chapter

A

All previous plans and mitigations

B

Maintain existing streets and improve pedestrian and bicycle access

C

Maximize pedestrian and bicycle access with roadway narrowing

Three alternative circulation framework scenarios are detailed in this chapter, including overall concepts, an overview of the network of streets and other circulation elements and transportation characteristics, and detailed illustrations of critical components. These scenarios are compared as equally as possible in order to facilitate a fair and unbiased decision-making process that will result in the selection of a single alternative for implementation by amendments to existing plans and the creation of a financing plan. The chapter begins with a description of the design criteria used to prepare the scenarios that adhere to transit village concepts (Scenarios B and C), provides a side-by-side matrix of the elements of all three scenarios, then investigates each scenario in detail.

Three Scenarios; Two Concepts

There is a significant difference in the concepts that were used to create Scenario A and Scenarios B and C. As a result, this document concentrates more fully on Scenarios B and C, while Scenario A is summarized but its details omitted.

Scenario A represents existing City circulation policy, as it contains projects previously planned

and approved for eventual implementation. These are the street improvement projects that will be built if no other plans are adopted to supersede them. Many of the improvements are the product of planning decisions made prior to acceptance of the transit village concept for the 65th Street Station areas and, consequently, are intended to satisfy criteria other than supporting transit, mixed-use development and pedestrian-friendly neighborhoods. The projects included in Scenario A are intended to move automobile traffic as quickly and efficiently to and through the study area as possible, using widened roadways, new streets and modified intersections to do so. From the perspective of the planning processes that created the Scenario A projects, this is a reasonable and useful goal as it reflects the conditions considered to be critical prior to the realization that transit village development was appropriate and desirable in this area of the City.

The 2030 General Plan and the two transit village plans envision an environment in the 65th Street Station neighborhoods that is not primarily for auto-oriented uses. These plans envision the lively, pedestrian-oriented mixed-

Circulation Framework

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use neighborhoods described in the previous chapter. Therefore, while implementation of Scenario A is feasible, it is important for city decision-makers and the public to be aware that the transportation system planned for Scenario A does little to support transit oriented development from the perspective of providing incentives to those who choose to walk, bicycle, take the bus, or ride light rail. Scenario A does succeed in enhancing the transportation system for the movement of motor vehicles through the study area.

In contrast, Scenarios B and C have been designed to focus specifically on balancing transportation improvements in the area in order to encourage more walking and bicycling in addition to creating additional connections and options for automobile and transit circulation. This study was undertaken by the City to ensure that the ultimate circulation system for the 65th Street Station Area fits with the vision established by the community and City decision makers for the land use transformations to come.

Transit Village Street Design Principles

Scenarios B and C are based on a series of design principles that balance the multiple goals of a transit village, including accommodation of multiple modes of circulation. These principles are as follows:

- **PEDESTRIAN-SCALED STREET GRID** A five to ten minute walk to one's destination, corresponding to approximately 1/4 to 1/2



Figure 2.1: Street with four travel lanes, Class II bicycle lanes, parking lanes and planted median.

Street section diagrams illustrate street improvements designed according to the Transit Village Street Design Principles. Typical principles illustrated include Attractive Streetscapes (trees, planting, lighting), Wide Sidewalks (room for walking, sitting, cafes), Traffic Calming (corner bulbouts shown dashed behind parked cars), On-Street Parking (increases parking supply and calms traffic), Bicycle Facilities (bicycle lanes or shared-use streets), and Adjacent Site Development (the relationship between the street and new buildings).

mile, is the ideal distance for a pedestrian; longer walks often discourage walking and favor automobile use. A good transit village will have destinations located within easy walking distance of one another, and will have a street grid that allows many choices and easy connections between destinations. Where possible, this should be accomplished with the creation of new streets, as proposed in Scenario C.

- **ATTRACTIVE STREETScape** Beautiful streets make beautiful neighborhoods. They encourage visitors to patronize neighborhood businesses, promote pride in residents, encourage walking and tend to slow traffic. Elements of attractive streetscapes include street trees and other planting, pedestrian-scaled lighting, furnishings, signage, special paving and public art. Sacramento is notable for its walkable, tree-lined streets, and methods of extending this pattern to the 65th Street Station neighborhoods are designed into Scenarios B and C.
- **WIDE SIDEWALKS** Sidewalks teeming with pedestrians may be a sign of a successful and popular neighborhood, but crowding should never happen as a result of bad design. Pedestrians need space to walk and to feel comfortable. They should have enough room to be safe from traffic and to not be pushed up against building walls. The Sacramento Pedestrian Master Plan's policies are incorporated into Scenarios B and C to provide sufficient sidewalk space for desirable transit village neighborhoods.

- **TRAFFIC CALMING** The use and presence of motor vehicles in a transit village is not prohibited. Automobiles and trucks are important, and often critical, elements of local transportation systems. Since the 65th Street Station study area lies within a network of regional roadways, motor vehicles of necessity will be a prominent part of the circulation framework of the area well into the future. However, to balance the needs of motorists, bicyclists and pedestrians, vehicle speeds must be kept to a safe level that is appropriate for the neighborhood. Traffic calming design incorporated into Scenarios B and C includes curb extensions or corner bulb-outs, on-street parking, shared use streets (bicycles and automobiles using the same travel lanes), lane width reduction to current City standards, lane number reduction and intersection access controls.
- **ON-STREET PARKING** On-street parking provides convenience for shoppers and merchants, creates a large supply of parking that may reduce the need for large and costly surface lots or garages, reduces traffic speeds, and buffers pedestrians from moving traffic. Although on-street parking may appear to promote automobile use within a transit village, it is a critical component in balancing circulation needs and improving the pedestrian environment. Transit villages benefit from on-street parking on as many streets as possible, and are a key component of Scenarios B and C.

Circulation Framework

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- **BICYCLE FACILITIES** As fuel prices and awareness of carbon emissions increase, bicycles are gaining popularity as viable means of mobility. Sacramento’s flat terrain, high-quality bicycle network, and ease of use with Regional Transit vehicles encourage bicycle use throughout the city. All three circulation framework scenarios assume that the 2010 Sacramento City/County Bikeway Master Plan will be implemented within the study area. However, Scenarios B and C propose modifications to the Bikeway Master Plan map to provide an even greater level of accessibility around the transit village.

- **PEDESTRIAN-FRIENDLY INTERSECTIONS** Safe movement through intersections is critical for all circulation modes, but especially for pedestrians who are most vulnerable. Intersection design must accommodate pedestrians of varying abilities, including the elderly and children. This study recommends improvements including reduction of lane widths to current city standards and/or number of lanes wherever possible, corner bulbouts to reduce crossing distances and improve pedestrians’ view of on-coming traffic, median refuges at wider intersections, signalization with timing appropriate for pedestrians, countdown signals, high visibility crosswalk markings and adequate night time lighting.

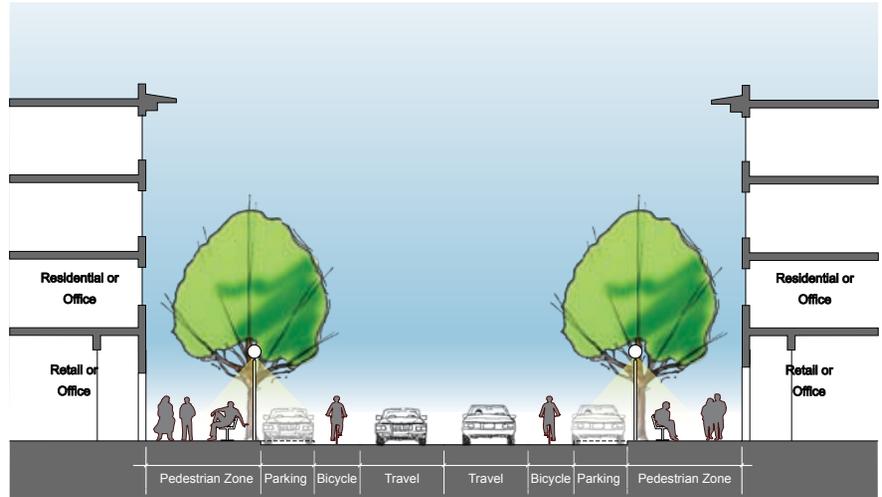


Figure 2.2: Street with two travel lanes, Class II bicycle lanes and parking lanes.

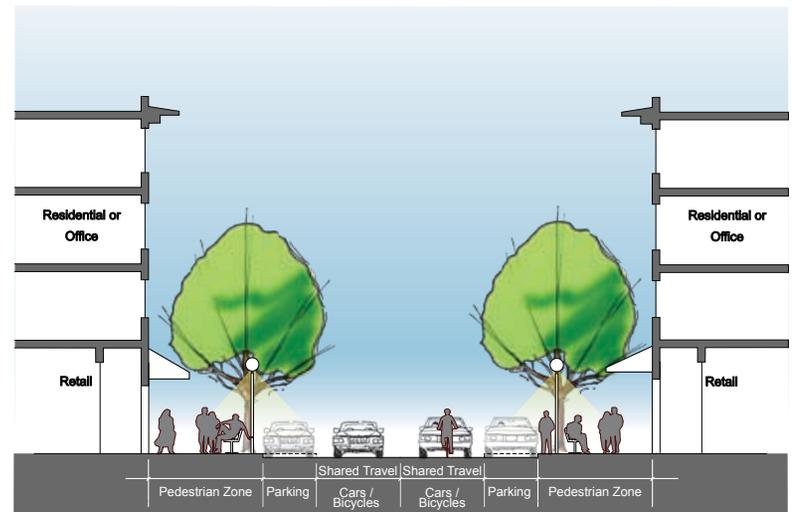


Figure 2.3: Street with two travel lanes, shared bicycle/automobile use, and parking lanes.

Principles of Transit Village Street Design

Pedestrian-scaled street grid

Attractive streetscape

Wide sidewalks

Traffic calming

On-street parking

Bicycle facilities

Pedestrian-friendly intersections

Transit accessibility

Adjacent site development

- **TRANSIT ACCESSIBILITY** Access to transit is critical to ensure transit is an equally viable, if not superior transportation choice for the transit village neighborhoods. Since all transit trips begin and end with a pedestrian trip, pedestrians must be able to get safely to and from transit vehicles and must feel safe and comfortable while waiting for the train, bus or shuttle. Therefore, as part of this study, sidewalks and streets in Scenarios B and C have been designed with sufficient capacity to encourage pedestrian access. In addition, the ability to provide amenities such as shelters, seating, lighting and signage at transit stops and stations have been planned into the alternatives. Of equal importance, streets and intersections have been designed to allow for the movement of transit buses and shuttles so that schedules can be maintained. Sacramento Regional Transit intends to reconfigure bus operations in the area to account for future growth and optimize operations, regardless of which circulation scenario is adopted.
- **ADJACENT SITE DEVELOPMENT** The circulation framework must allow for current and future land uses to operate effectively. In the near term, existing uses (such as auto-oriented commercial or light-industrial) that do not support transit-village objectives must be provided with good access for service and customer vehicles, which may require compromises in the design of some streets and intersections that serve these parcels. As the area evolves to

higher density mixed-use neighborhoods, circulation improvements that maximize pedestrian access can be implemented. Since pedestrian-friendly streets benefit transit village development, this plan recommends that developers be partners in the process.

Scenarios B and C adhere to these principles as much as possible within the constraints of the real-world conditions of the study area. The design studies that follow balance the goals of implementing the transit village concept with limiting the impact on private property to the maximum extent possible. There are areas where the circulation improvements require additional public right-of-way. The Phasing and Implementation chapter of this study indicates several projects in both Scenarios that can be catalysts for transit village development and that should be considered priority projects for implementation. In other areas, it is assumed that public improvements will occur as a result of the Capital Improvement Project or other funding processes, as well as entitlement requirements for property development.

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Scenario Comparison

As indicated above, the transportation network assumed for Scenario A includes all improvements currently identified in adopted plans as well as previously approved mitigation measures. As such, Scenario A represents the future condition if no further policy direction is taken by the City of Sacramento and existing plans and policies are implemented. The purpose of Scenarios B and C is to provide a more balanced circulation network by shifting a portion of the future infrastructure investments in the study area from auto-oriented roadway improvements to improvements that accommodate the needs of all travel modes, including pedestrians, bicyclists, transit and autos.

The scenarios represent three separate transportation network options that include distinct vehicle, bicycle, pedestrian, and transit elements. The tables and diagrams on the following pages illustrate and compare the individual elements that comprise each scenario.

The three scenarios assume identical 2030 General Plan land use forecasts within the study area, including the implementation of transit village development in the area adjacent to the existing 65th Street/University light rail station.

The main differences between the three transportation networks being analyzed for this project are as follows:

- The number of lanes assumed on Folsom Boulevard, particularly for the Union Pacific Railroad (UPRR) undercrossing.
- The number of lanes assumed on Elvas Avenue.
- The location and treatment of vehicle/bicycle/pedestrian connections between Redding and Ramona Avenue.
- The location and treatment of vehicle/bicycle/pedestrian connections from the northern study area boundary into the Sac State campus, which typically requires tunnel connections beneath the UPRR main line.
- The provision of new streets to create a more pedestrian-oriented transit village street network.

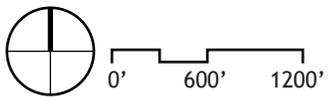
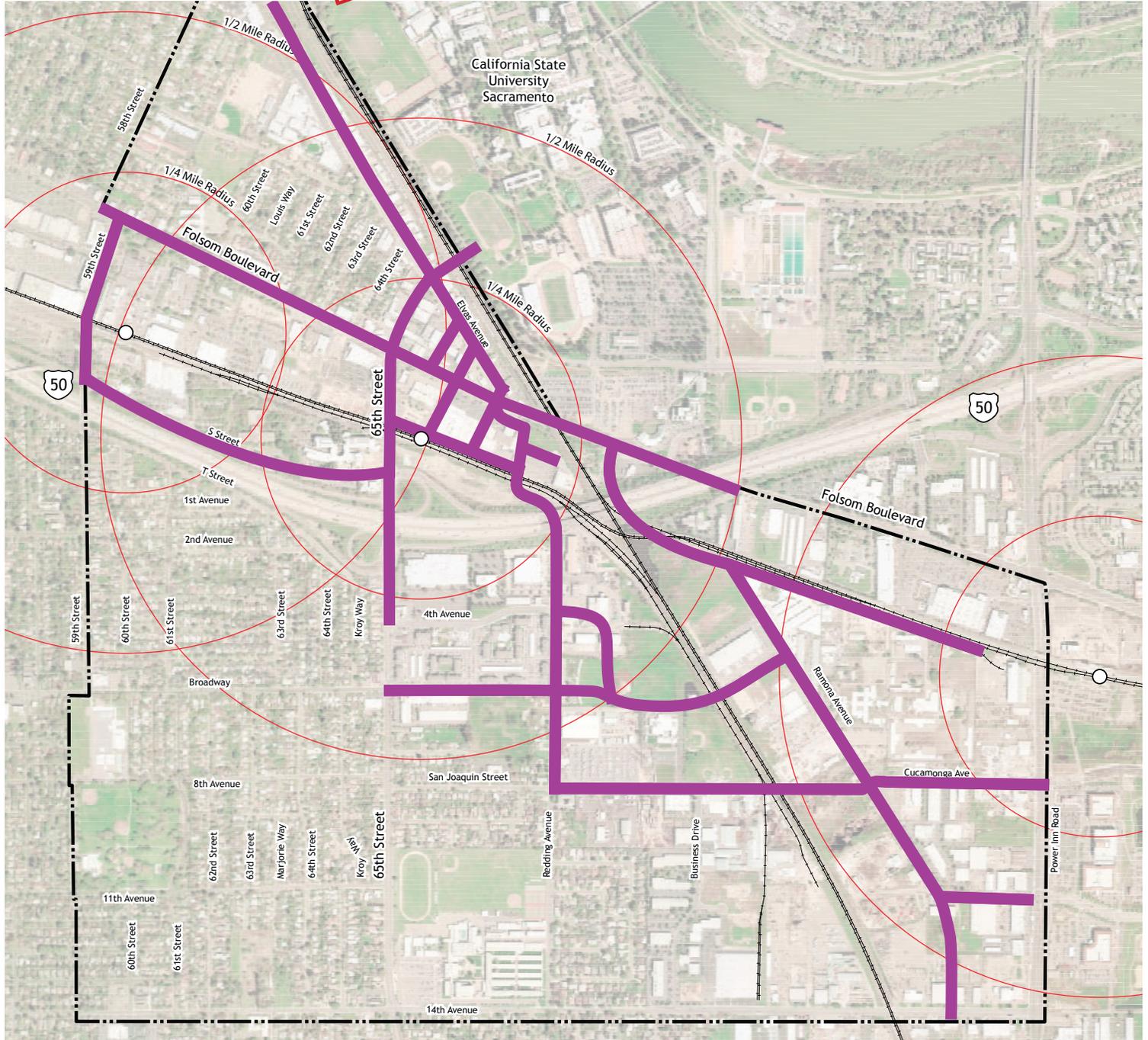
Streets not included in any of the scenarios may also receive improvements over time. The City of Sacramento's Neighborhood Traffic Management Program (NTMP) provides the means for neighborhoods to address specific accessibility problems and opportunities. To improve neighborhood livability, the NTMP process provides communities with resources to reduce speeding and traffic volumes, and address other traffic related concerns (source: www.cityofsacramento.org/transportation/traffic-engineering/traffictmp.html).

Figure 2.4, right, portrays all of the potential new and improved streets that are proposed in the three circulation framework scenarios. While the total framework depicted in the figure will not be implemented, as some of the streets are unique to only one scenario, the graphic indicates the range of possibilities evaluated by this study. It also illustrates the study's two major areas of emphasis: improving connections in the 65th Street Station area and providing access between the neighborhoods currently separated by the UPRR tracks south of U.S. 50.

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Figure 2.4: Street Network Options

-  Proposed New or Improved Street
-  Existing Regional Transit Station
-  Rail Line
-  Study Area Boundary



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STREET IMPROVEMENTS		SCENARIO		
		A	B	C
Existing Streets	65th Street			
	Improve on- and off-ramps at U.S. 50.	✓	✓	✓
	Folsom Boulevard			
	Widen to four lanes between 62nd Street and U.S. 50.	✓		
	Maintain existing lanes between 59th Street and U.S. 50.		✓	
	Reduce to two or three lanes between 59th Street and U.S. 50.			✓
	69th Street			
	Realign two lane segment between Q Street and Folsom Blvd.; provide controlled intersection at Folsom/Elvas.		✓	
	Terminate at 69th St. cul-de-sac.			✓
	Elvas Avenue			
Maintain existing lanes between J St. ramps and 65th St.	✓	✓		
Maintain existing lanes between 65th St. and Folsom Blvd.		✓	✓	
Reduce to two lanes and median between J St. ramps and 65th St.			✓	
New Streets	65th Street			
	Four lane extension into Sac State campus		✓	
	67th Street			
	Reconfigure existing bus access lane to two lane public street between Q St. and Folsom Blvd.	✓	✓	✓
	Two lane extension to Elvas Ave.			✓
	68th Street			
	Two lane street from Q Street to Elvas Ave.			✓
	Ramona Avenue			
	Two lane extension between Brighton Ave. and Folsom Blvd.	✓	✓	✓
	Two lane extension between Ramona "elbow" and 14th Ave.	✓	✓	✓
	4th Avenue			
	Two lane extension between Redding and Ramona Ave.	✓		
	Broadway			
Two lane extension between 65th St. and Redding Ave.		✓	✓	
Two lane extension between Redding and Ramona Ave.			✓	
San Joaquin Street				
Two lane extension between Business Dr. and Ramona Ave.		✓		

Table 2.1: Street improvements comparison matrix

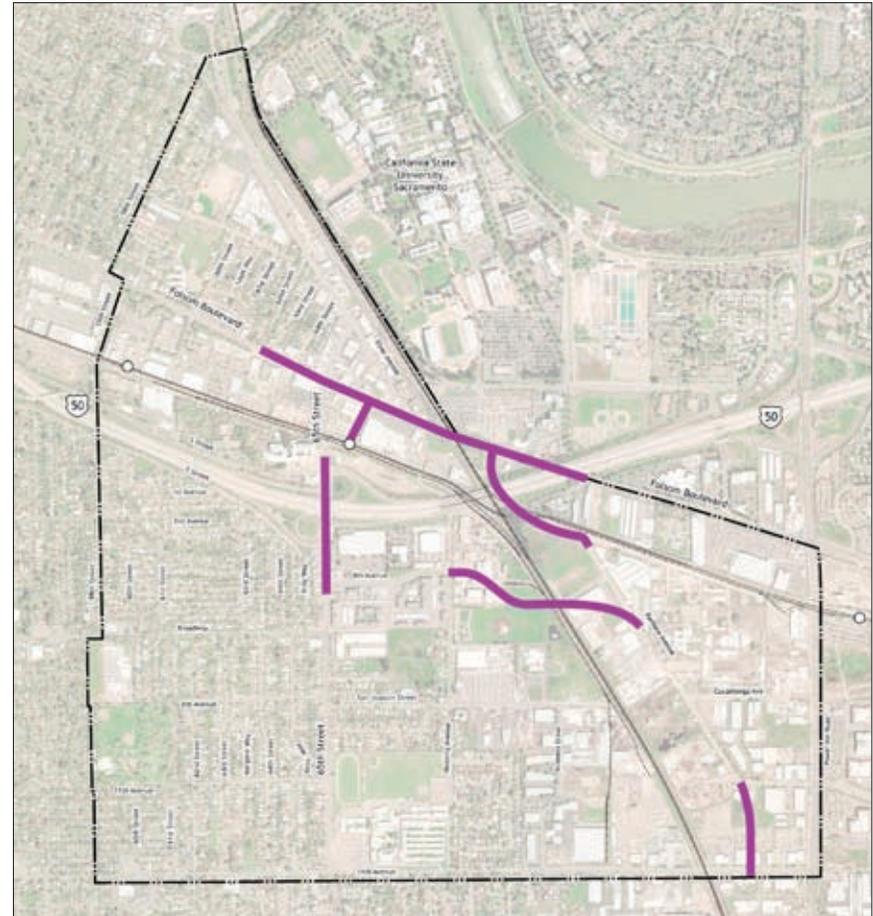


Figure 2.5: Street improvements, Scenario A

The street network improvements for Scenario A include:

- Interchange improvements at 65th Street and U.S. 50.
- Widening of Folsom Boulevard from 62nd Street to State University Drive East.

- Reconfiguring travel lanes on 67th Street for improved bus operations.
- Ramona Avenue extensions to Folsom Boulevard and CSUS at the north, and to 14th Avenue at the south.
- 4th Avenue extension to Ramona Avenue.

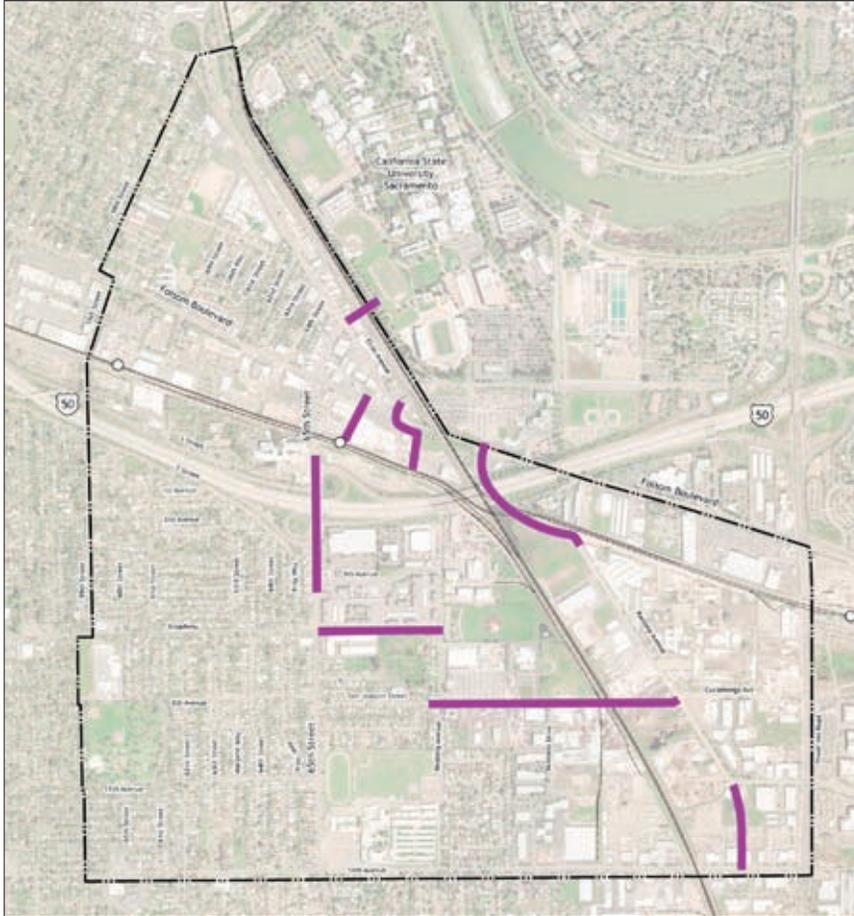


Figure 2.6: Street improvements, Scenario B

The street network improvements for Scenario B include:

- Interchange improvements at 65th Street and U.S. 50.
- Reconfiguring travel lanes on 67th Street for improved bus operations.
- Realignment of 69th Street between Q St. and Folsom Blvd to controlled intersection at Folsom/Elvas.
- 65th Street extension into CSUS.
- Ramona Avenue extensions at the north and south, similar to Scenario A.
- Extension of Broadway between 65th St. and Redding Ave.
- San Joaquin Street extension to Ramona Avenue.

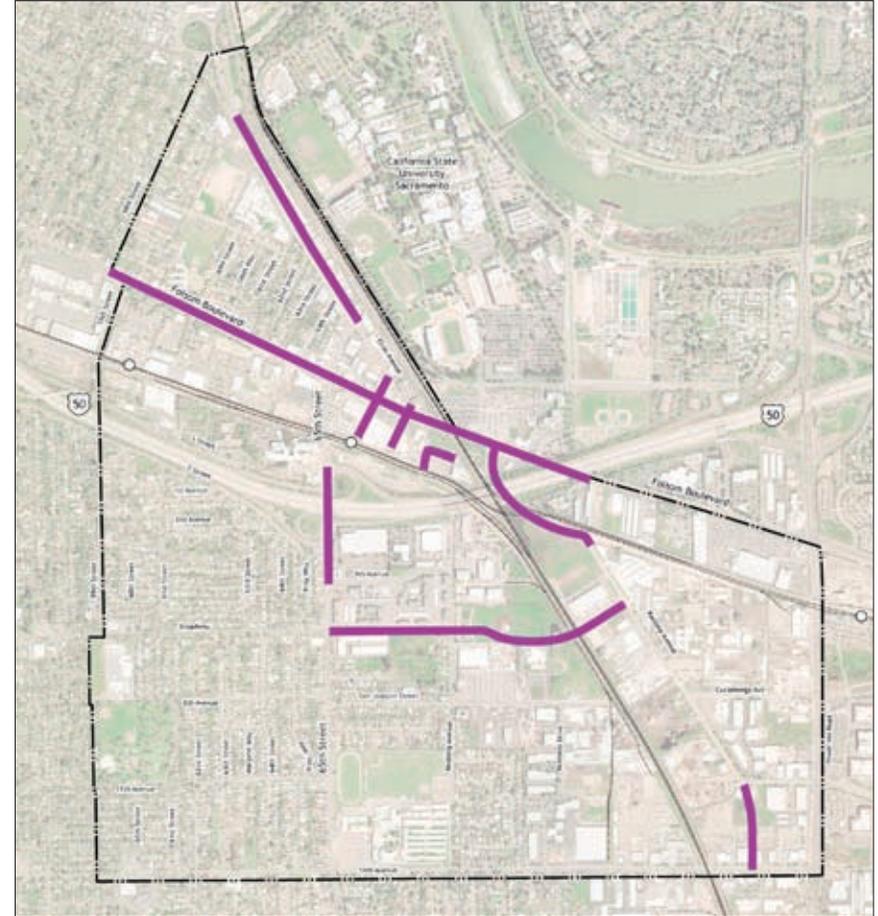


Figure 2.7: Street improvements, Scenario C

The street network improvements for Scenario C include:

- Interchange improvements at 65th Street and U.S. 50.
- Narrowing Folsom Boulevard to two or three lanes between 59th Street and U.S. 50.
- Reconfiguring travel lanes on 67th Street for improved bus operations, and extending 67th Street to Elvas.
- Terminating 69th Street at the cul-de-sac.
- Narrowing Elvas Avenue to two lanes plus a median north of 65th Street.
- New 68th Street from Q Street to Elvas Avenue.
- Ramona Avenue extensions at the north and south, similar to Scenarios A and B.
- Broadway extension to Ramona Avenue.
- Bicycle lanes, on-street parking and U.S. 50 interchange improvements on 65th St.

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SAC STATE ACCESS	SCENARIO		
	A	B	C
Retain existing Hornet Tunnel	✓	✓	✓
New campus entry street extending from intersection of Folsom Blvd. and new Ramona Ave. extension.	✓	✓	✓
New four lane street extending 65th St. into campus, accessible to all modes.		✓	
Pedestrian and bicycle tunnel at intersection of M St., 62nd St. and Elvas Ave.		✓	✓
New bicycle/pedestrian/transit tunnel at intersection of new 67th St. and Elvas Ave.			✓

Table 2.2: Sac State access comparison matrix

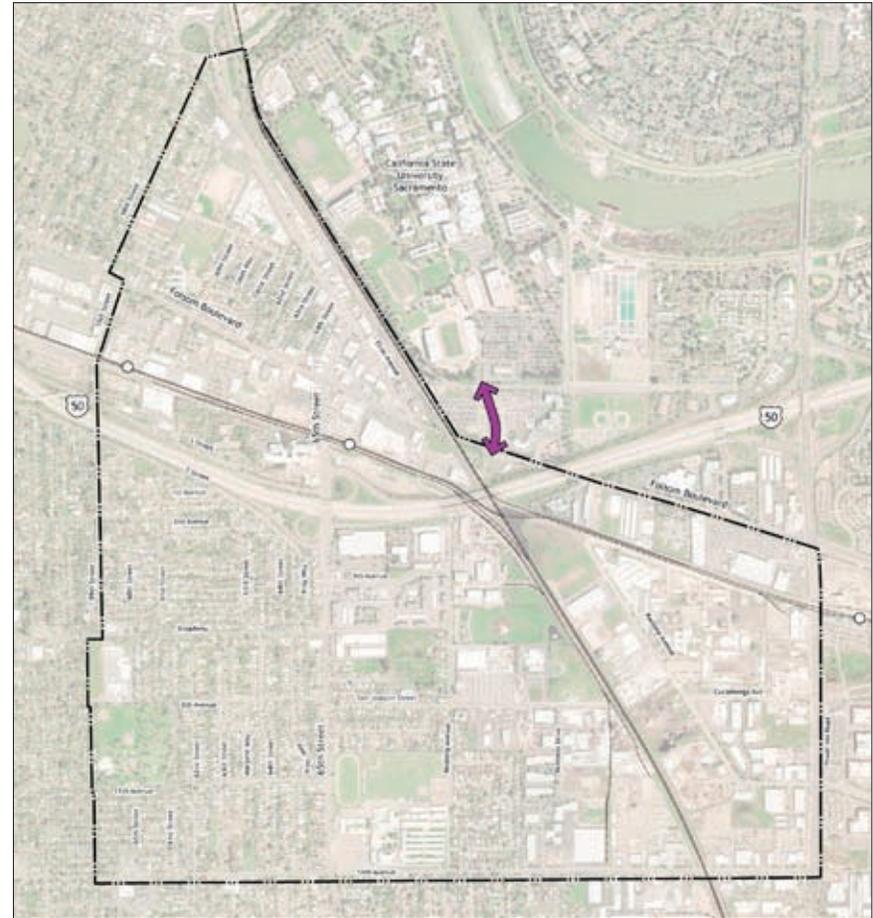


Figure 2.8: Sac State Access, Scenario A

Access to the Sac State campus is provided by a new street intersecting with Folsom Blvd. at the proposed extension of Ramona Ave. This street is to be provided by Sac State. Access for pedestrians and bicyclists continues to be provided by the Hornet Tunnel at Elvas Ave. near 65th St.

- ▬ Street
- ▬ Ped/Bike
- ▬ Ped/Bike/Tram
- ▬ Study Area Boundary

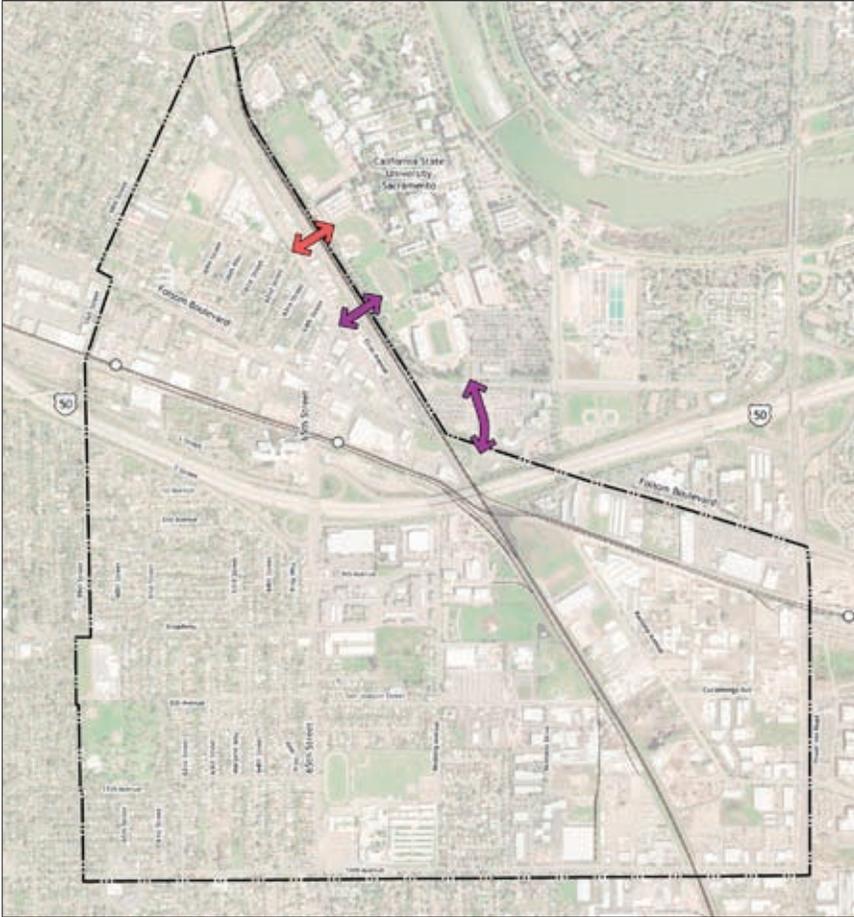


Figure 2.9: Sac State Access, Scenario B

Access to the Sac State campus is provided by a new on-campus street, as in Scenario A. Another new street at 65th St. provides access for all modes. A new pedestrian and bicycle tunnel is proposed near the intersection of M St., 62nd St. and Elvas Ave. Access for pedestrians and bicyclists continues to be provided by the Hornet Tunnel at Elvas Ave. near 65th St.

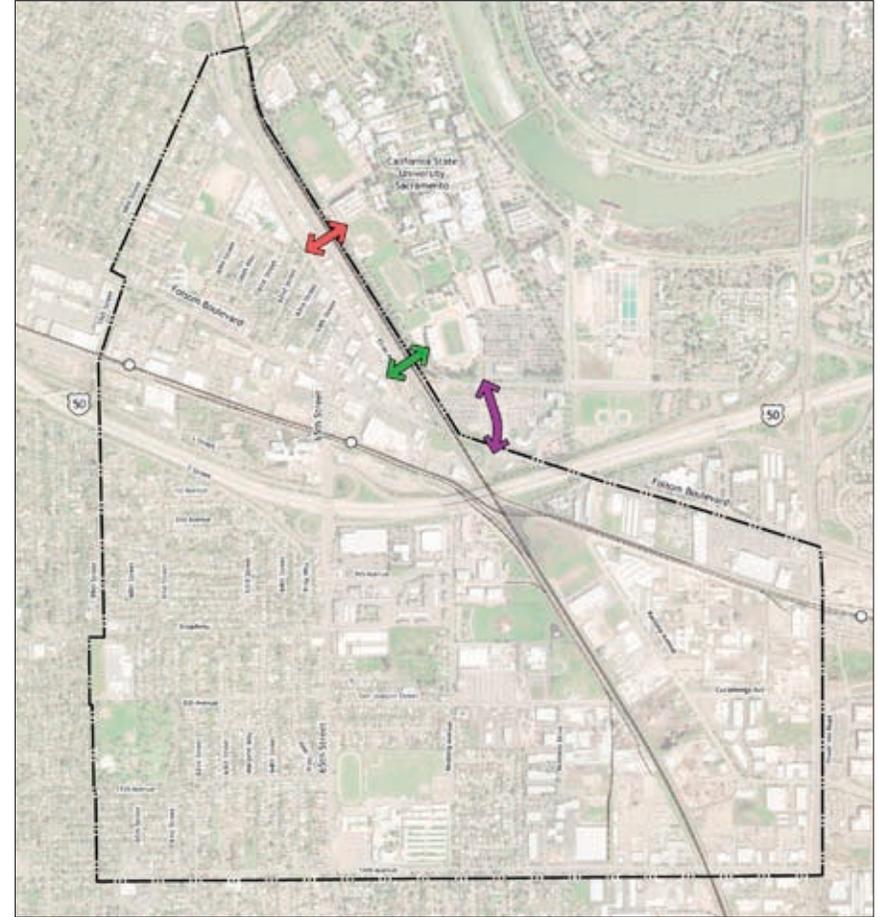


Figure 2.10: Sac State Access, Scenario C

Access to the Sac State campus is provided by a new on-campus street, as in Scenarios A and B. A new pedestrian and bicycle tunnel is proposed near the intersection of M St., 62nd St. and Elvas Ave., and a new pedestrian/bicycle/transit tunnel is proposed at Elvas Ave. at 67th St. Access for pedestrians and bicyclists continues to be provided by the Hornet Tunnel at Elvas Ave. near 65th St.

Circulation Framework

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PEDESTRIAN IMPROVEMENTS

Pedestrian improvements for the three circulation scenarios correspond with the City of Sacramento's 2006 *Pedestrian Master Plan*. The master plan establishes the following levels of improvements based on the anticipated intensity of pedestrian activity in an area:

- **PREMIUM** These streets will see the highest concentration of pedestrian usage due to their proximity to highly used transit stations and mixed-use transit village centers.
- **UPGRADED** These streets serve as central "main streets" within a neighborhood or connect two or more core areas, but do not serve the same intensity of development as the core streets of the transit village neighborhoods.
- **BASIC** These streets serve as links between neighborhoods or destinations but have relatively light pedestrian volumes.

These improvements include recommendations for amenities such as street furnishings, typical sidewalk width, street tree planting and pedestrian lighting. The type and spacing of amenities, indicated in the legend for figures 2.11 - 2.13, are recommendations of this study, based on the *Pedestrian Master Plan* and the principles of transit village street design described above.

- Premium**
 - 15' sidewalk, typical
 - Street trees at 30' o.c.
 - Pedestrian scale lighting at 60' o.c., staggered
 - 4 benches / block / side
 - 4 bicycle racks / block / side
 - 1 newsrack cluster per block
 - Trash receptacles at each intersection
- Upgraded**
 - 10' & 15' sidewalk
 - Street trees at 30' o.c.
 - Pedestrian scale lighting at 60' o.c., staggered
 - 1 benches / block / side
 - 1 bicycle racks / block / side
 - Trash receptacles at each intersection
- Basic**
 - Sidewalk width varies
 - Street trees at 30' o.c.
 - Pedestrian scale lighting at 60' o.c., staggered
 - Benches & trash where appropriate
- Study Area Boundary**

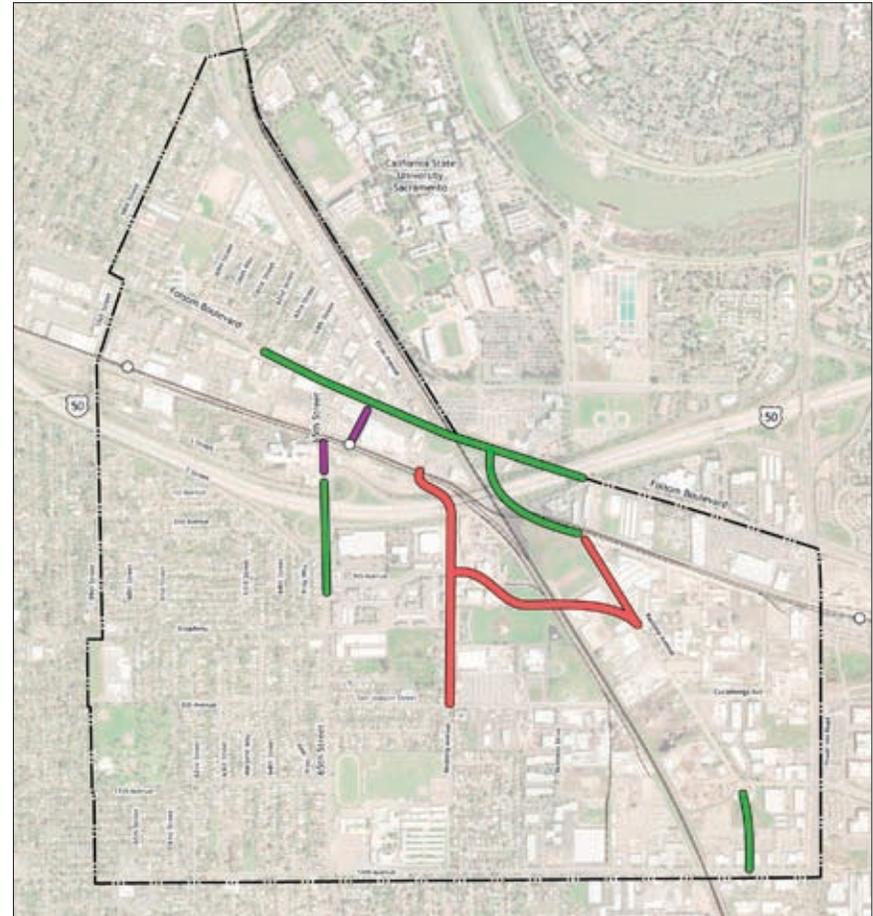


Figure 2.11: Pedestrian improvements, Scenario A

Right-of-way width constrains pedestrian improvements to the Basic level on 65th, Folsom and the northern extension of Ramona. Premium level amenities are anticipated on part of 65th and 67th where right-of-way or adjacent development activity allow sufficient space. The 4th Ave. extension and Ramona Ave. are likely to act as east-west connectors between neighborhoods, requiring the Upgraded level.

Redding Avenue north of 4th Avenue will receive Upgraded pedestrian improvements under a project occurring in parallel with this Study. Since these improvements are considered part of the projects comprising Scenario A, they are shown in this diagram. For the Scenario B and C diagrams on the following page, the Redding Avenue improvements are considered existing conditions and are not shown.

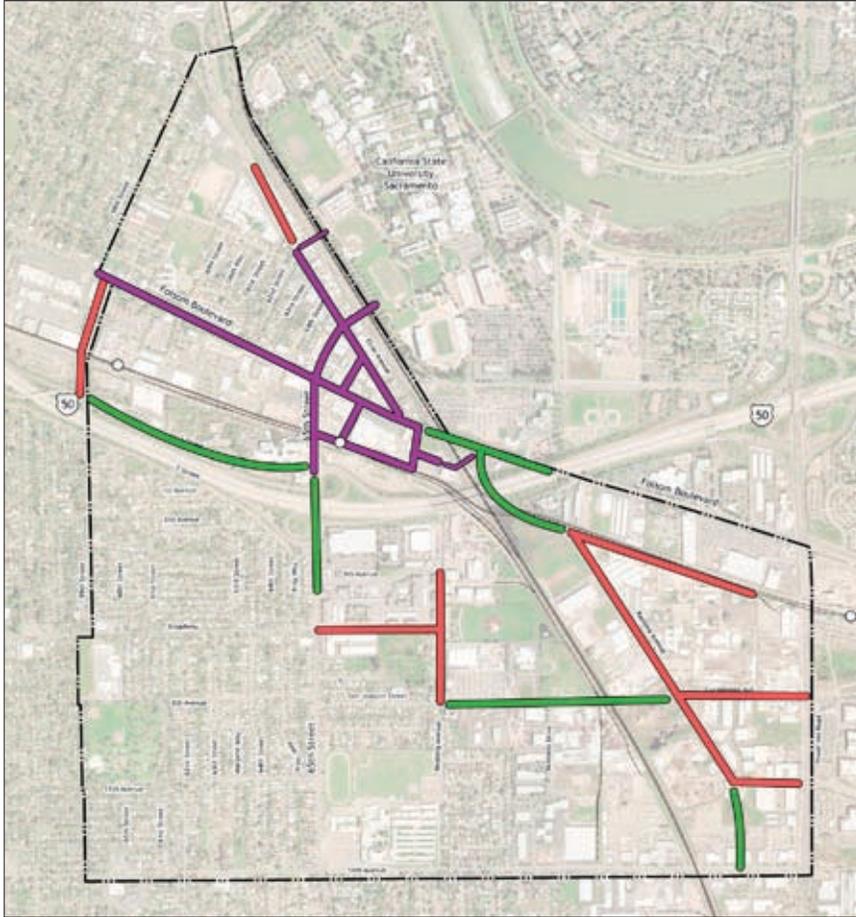


Figure 2.12: Pedestrian improvements, Scenario B

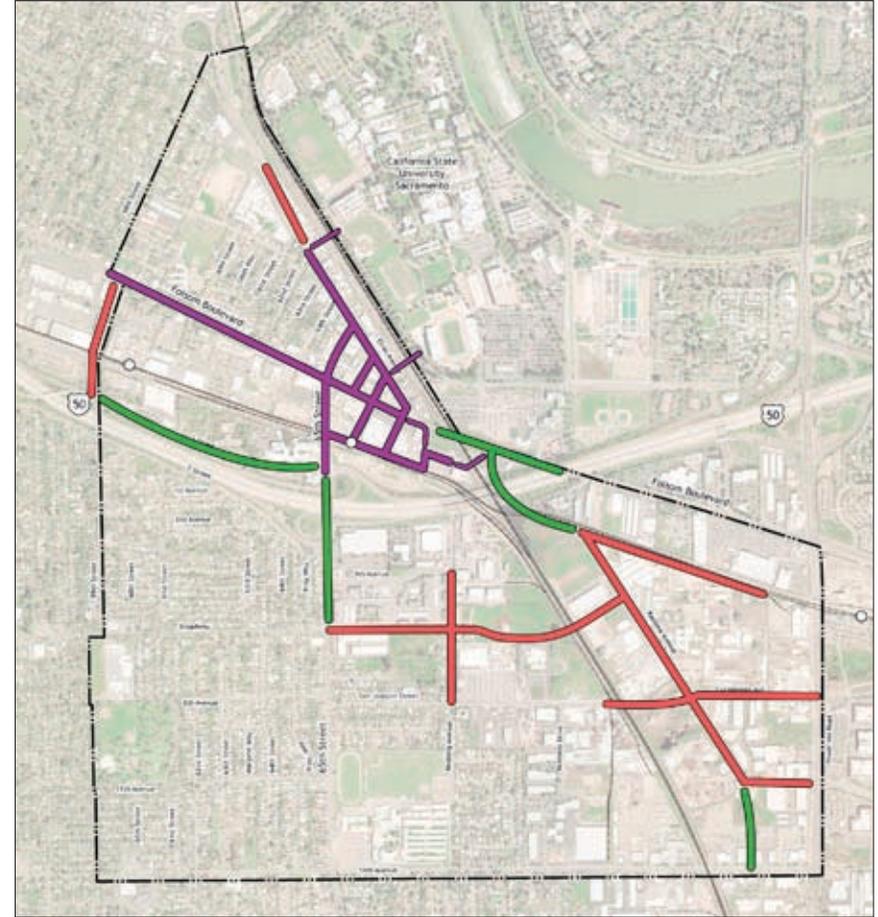


Figure 2.13: Pedestrian improvements, Scenario C

In figures 2.12 and 2.13, streets within the 65th St. transit village area will have a high level of pedestrian use, associated with the light rail station, Sac State access and future transit village development. Premium level streetscape is appropriate in these areas to accommodate pedestrian usage. Upgraded level streets are located in neighborhood centers and in areas leading to the the 65th transit village or connecting neighborhoods.

Basic level amenities are provided on streets that are not likely to see heavy pedestrian use, or where right-of-way is constrained.

If future transit village development occurs at the 59th St. station or potential Brighton Ave. station, adjacent streets should be studied for Premium level amenities.

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BICYCLE ACCESS IMPROVEMENTS		SCENARIO		
		A	B	C
Class I (Off-street)	New Class I path along north side of light rail tracks from 59th St. to 65th St. stations.	✓		
	New Class I path along south side of Q St. from 65th St. to UPRR levy.	✓	✓	✓
	New Class I path along north side of Brighton Ave. from Ramona Ave. extension to the Power Inn station.	✓	✓	✓
	New Class I path from Q St. to intersection of Ramona Ave. and Folsom Blvd.; new tunnel under UPRR for Class I Path.		✓	✓
	New Class I path and tunnel under UPRR tracks at M St., 62nd St. and Elvas Ave. intersection.		✓	✓
	New Class I path and tunnel under UPRR tracks at new 67th St. at Elvas Ave.			✓
	New Class I path connecting 69th St. with Folsom Blvd., Elvas Ave. and new 68th St.			✓
	New Class I path along west side of UPRR tracks from 69th St. cul-de-sac to San Joaquin St.		✓	✓
	New Class I path along west side of UPRR tracks northward from 14th Ave.			✓
	New Class I path connecting San Joaquin St. and Cucamonga Ave.			✓
Class II (On-street)	New Class II lanes on Folsom Blvd. between 62nd St. and U.S. 50 overcrossing.	✓		
	New Class II lanes on Folsom Blvd. between 59th St. and U.S. 50 overcrossing.		✓	✓
	New Class II lanes on 65th St. from Q St. to 4th Ave.	✓		
	New Class II lanes on 65th St. from Elvas Ave. to 4th Ave.		✓	✓
	New Class II lanes on 65th St. from Elvas Ave. into Sac State campus.		✓	
	New Class II lanes on 59th St., 69th St., S St., Cucamonga Ave., Broadway, Elvas Ave. north of 65th St.		✓	✓
	New Class II lanes on Elvas Ave. south of 65th St.			✓
	New Class II lanes on Ramona Ave. extensions - north and south	✓	✓	✓
	New Class II lanes on Ramona Ave. between Brighton Ave. and Power Inn Rd.		✓	✓
	New Class II lanes on 4th Ave. from Redding Ave. to Ramona Ave.	✓		
	New Class II lanes on Redding Ave. between 4th Ave. and San Joaquin St.		✓	✓
	New Class II lanes on Broadway from Redding Ave. to Ramona Ave.			✓
	New Class II lanes on San Joaquin St. from Redding Ave. to Ramona Ave.		✓	
New Class II lanes on San Joaquin St. from Redding Ave. to UPRR tracks.			✓	

Table 2.3: Bicycle access improvements comparison matrix

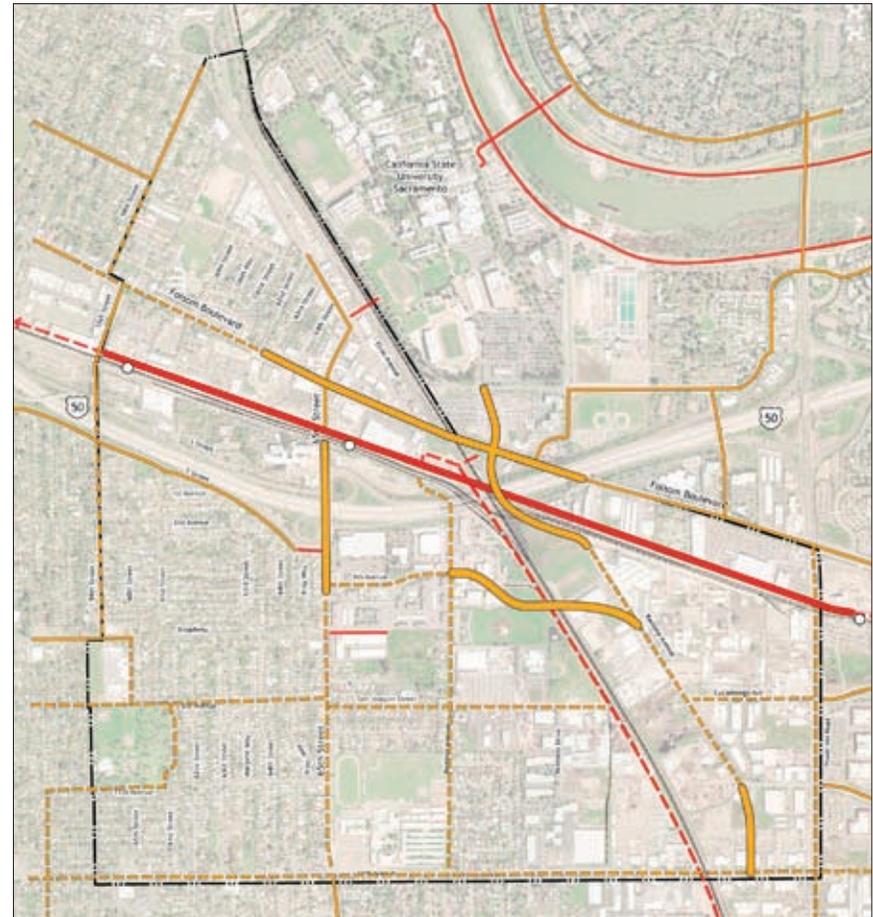


Figure 2.14: Bicycle access improvements, Scenario A

Bicycle access improvements for Scenario A correspond with the proposed street improvements of Scenario A. These bicycle access improvements reflect the 2010 Sacramento City/County Bikeway Master Plan map (BMP_Map_1_29_09_24x36.pdf).



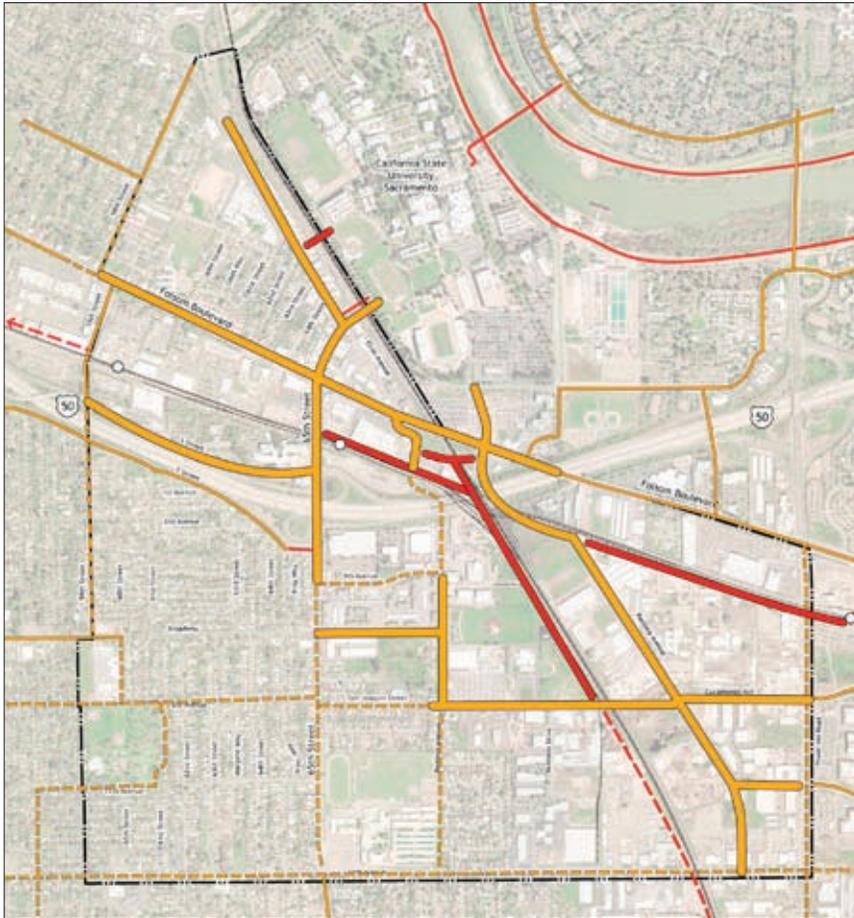


Figure 2.15: Bicycle access improvements, Scenario B

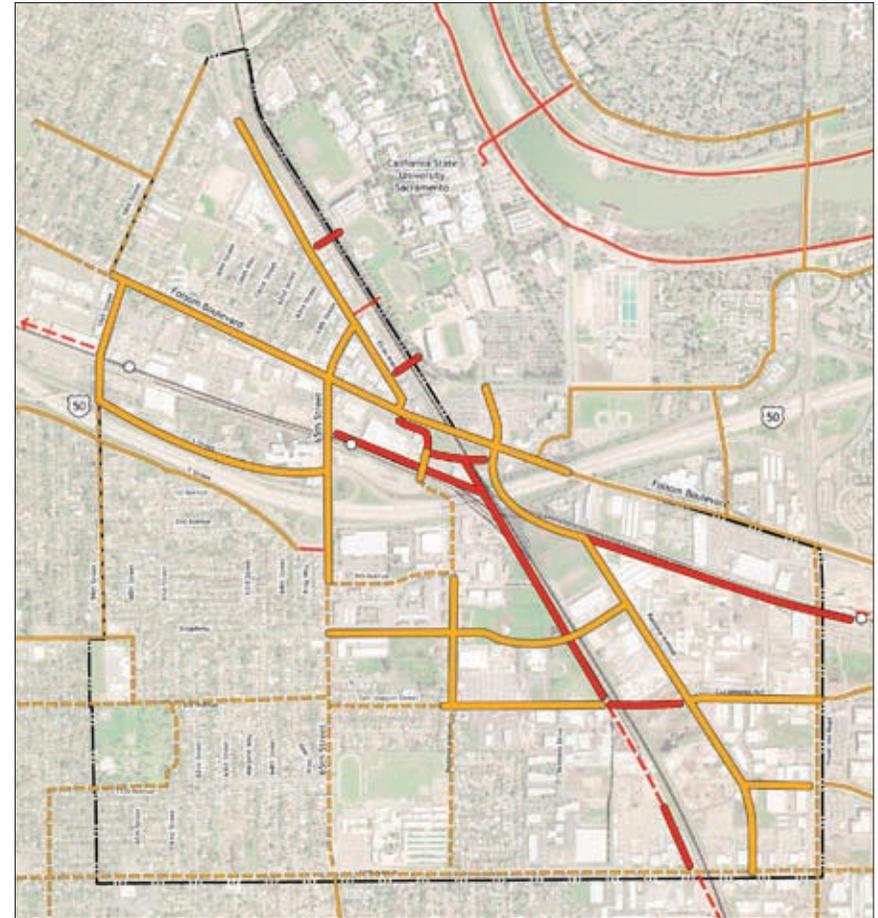


Figure 2.16: Bicycle access improvements, Scenario C

Bicycle access improvements for Scenarios B and C propose the following changes to the current *Bikeway Master Plan* map:

- The Class I path paralleling the light rail tracks between the 59th and 65th Street stations is replaced with Class II lanes on Folsom Blvd. and S St.
- Class II lanes on Broadway or Class I or II facilities on San Joaquin St. replace the 4th Ave. Class II lanes

connecting Redding and Ramona Avenues.

- Class I paths are provided parallel to the UPRR tracks south of Folsom Blvd.
- New Class I connections are provided into the Sac State campus from Elvas Ave.
- The partial Broadway Class I path is replaced with Class II lanes on the Broadway extension between 65th St. and Redding Ave.

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ON-STREET PARKING IMPROVEMENTS		SCENARIO		
		A	B	C
One Side	Folsom Blvd. from 59th St. to 65th St. - south side.		√	
	67th St. from Folsom Blvd. to Q St. - east side.	√	√	√
	Elvas Ave. from J St. ramps to 65th St. - north side.		√	
	S St. - north side.		√	√
	Brighton Ave. - south side.		√	√
Two Sides	65th St. from Elvas Ave. to Q St.		√	√
	Folsom Blvd. from 59th St. to 65th St.			√
	Folsom Blvd. from 65th St. to Elvas Ave.		√	√
	59th St. from Folsom Blvd. to S St.		√	√
	66th St. from Elvas Ave. to Folsom Blvd.		√	√
	67th St. from Elvas Ave. to Folsom Blvd.			√
	68th St. from Folsom Blvd. to Q St.			√
	Ramona Ave. between Brighton Ave. and Power Inn Road, and to 14th Ave.		√	√
	Elvas Ave. from J St. ramps to 65th St.			√
	Elvas Ave. from 65th St. to Folsom Blvd.*		√	√
	69th St. cul-de-sac		√	√
	Q St. from 67th St. to 69th St.		√	√
	Broadway from 65th St. to Redding Ave.		√	√
	San Joaquin St. from Redding Ave. to Business Drive		√	
	Cucamonga Ave.		√	√

* Analysis conducted during this study indicates that parallel parking will achieve the parking and pedestrianization goals of this project with limited impact on adjacent parcels; diagonal parking as envisioned in the 65th Street / University Transit Village Plan is likely to have significant impact on adjacent parcels.

Table 2.4: On-street parking improvements comparison matrix

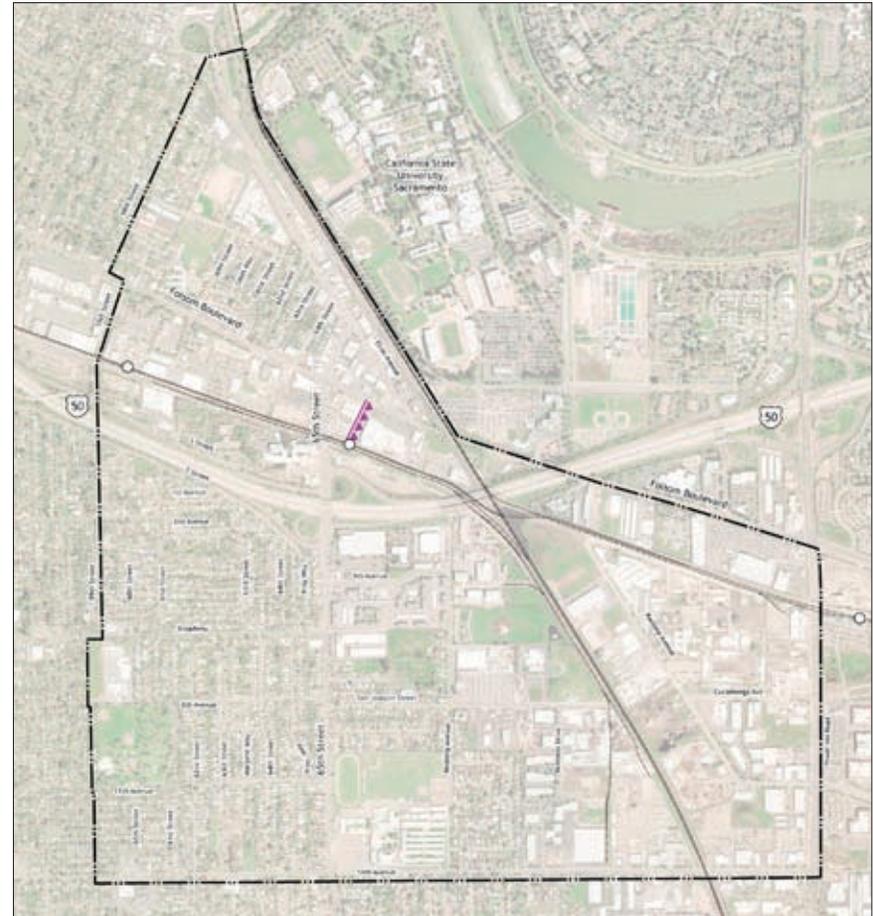


Figure 2.17: On-street parking improvements, Scenario A

On-street parking in Scenario A is limited to the east side of 67th St. between Folsom Blvd. and Q St. All other street improvements associated with Scenario A were not designed to accommodate parking.

-  2 sides
-  1 side
arrow indicates side
-  Study Area Boundary

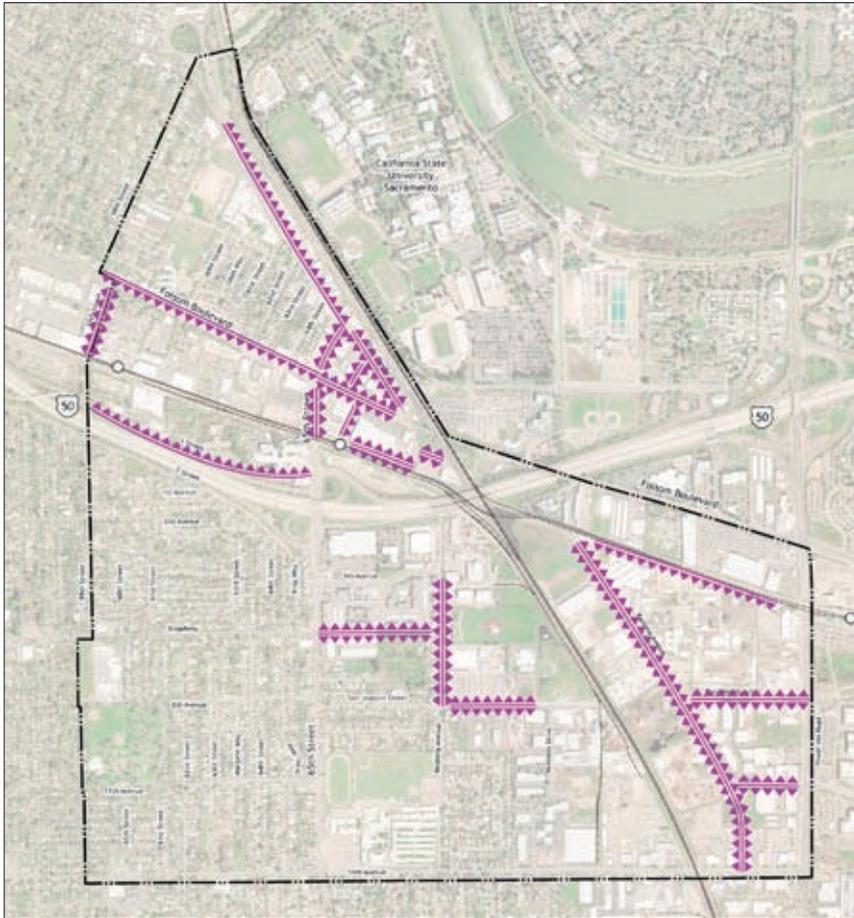


Figure 2.18: On-street parking improvements, Scenario B

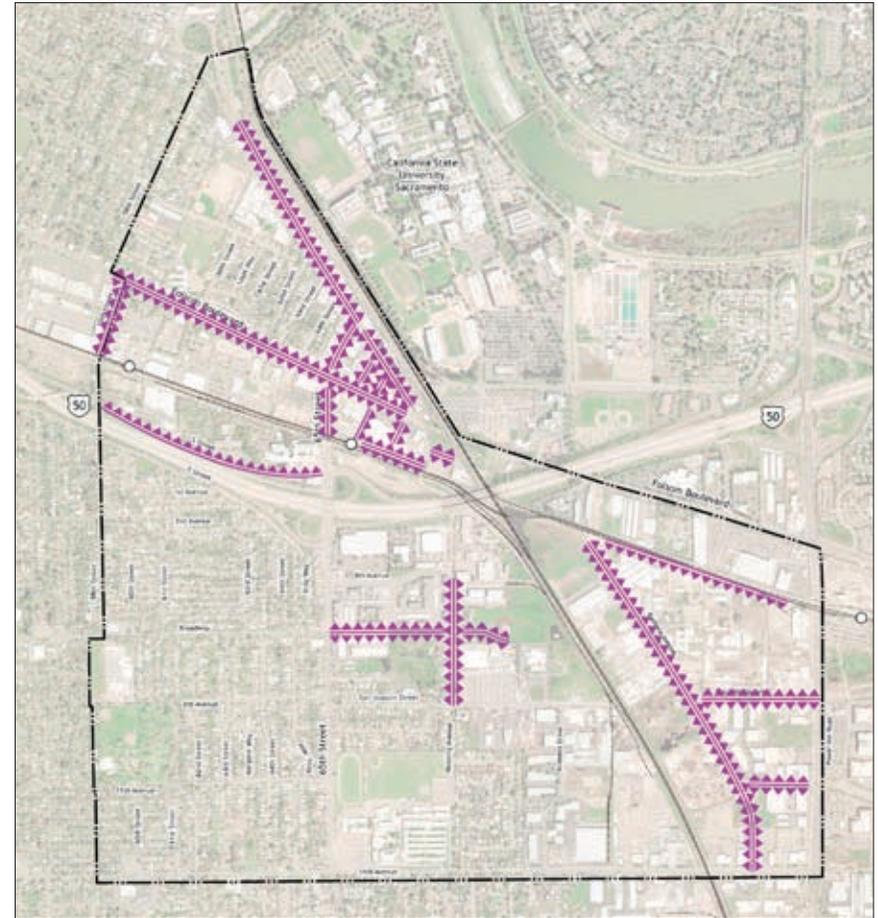


Figure 2.19: On-street parking improvements, Scenario C

On-street parking is proposed for as many streets as possible within the study area. Differences between Scenarios B and C include:

- Folsom Blvd.: Scenario B has capacity for only one lane of parking due to its retention of all existing travel lanes. Scenario C reduces travel lanes, thereby gaining space for two on-street parking lanes.
- Elvas Ave.: Similar to Folsom Blvd., capacity constraints of retaining existing travel lanes limit Scenario B to one lane of parking, while the reduction of travel lanes in Scenario C provides space for an additional parking lane.
- San Joaquin St.: Since Scenario C does not recommend changes to San Joaquin, no parking is indicated.
- Broadway: Parking east of Redding Ave. is possible in Scenario C west of the proposed tunnel below the UPRR tracks.

Circulation Framework

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NEIGHBORHOOD DIFFERENCES

The identity, definition and function of different neighborhoods can have a great influence in determining the appropriate circulation network for an area. While there are some strong neighborhoods in the area with a clear sense of identity and character (such as Tahoe Park), to a large extent the overwhelming majority of the total land area is not a strong or identifiable neighborhood. As a result of recent changes and current policy (the 2030 General Plan and adopted plans for the 65th Street Station area), this is likely to change and new neighborhoods will emerge.

For all three scenarios, the areas adjacent to the 65th and 59th Street RT stations are the prime candidates for transit village development. Of these areas, the 65th Street station area offers near-term redevelopment potential and is the most likely to make this transformation first. Around the 59th Street station, there is a probable long-term opportunity for redevelopment of selected SMUD and Caltrans parcels that takes advantage of the Regional Transit infrastructure asset.

In addition, there are potential long-range benefits to adding a new RT station on Brighton Avenue in the vicinity of Ramona Avenue. If this occurs, transit village development in that area is most likely to occur in the Sac State University Village and along Ramona Avenue, where pedestrian access to an RT station platform is most convenient. There is potential for redevelopment of parcels between the RT



Figure 2.20: Neighborhood diagram, Scenario A

The diagrams on these pages illustrate the configuration of neighborhoods in the study area. Red areas indicate transit village neighborhoods that develop in association with adjacent RT light rail stations. Yellow areas indicate new mixed-use neighborhoods that develop near the light rail stations but are outside the 1/4 mile walking radius that most favors transit village development. Light yellow areas are existing neighborhoods that are mostly residential in character and are not likely to experience significant change as a result of the proposed circulation framework improvements or transit village land use development.

Green corridors are used to illustrate the presence of a central neighborhood "main street" on which the majority of pedestrian activity would be concentrated. Dashed red lines indicate streets on which traffic may be at volumes or speeds that hinder comfortable pedestrian crossing or use, becoming barriers to neighborhood development.

Light blue symbols are the existing RT stations - 59th Street, 65th Street and Power Inn Road - surrounded by a 1/4 mile and 1/2 mile radius circle indicating 5 and 10 minutes walks. Scenarios B and C add a dark blue symbol to indicate the location of a potential new RT station on Brighton Avenue.



Figure 2.21: Neighborhood diagram, Scenario B



Figure 2.22: Neighborhood diagram, Scenario C

Circulation Framework

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tracks and Folsom Boulevard if appropriate access across the heavy rail tracks is provided. Without a station on Brighton Avenue, it is critical that the University Village area achieve good connections to Ramona Avenue and to Power Inn Road and the Power Inn RT station in order to become an integrated city neighborhood and avoid becoming an isolated village.

Neighborhoods south of U.S. 50 will evolve over time in response to redevelopment opportunities and the land use provisions of the 2030 General Plan. Currently planned improvements to Redding Avenue will provide a much needed pedestrian and bicycle connection to the 65th Street/University station for neighborhoods south of the freeway. New streets linking Redding and Ramona Avenues will provide better east-west connections that allow convenient access to assets such as Granite Regional Park, Tahoe Tallac Park, Hiram Johnson High School, and the 65th Street/University station and Transit Village.

SCENARIO A - TRANSIT VILLAGES ISLANDS

Neighborhoods in Scenario A are likely to form within the boundaries created by major streets (figure 2.20). Due to traffic flow and speeds created by the widening of Folsom Boulevard, the ability for pedestrian crossing of the boulevard is limited. A small cluster of transit-oriented uses may develop adjacent to the 65th Street Station, similar to that envisioned by the Station Block study. Without improved pedestrian crossings and traffic calming

measures it is unlikely that this area will relate well to the existing projects west of 65th Street, including F/65 and the Upper Eastside Lofts. Patrons and residents of these projects also will continue to find access to the RT station difficult due to traffic.

Over time, it is possible that a transit village could occur adjacent to the 59th Street Station. Depending on the extent of redevelopment, the F/65 and Upper Eastside Lofts area may associate more with this RT station than with the 65th Street Station, since pedestrian access to 59th Street may occur on quieter streets than Folsom Boulevard or 65th Street. If the area does not redevelop extensively, these projects will remain isolated from nearby transit due to Scenario A's improvements of Folsom Boulevard and the intersection at 65th Street, and will operate more as auto-oriented projects focused on their existing surface parking lot.

SCENARIO B - 65TH STREET TRANSIT VILLAGE

The most significant feature of Scenario B is the extension of 65th Street into Sac State (figure 2.21). Although 65th Street may continue to serve large traffic volumes, its role as a primary campus gateway for both motorists and transit riders will make it a university "main street" despite its potential traffic flows. Since no new streets are proposed in this area under Scenario B, 65th Street also is likely to be the main pedestrian thoroughfare in the area. Streetscape improvements on all adjacent streets will promote walking, but ultimately pedestrians will use 65th Street for access to both campus

and transit. With good streetscape design, especially wide sidewalks and pedestrian-friendly intersections, this main street will be the focus of University and neighborhood-oriented retail and entertainment uses. As a regional roadway, Folsom Boulevard also will attract retail mixed-use development, creating a crossroads focus at 65th and Folsom. With this concentration of retail mixed-use on 65th and Folsom, the transit village is likely to extend for several blocks from the intersection. Limits on building bulk and uses will be required to reduce the impact of this development on existing adjacent residential streets west of 65th Street.

Since Scenario B proposes pedestrian improvements along 65th Street that promote access to the 65th Street/University station, potential redevelopment around the 59th Street station is less likely to attract users from F/65 or the Upper Eastside Lofts than under Scenario A. These projects will be integrated into the central transit village neighborhood achieved by Scenario B. Any future transit village that develops around the 59th Street station may be similar to the 65th Street transit village, focusing new mixed-use commercial development and pedestrian improvements on 59th Street and the RT station.

The circulation improvements of Scenario B could include a new Regional Transit light rail station located on Brighton Avenue. This study has not undertaken the analysis required to determine the feasibility of developing an RT station in this area. However, such a station

would provide additional mobility options for residents and employees within the Technology Village area, encouraging development of the full range of land uses and building types envisioned in the 2030 General Plan.

SCENARIO C - 67TH STREET TRANSIT VILLAGE

Scenario C creates separate automobile and non-automobile campus gateways that will create a different neighborhood focus than Scenario B (figure 2.22). The 67th Street gateway provides a direct link between the 65th Street/University station and a number of new amenities being planned for the south edge of Sac State. Pedestrians, bicyclists and campus tram riders will use this gateway to travel between campus and the RT station, making the street a high volume pedestrian-oriented corridor. Although Folsom Boulevard will be reduced in lane count, it will continue to function as a significant regional roadway. Therefore, a transit village in the 65th Street station area could develop as a crossroads neighborhood centered on 67th Street and Folsom Boulevard, reducing the potential impact of higher intensity development on nearby existing residential neighborhoods west of 65th Street. Improvements to 65th Street intersections at Folsom and Elvas will tie the F/65 area and future redevelopment of 65th Street parcels north of Folsom into the 67th Street transit village. However, the focus of the village will be at 67th and Folsom. Potential transit village development at the 59th Street station and the provision of a Brighton Street station are similar to Scenario B.

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Scenario A

Scenario A is based on the following previously adopted transportation plans:

- The *Southeast Area Transportation Study* (SEATS)
- Mitigations adopted in the *65th Street / University Transit Village Plan* and *South 65th Street Area Plan Environmental Impact Reports*
- SACOG's Metropolitan Transportation Plan (MTP 2035)
- The City of Sacramento's 2008 Transportation Programming Guide (TPG).

Under this scenario, no additional transportation improvements beyond those already set forth in these adopted plans and policies would be implemented. Although Scenario A assumes implementation of adopted transportation improvements, the cumulative analysis of Scenario A assumes the land use forecasts in the 2030 General Plan rather than a land use build-out based on the 1988 General Plan, under which the Scenario A projects were proposed.

Scenario A will not support transit village development. Widening the Folsom Boulevard undercrossing of the UPRR will promote higher traffic volumes and, most likely, increased travel speeds between the State University Drive entrance to Sac State and 59th Street. Additional left turn lanes at the Folsom Boulevard / 65th Street intersection will increase crossing distances for pedestrians, increase the chances for pedestrian-vehicular conflicts, and decrease the potential to create a transit village extending

beyond the blocks immediately adjacent to the light rail station.

Key elements of Scenario A are described below, and shown in figures 2.23 and 2.24.

ROADWAYS

- **65TH STREET** The eastbound on- and off-ramps of U.S. 50 are widened for improved traffic capacity, while the curb radius at all on- and off-ramps are reduced to slow vehicular traffic and reduce pedestrian crossing distances; pedestrian islands at off-ramps are improved for better pedestrian safety.
- **FOLSOM BOULEVARD** The UPRR undercrossing is widened to provide four lanes (two lanes in each direction) thereby providing a four-lane arterial from 59th Street to Power Inn Road.
- **ELVAS AVENUE** Parking is improved and made consistent on both sides of Elvas Avenue between 65th Street and Folsom Boulevard, including diagonal parking on the south side. The intersection at Folsom Boulevard is realigned at a less acute angle.
- **4TH AVENUE EXTENSION** 4th Avenue is extended from its current terminus at Redding Avenue with an S-curve in the southeast direction toward a grade-separated crossing of the UPRR to Ramona Avenue. The intersection of 4th and Ramona Avenues is reconfigured to facilitate vehicle movement on 4th Avenue (see figure 2.27).
- **RAMONA AVENUE EXTENSIONS** Ramona Avenue is extended to Folsom Boulevard from

its current northern terminus at Brighton Avenue, and from the "bend" near its current southern terminus to 14th Avenue.

- **SAC STATE ACCESS** A new access is provided opposite the northerly Ramona Avenue extension at Folsom Boulevard, connecting into Sac State at Stadium Drive.
- **67TH STREET** This street currently is owned and used by Sacramento Regional Transit for bus operations associated with the 65th Street / University Station. The street right-of-way will be dedicated to public use as a two lane street, including automobile parking on the east side and bus bays on the west.

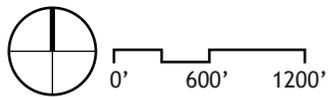
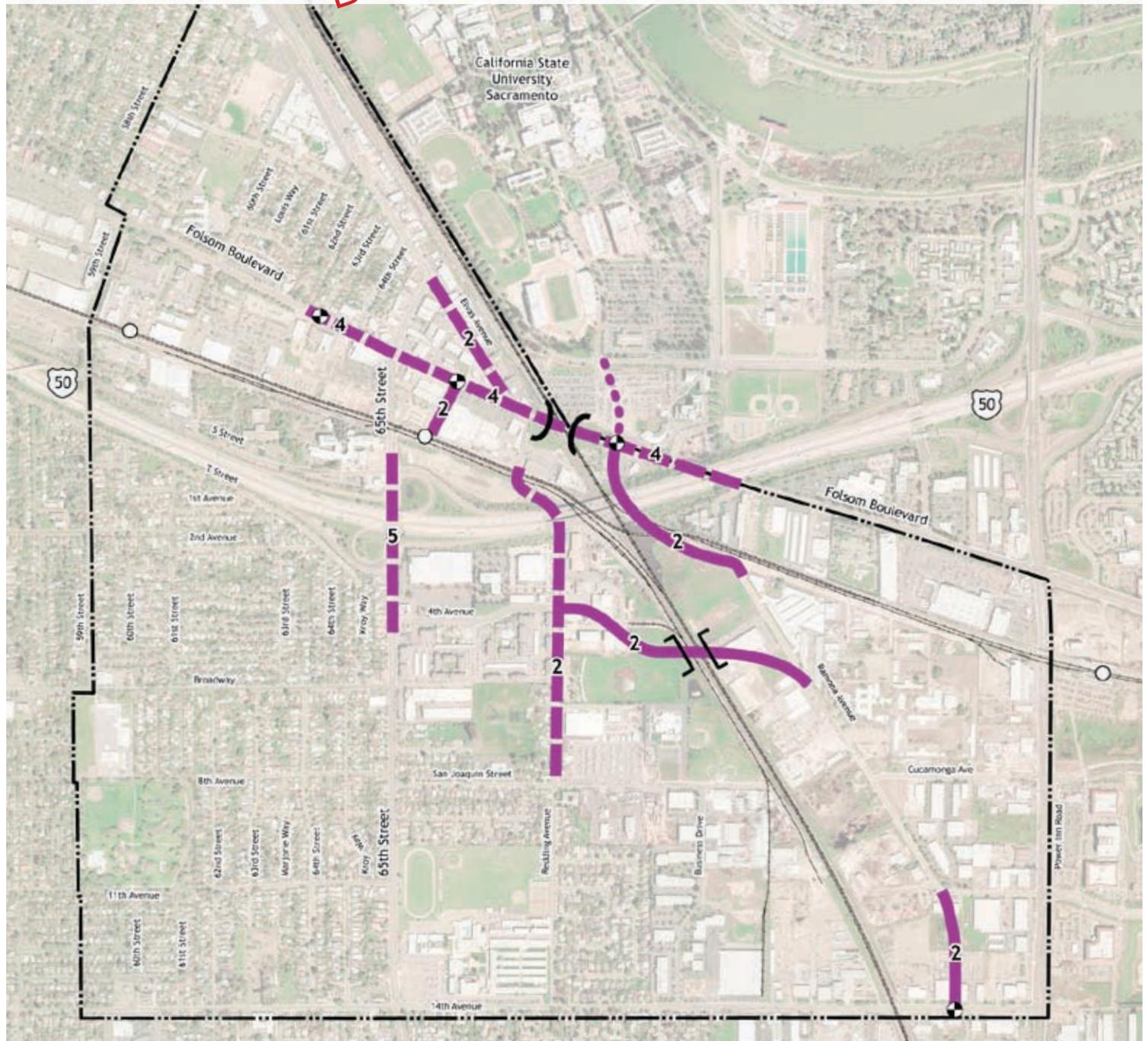
NEW TRAFFIC SIGNALS

- 63rd Street/Folsom Boulevard
- 67th Street/Folsom Boulevard
- Ramona Avenue/Folsom Boulevard
- Ramona Avenue/14th Avenue.

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Figure 2.23: Roadway Network, Scenario A

-  Planned New Street
-  Existing Street to be Improved
-  Proposed Sac State Entry - by Sac State
-  Planned Tunnel
-  Existing Tunnel to be Improved
-  Proposed Traffic Signal
-  Total Travel Lanes
-  Rail Line
-  Study Area Boundary



Circulation Framework

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BICYCLE FACILITIES

Improvements to bicycle facilities follow the 2010 Sacramento City/County Bikeway Master Plan for most of the study area.

- **OFF-STREET BICYCLE PATH** A new off-street (Class I) bicycle path is planned along the Light Rail Corridor with a grade-separated undercrossing of the UPRR.
- **BICYCLE LANES** Extension of striped, on-street (Class II) bicycle lanes is proposed on Redding Avenue to Folsom Boulevard, north of the at-grade light-rail crossing. Class II bicycle lanes also are proposed on 65th Street, Redding Avenue and Ramona Avenue (all from 14th Avenue to Folsom Boulevard), on 59th Street from Broadway to U.S. 50, on 58th Street north of Folsom Boulevard, on Elvas Avenue west of 65th Street, on 4th Avenue between 65th Street and Redding Avenue, on San Joaquin Street from 59th Street to the UPRR corridor, and on 14th Avenue from 59th Street to Power Inn Road.

TRANSIT

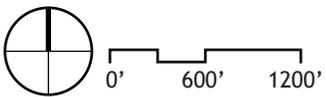
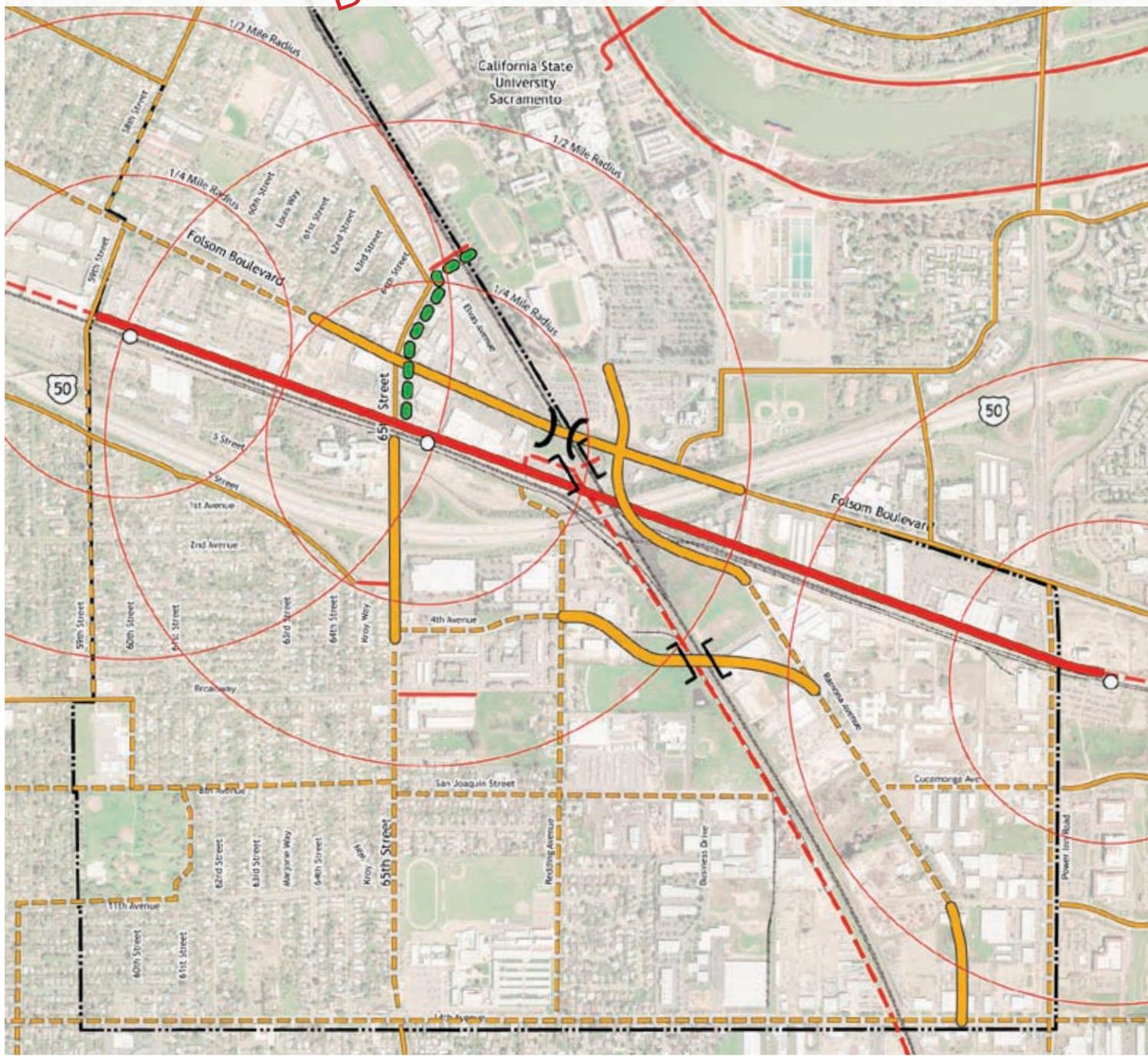
- **SAC STATE TRAM** Implementation of the proposed Sac State Tram route is assumed from campus to the 65th Street light rail station. For all scenarios, the ultimate route of the tram would be coordinated with the university to maximize its effectiveness. The tram is assumed to operate on surface streets in mixed traffic flow once it exits campus property.

- **65TH/UNIVERSITY LIGHT RAIL STATION BUS TRANSFER MODIFICATION** RT Bus bays proposed along Q Street (south side of street from 65th Street to just east of 67th Street) and on both sides of 67th Street between Folsom Boulevard and Q Street.

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Figure 2.24: Pedestrian and Bicycle Network, Scenario A

- Planned Bicycle Facilities*
- Class I
- Class II
- 2010 Bikeway Master Plan*
- - - Existing Class I
- - - Existing Class II
- - - Planned Class I
- - - Planned Class II
- [] Planned Tunnel
- () Existing Tunnel to be Improved
- Primary Pedestrian Campus Access
- Existing Regional Transit Station
- + + + Rail Line
- - - Study Area Boundary



Circulation Framework

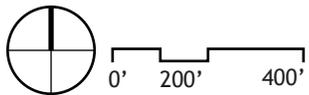
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PLAN LINE DRAWINGS

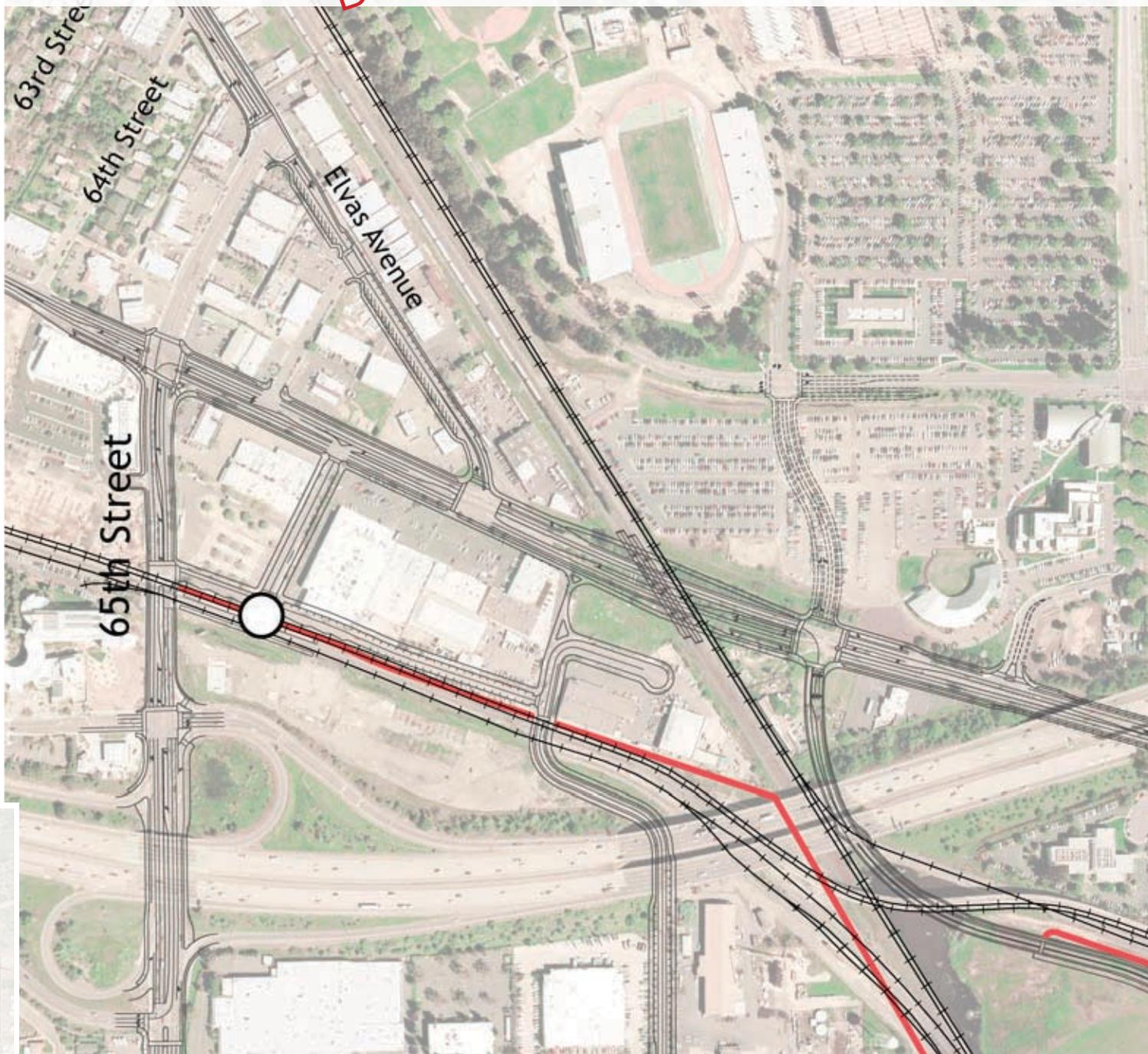
The engineer's plan line drawings, figures 2.25 - 2.27 on the following pages, illustrate the likely configuration of the roadway improvements associated with the Scenario A projects. These diagrams include the travel lanes, bicycle facilities, on-street parking and sidewalk improvements that would be implemented in the area, and give an indication of what impacts, if any, can be expected on adjacent parcels. These diagrams represent the conceptual layout of roadway improvements; they are not a detailed engineering design.

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Figure 2.25: Civil Engineer's line work diagram - area detail, Scenario A

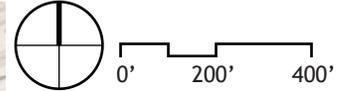


- POTENTIAL ROADWAY NETWORK
- CLASS I BICYCLE FACILITY
- EXISTING REGIONAL TRANSIT STATION

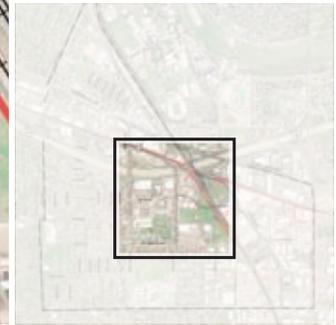


Circulation Framework

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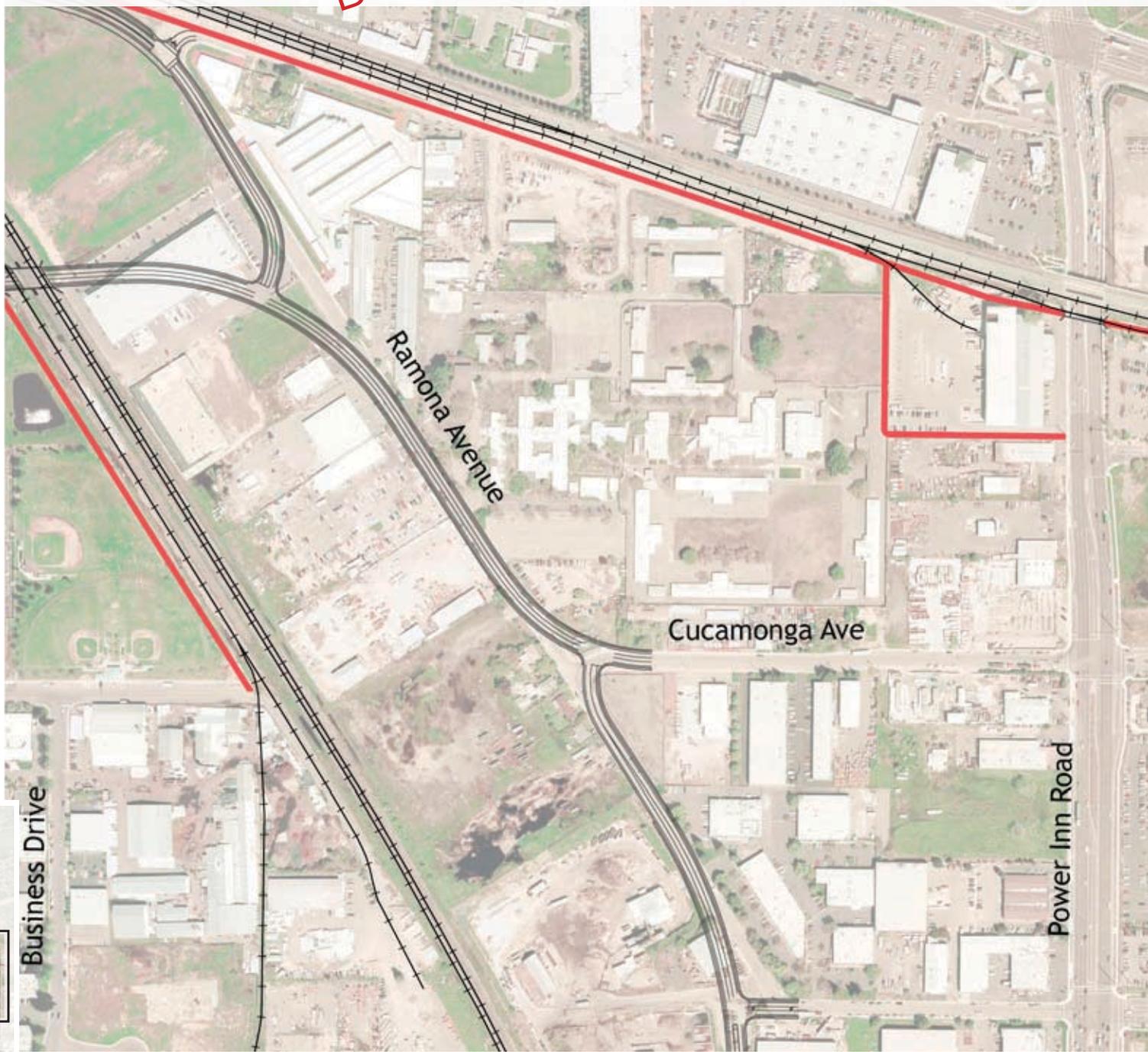


- POTENTIAL ROADWAY NETWORK
- CLASS I BICYCLE FACILITY
- EXISTING REGIONAL TRANSIT STATION



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Figures 2.26 & 2.27: Civil Engineer's line work diagram - area detail, Scenario A



Circulation Framework

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FOCUS STUDIES

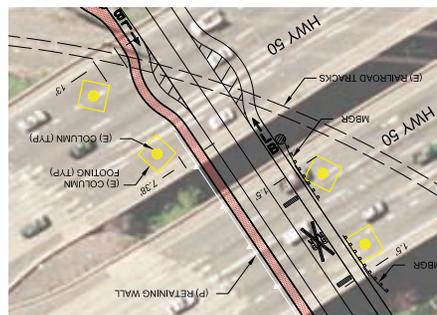
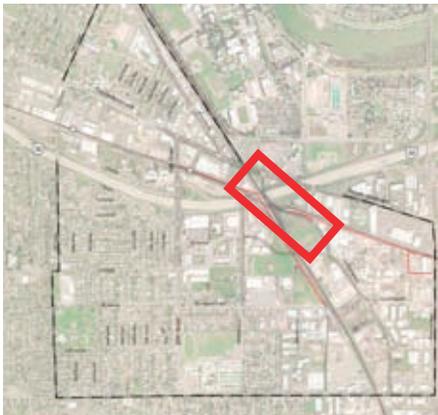
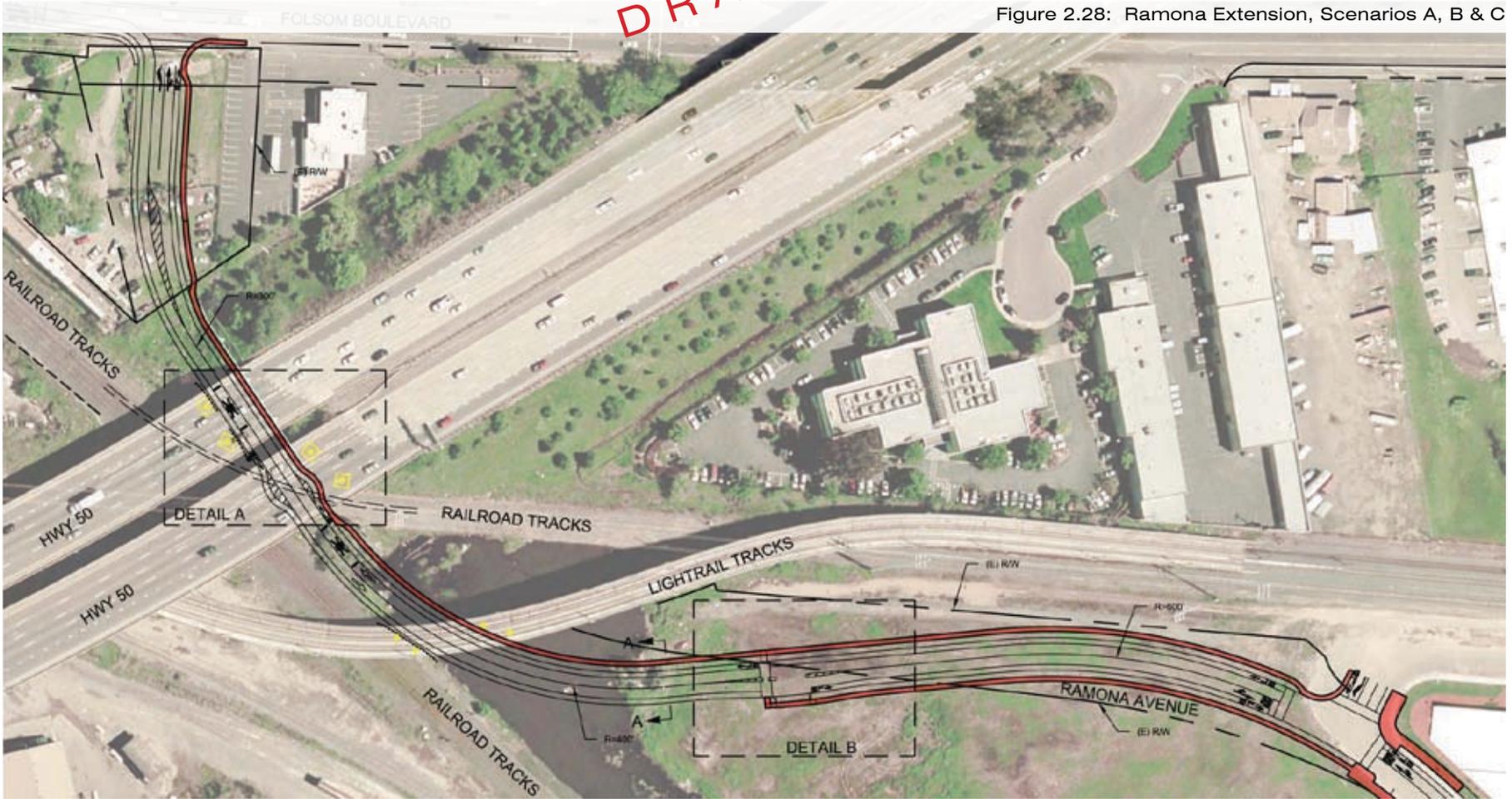
Particular roadway segments and intersections have been studied in further detail for each Scenario. These studies are intended to verify the feasibility of the design in these areas and to provide additional detail for development of the cost estimates.

RAMONA AVENUE EXTENSION

In Scenarios A, B and C, Ramona Avenue is extended from its current terminus at Brighton Avenue to Folsom Boulevard. The proposed alignment takes it parallel to the UP spur track, underneath the existing lightrail structure and Highway 50 overhead and then north towards Folsom Boulevard. An at-grade crossing will be required underneath Highway 50 where the Ramona extension crosses the U.P. spur track. A retaining wall will need to be constructed along the northern embankment of Highway 50.

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Figure 2.28: Ramona Extension, Scenarios A, B & C



Detail A



Detail B

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Scenario B

Scenario B assumes that the existing roadway network, including the number of through lanes and intersection geometrics, are maintained as they currently exist. Bicycle and pedestrian facilities are added, as much as feasible, without significantly increasing the right-of-way required for Scenario A.

Scenario B provides the basic elements of a transit village while remaining mostly within the confines of existing area streets. This scenario's strategy is to limit impacts on private parcels as much as possible, reflected in measures such as not providing on-street parking on all blocks of Folsom Boulevard and limiting the number of proposed new streets. This scenario achieves the goals of transit village development, but does not provide the maximum extent of circulation flexibility possible in the area.

Key elements of Scenario B are described below, and shown in figures 2.29 and 2.30.

ROADWAYS

- **FOLSOM BOULEVARD** The UPRR undercrossing is kept at two lanes (one lane in each direction). Folsom Boulevard would remain a four-lane arterial east and west of the undercrossing (i.e., from 59th Street to 67th Street, and from Hornet Drive to Power Inn Road).
- **REDDING AVENUE REALIGNMENT** At its northerly terminus, Redding is aligned to provide

a signalized 4-way intersection at Folsom Boulevard/Elvas Avenue, eliminating the one-way "off ramp" from Folsom to Redding/69th.

- **SAN JOAQUIN STREET EXTENSION** A new two lane roadway is extended from San Joaquin's current eastern terminus (east of Business Drive) to Ramona Avenue, with a grade-separated crossing of the UPRR. An emergency access only gate could be provided just west of Redding Avenue so that continuous vehicle access would not be permitted on San Joaquin Street between 65th Street and Ramona Avenue.
- **BROADWAY EXTENSION** A new two lane roadway (one lane in each direction) is proposed from 65th Street to Redding Avenue.
- **SAC STATE ACCESS** 65th Street is extended from Elvas Avenue to West State University Drive via a two-lane vehicle/bicycle/pedestrian/transit tunnel under the UPRR. New access also is proposed at the Ramona Avenue / Folsom Boulevard intersection (same as Scenario A).
- **67TH STREET** See Scenario A.
- **RAMONA AVENUE EXTENSIONS** See Scenario A.

TRANSIT

- **NEW LIGHT RAIL STATION** A new Ramona Avenue light rail station is proposed between the 65th Street/University and Power Inn Road stations.
- **SAC STATE TRAM** See Scenario A.
- **65TH/UNIVERSITY LIGHT RAIL STATION BUS TRANSFER MODIFICATION** See Scenario A.

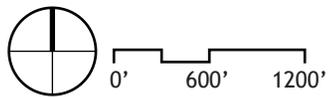
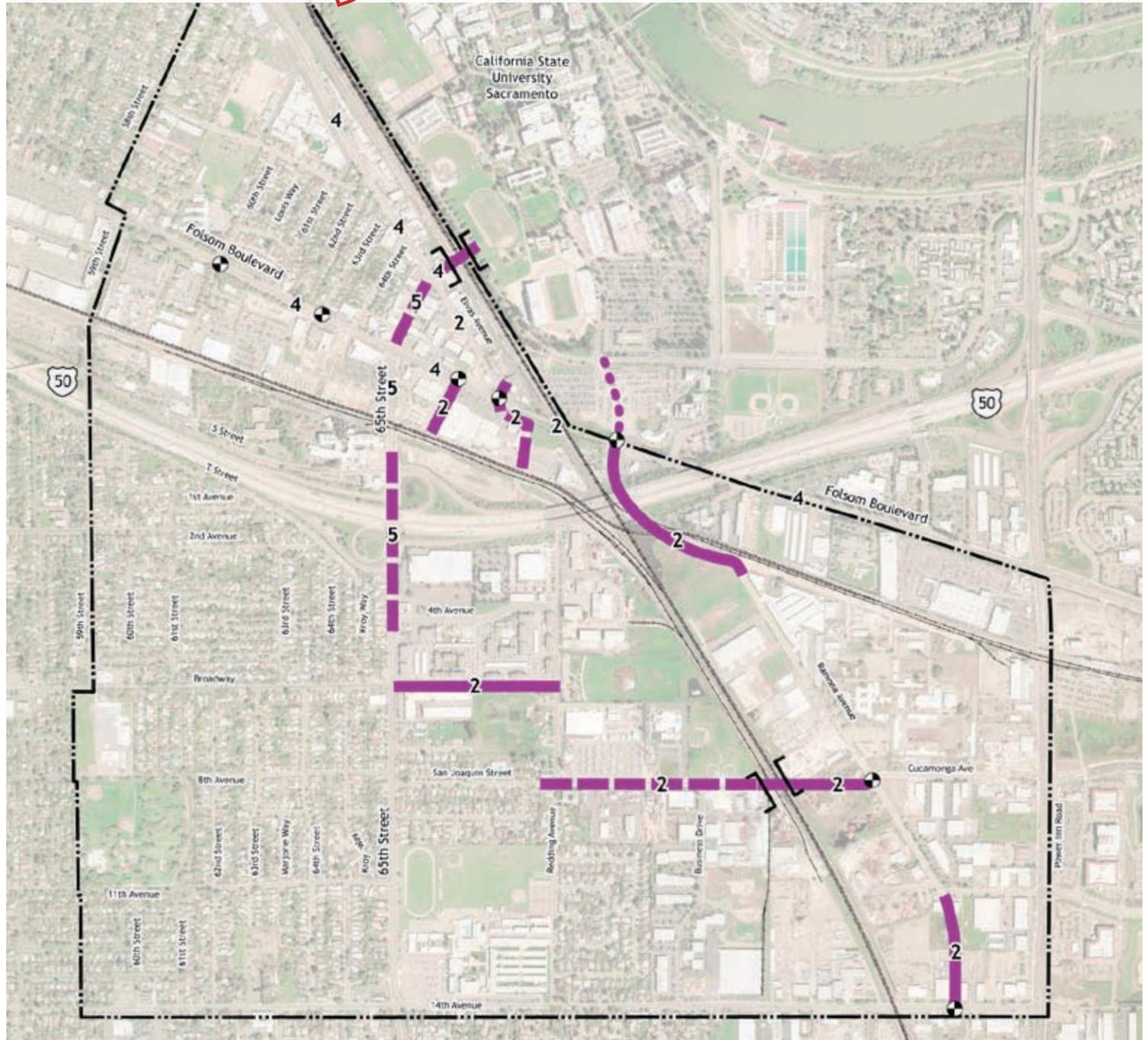
NEW TRAFFIC SIGNALS

- 60th Street/Folsom Boulevard
- 63rd Street/Folsom Boulevard
- 67th Street/Folsom Boulevard
- Folsom Boulevard/Elvas Avenue/Redding Avenue
- Ramona Avenue /Folsom Boulevard
- Ramona Avenue (south)/14th Avenue
- San Joaquin Street/Cucamonga Avenue/Ramona Avenue.

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Figure 2.29: Roadway Network, Scenario B

-  Proposed New Street
-  Existing Street to be Improved
-  Proposed Sac State Entry - by Sac State
-  Proposed Tunnel
-  Proposed Traffic Signal
-  Total Travel Lanes
-  Rail Line
-  Study Area Boundary



Circulation Framework

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BICYCLE FACILITIES

- **UPRR UNDERPASS WITH BICYCLE PATH** A new off-street (Class I) bicycle path is proposed from the 4th Avenue/Redding intersection east to Ramona Avenue with a grade-separated undercrossing of the UPRR tracks.
- **BICYCLE LANES** Striped, on-street (Class II) bicycle lanes are proposed on 65th Street from Broadway to Elvas Avenue, on Redding Avenue from Folsom Boulevard to San Joaquin Street, on Ramona Avenue from 14th Avenue to Folsom Boulevard, on 59th Street from Broadway to U.S. 50, on 58th Street north of Folsom Boulevard, on Elvas Avenue from 65th Street to J Street, on 4th Avenue between 65th Street and Redding Avenue, on Broadway from 59th Street to Redding Avenue, on San Joaquin Street from Redding Avenue to Ramona Avenue, and on 14th Avenue from 59th Street to Power Inn Road.

ON-STREET PARKING

On-street parallel parking is proposed on the following streets:

- Elvas Avenue, east side from 61st Street to Folsom Boulevard
- Folsom Boulevard from 65th Street to Redding Avenue/Elvas Avenue
- Q Street from 67th Street to Redding Avenue
- Broadway from 65th Street to Redding Avenue
- San Joaquin Street from Redding Avenue to Business Drive
- 65th Street from Q Street to Elvas Avenue

- 66th Street from Elvas Avenue to Folsom Boulevard
- 67th Street from Folsom Boulevard to Q Street, east side of street only
- Redding Avenue from 4th Avenue to San Joaquin Street
- Ramona Avenue from Brighton Avenue to Power Inn Road “elbow.”

PLAN LINE DRAWINGS

The engineer’s plan line drawings, figures 2.31 - 2.34 on the following pages, were prepared to illustrate how the combination of travel lanes, bicycle facilities, on-street parking and sidewalk improvements can be implemented in the area and what impacts, if any, can be expected on adjacent parcels. These diagrams illustrate potential layouts of new streets and the potential location of off-street elements such as bicycle paths and railroad crossings. Implementation of specific projects will require detailed engineering design.

Solid dark grey lines indicate proposed street improvements, including curbs, bicycle lanes, on-street parking and sidewalks. Yellow lines show existing roadways such as U.S. 50, streets within Sac State and the Redding Avenue improvements that currently are being designed. Dashed grey lines in the vicinity of the 65th Street station indicate a pedestrian and/or service alley that, if implemented as part of private redevelopment of the area, would contribute to improved pedestrian circulation within this transit village area; however, these

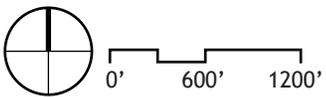
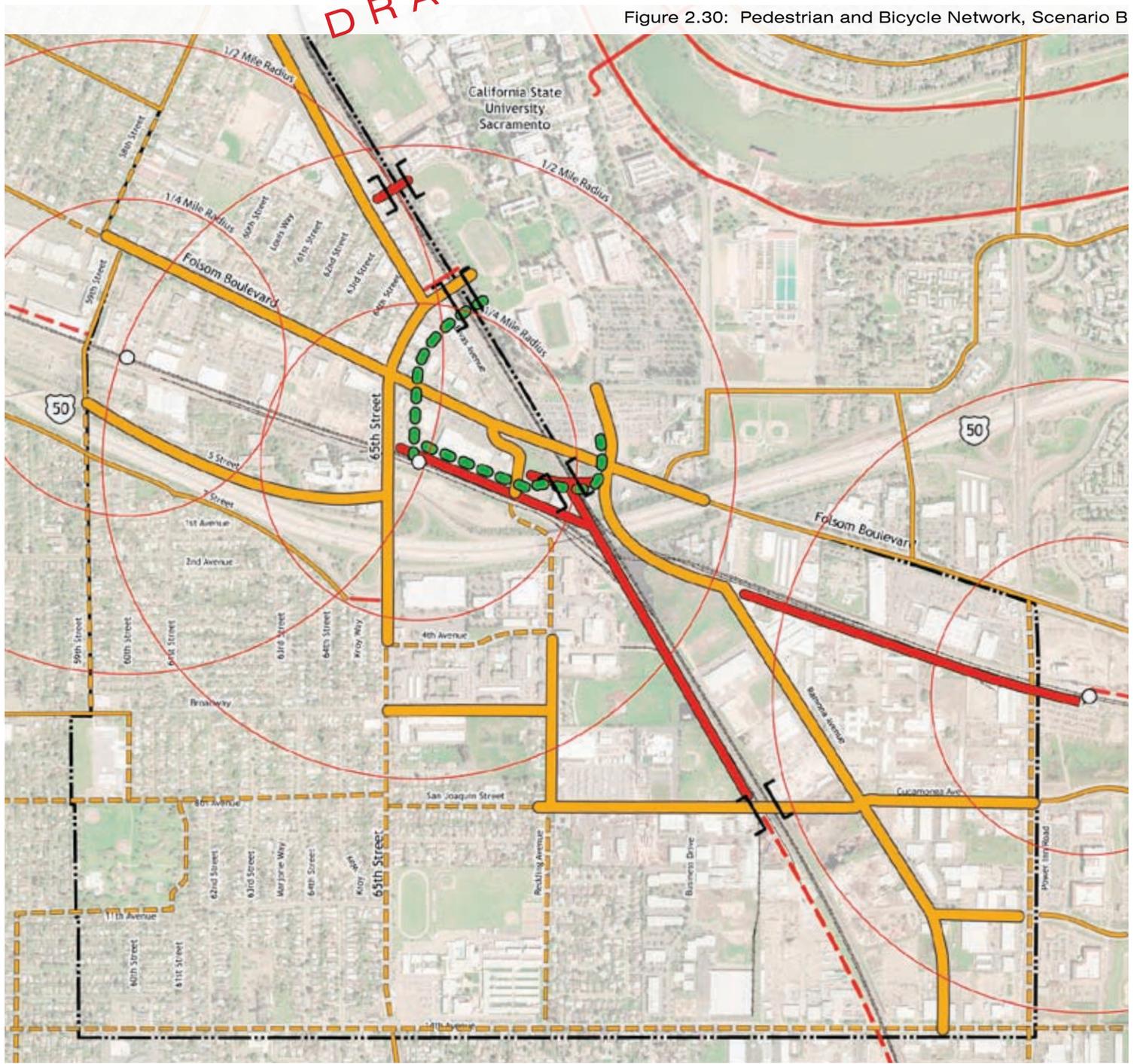
alleys are not required for effective transit village development.

This study investigated improvements that may occur in the future in areas not currently considered viable for redevelopment, such as select SMUD and Caltrans properties between 65th and 59th Streets north of the RT tracks. These investigations are depicted in blue lines on the diagrams, suggesting that future redevelopment should correspond with the transit village concept and the circulation framework scenarios, but are not incorporated into this study’s analysis.

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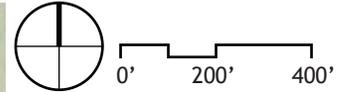
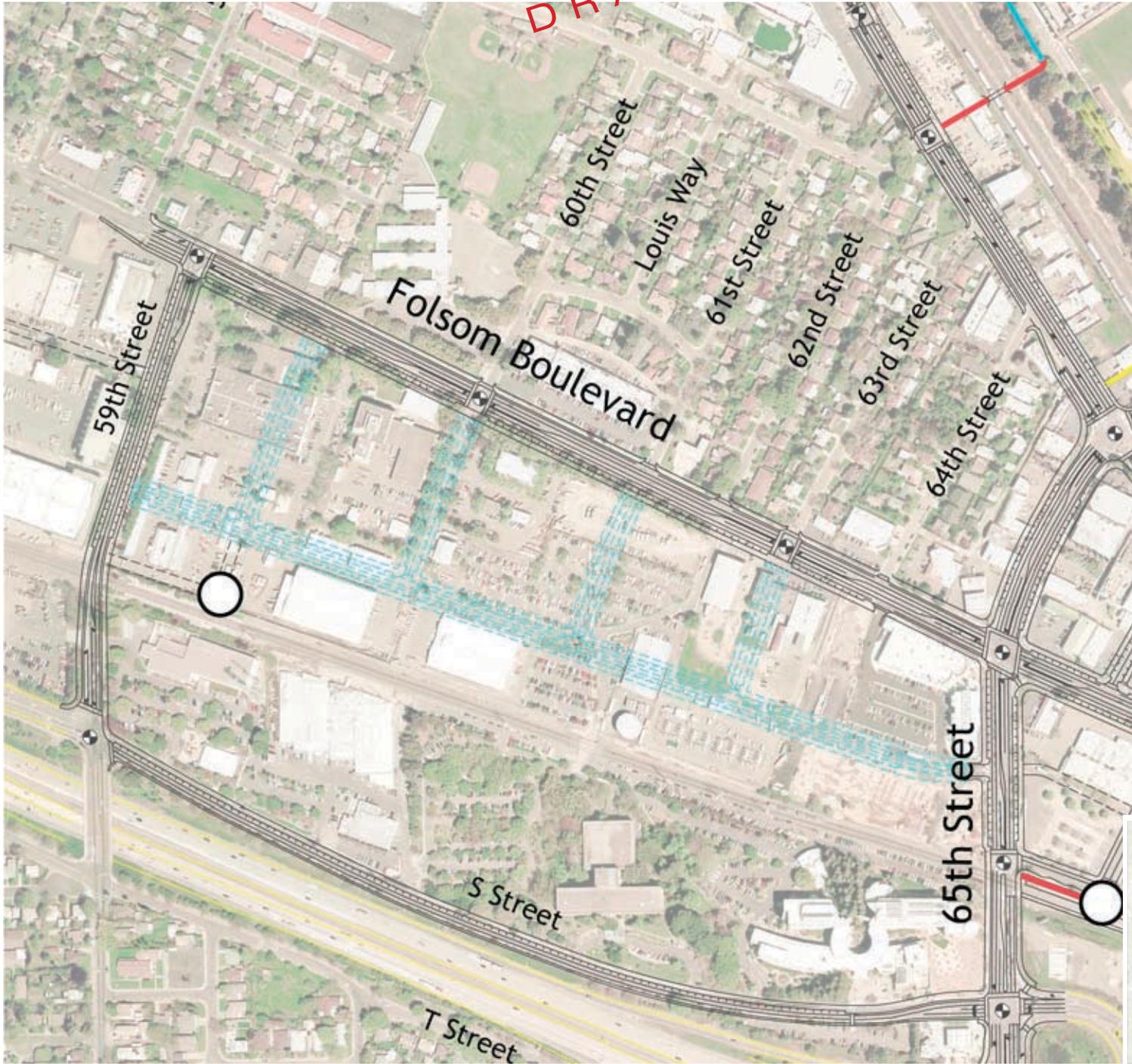
Figure 2.30: Pedestrian and Bicycle Network, Scenario B

- Proposed Bicycle Facilities*
- Class I
- Class II
- 2010 Bikeway Master Plan*
- - - Existing Class I
- - - Planned Class I
- Existing Class II
- - - Planned Class II
-]] Proposed Tunnel
- Primary Pedestrian Campus Access
- Existing Regional Transit Station
- +++ Rail Line
- - - Study Area Boundary

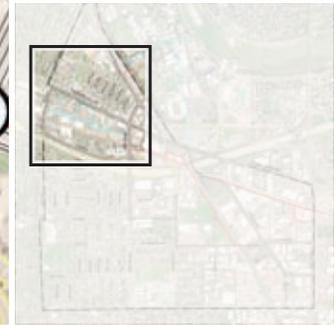


Circulation Framework

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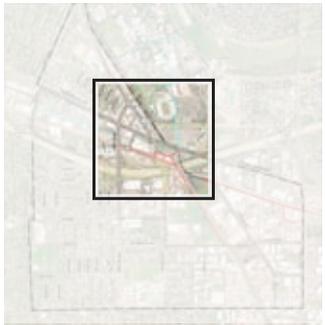
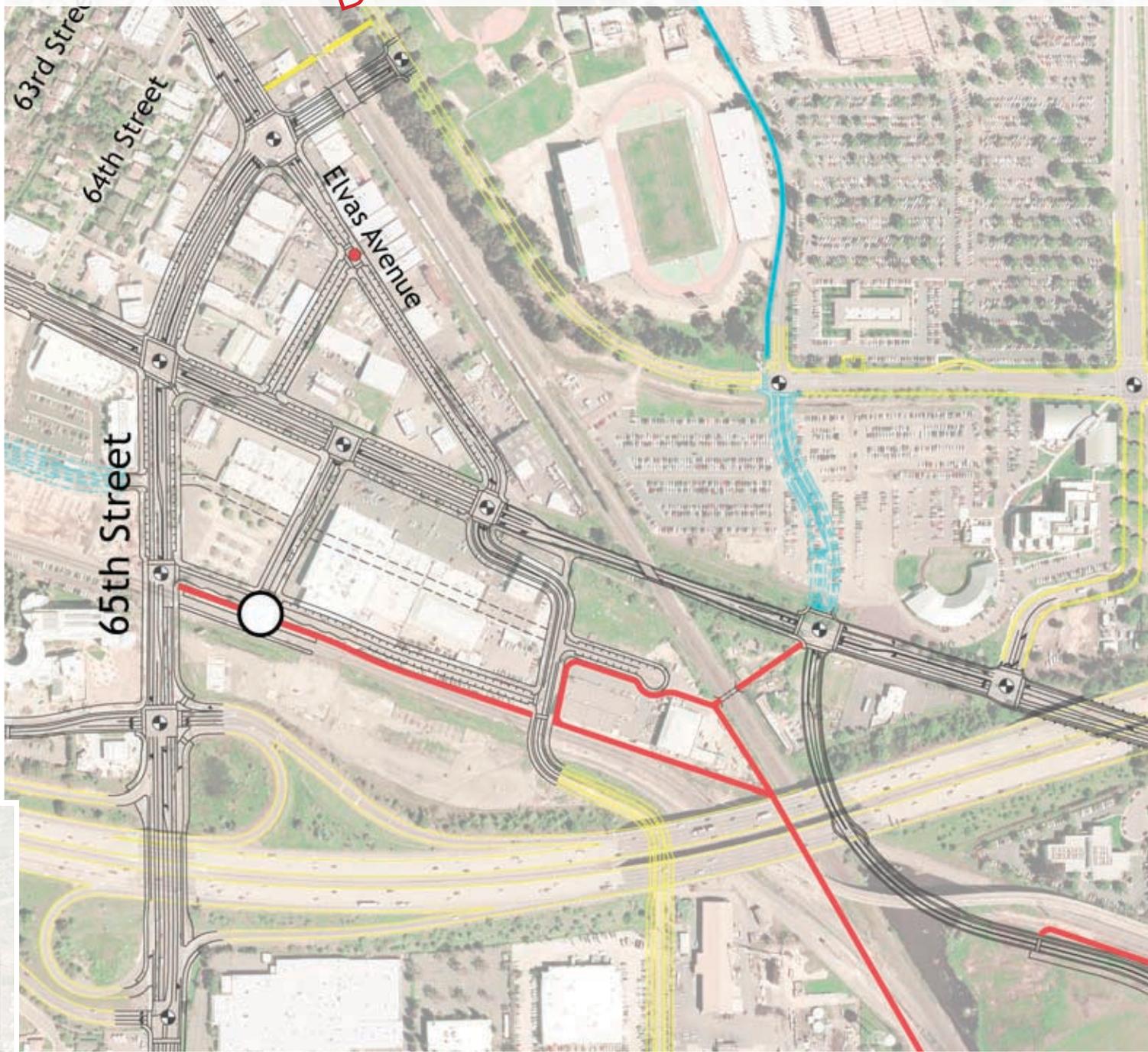


- SIGNALIZED INTERSECTION
- ALL STOP INTERSECTION
- POTENTIAL ROADWAY NETWORK
- ▨ POTENTIAL ROADWAYS BY OTHERS
- EXISTING STREET NETWORK
- CLASS I BICYCLE FACILITY
- CLASS I BICYCLE FACILITY BY OTHERS
- EXISTING REGIONAL TRANSIT STATION



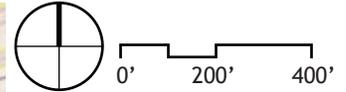
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Figures 2.31 & 2.32: Civil Engineer's line work diagram - area detail, Scenario B

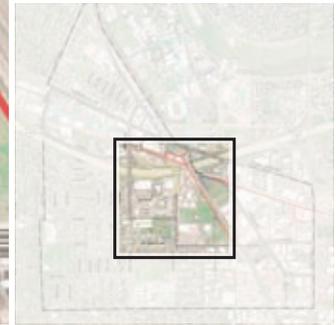


Circulation Framework

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- SIGNALIZED INTERSECTION
- ALL STOP INTERSECTION
- POTENTIAL ROADWAY NETWORK
- POTENTIAL ROADWAYS BY OTHERS
- EXISTING STREET NETWORK
- CLASS I BICYCLE FACILITY
- CLASS I BICYCLE FACILITY BY OTHERS
- EXISTING REGIONAL TRANSIT STATION



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Figures 2.33 & 2.34: Civil Engineer's line work diagram - area detail, Scenario B



Circulation Framework

FOCUS STUDIES

Focus Study areas specific to Scenario B include the intersections at 65th and Folsom and 65th and Elvas to study truck turning movements; and the extension of Broadway and San Joaquin Street. The Focus Study of the Ramona Avenue extension to Folsom Boulevard also is pertinent to Scenario B (see Scenario A, above).

65TH STREET AT ELVAS AND FOLSOM BOULEVARDS

Since redevelopment in the project area will not occur immediately or all at one, it is important to be sensitive to the existing commercial operations in the project study area. Truck turning focus studies were prepared to verify that the proposed linework in Scenario B does not preclude the operations of busses and commercial trucks on 65th Street.

Two key intersections in the heart of the 65th Street Station transit village were identified for truck turning analysis

- 65th Street / Folsom Boulevard intersection
- 65th Street / Elvas Avenue intersection.

Any proposed improvements to this commercial region cannot hinder truck operations along 65th Street en route to and from Highway 50. Bus turning movements were also considered at these intersections because of their proximity to the 65th Street RT bus station.

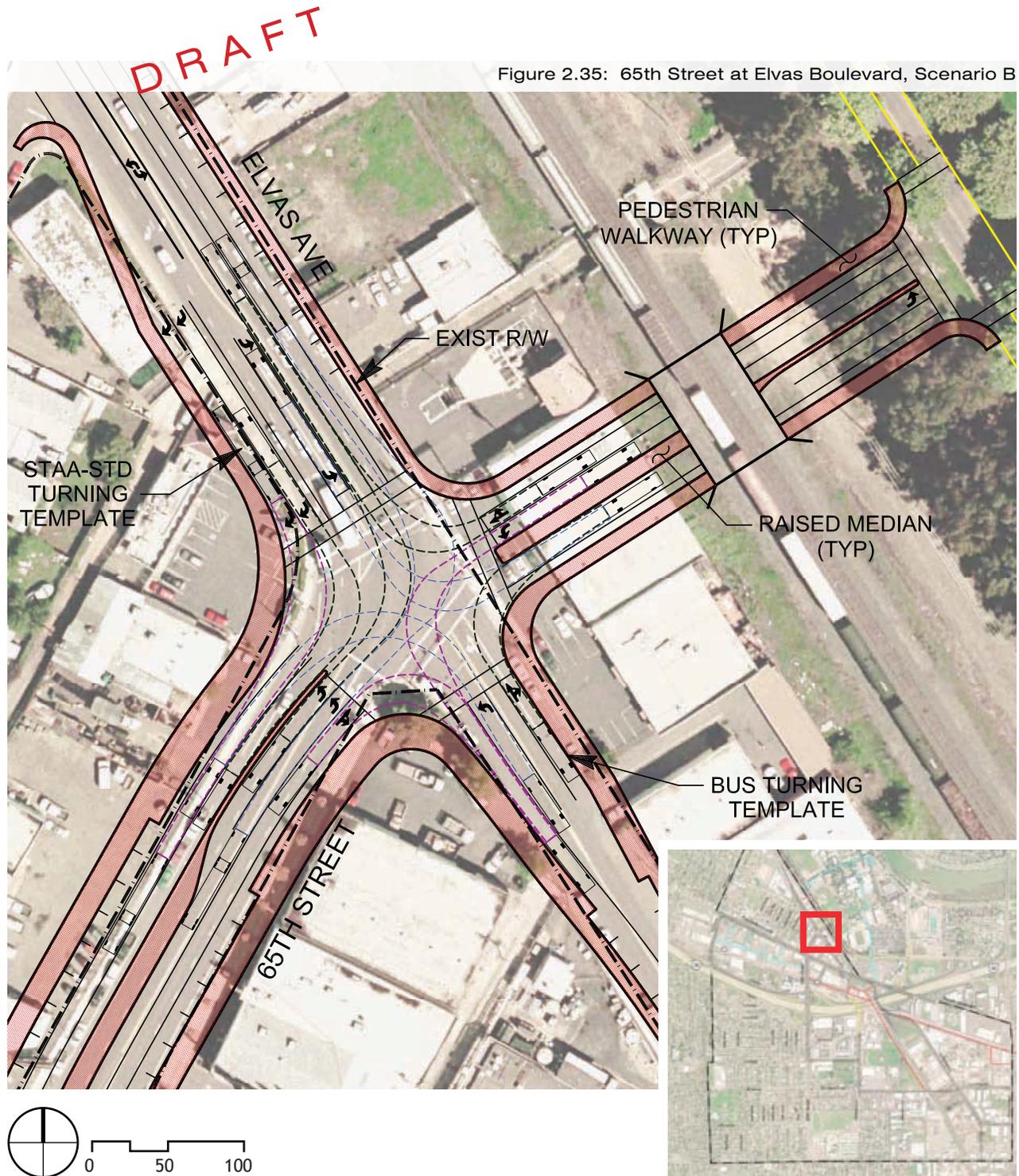
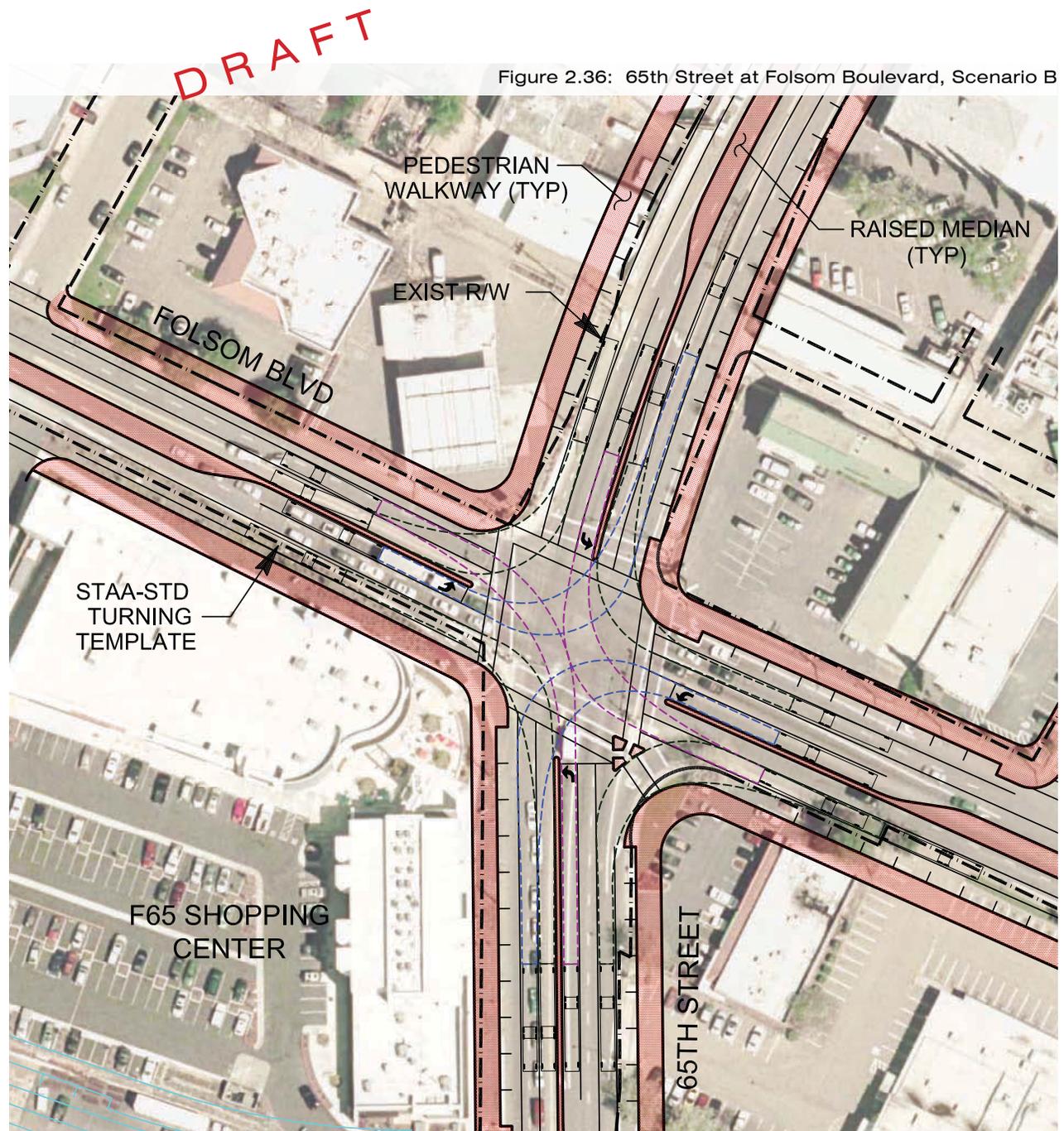


Figure 2.35: 65th Street at Elvas Boulevard, Scenario B

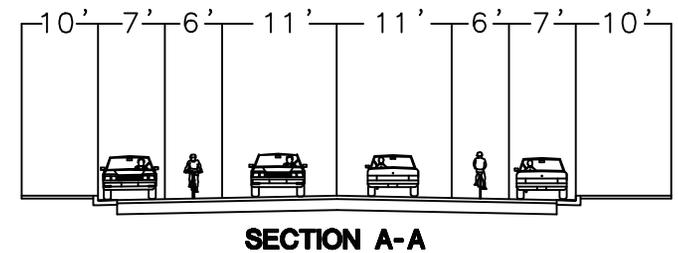
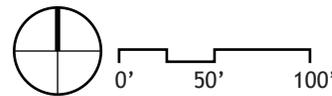
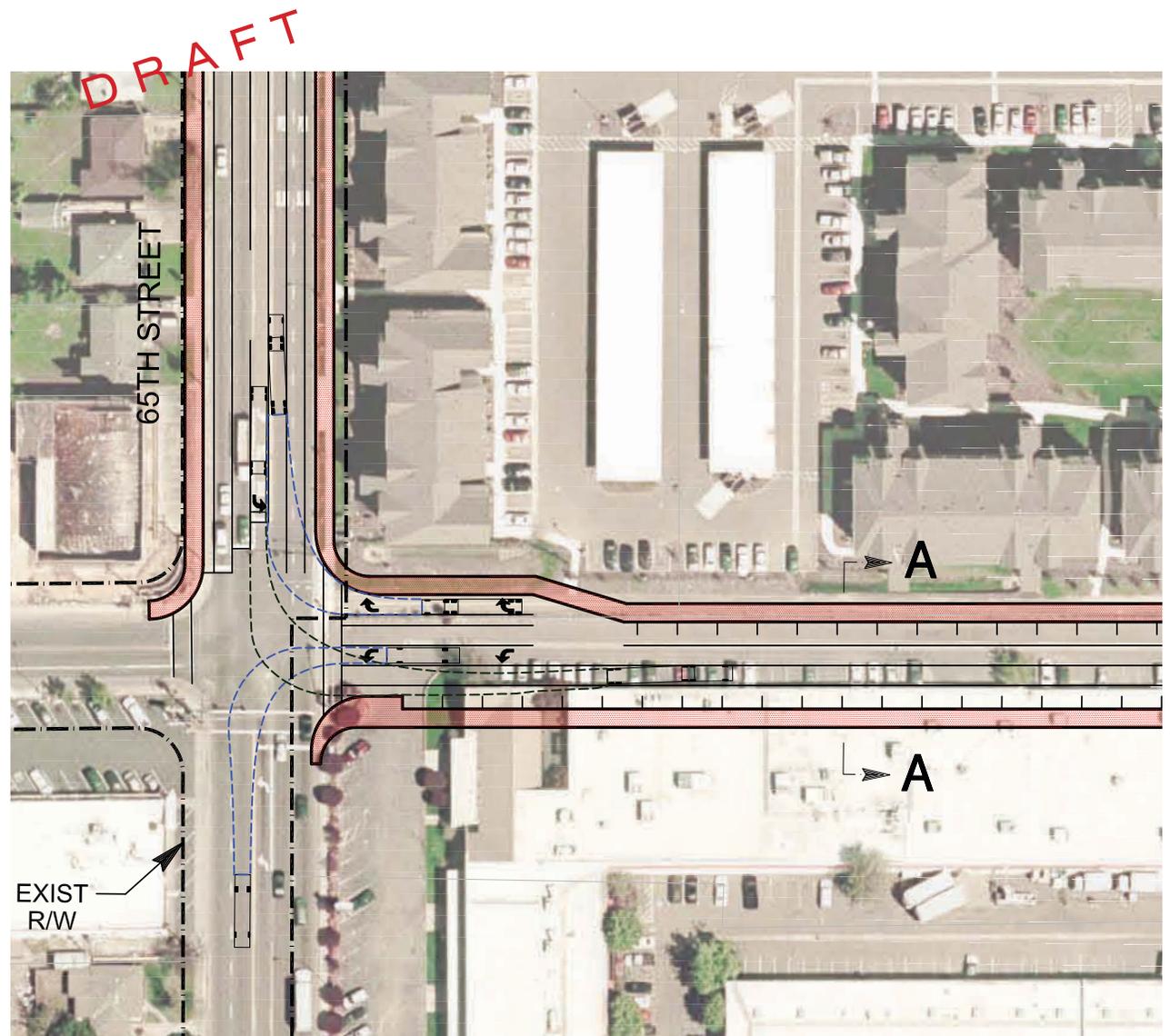
The analysis was conducted using AutoTRACK, an AutoCAD-based truck turning software package. The analysis assumed STAA Standard Trucks with a 50-foot turning radius and a standard 40' bus template. Adjustments were made to the linework during these focus studies to accommodate the turning movements of both the trucks and the busses. The dashed lines in the focus studies represent the clearance envelope of each vehicle required to complete each turning movement.



Circulation Framework

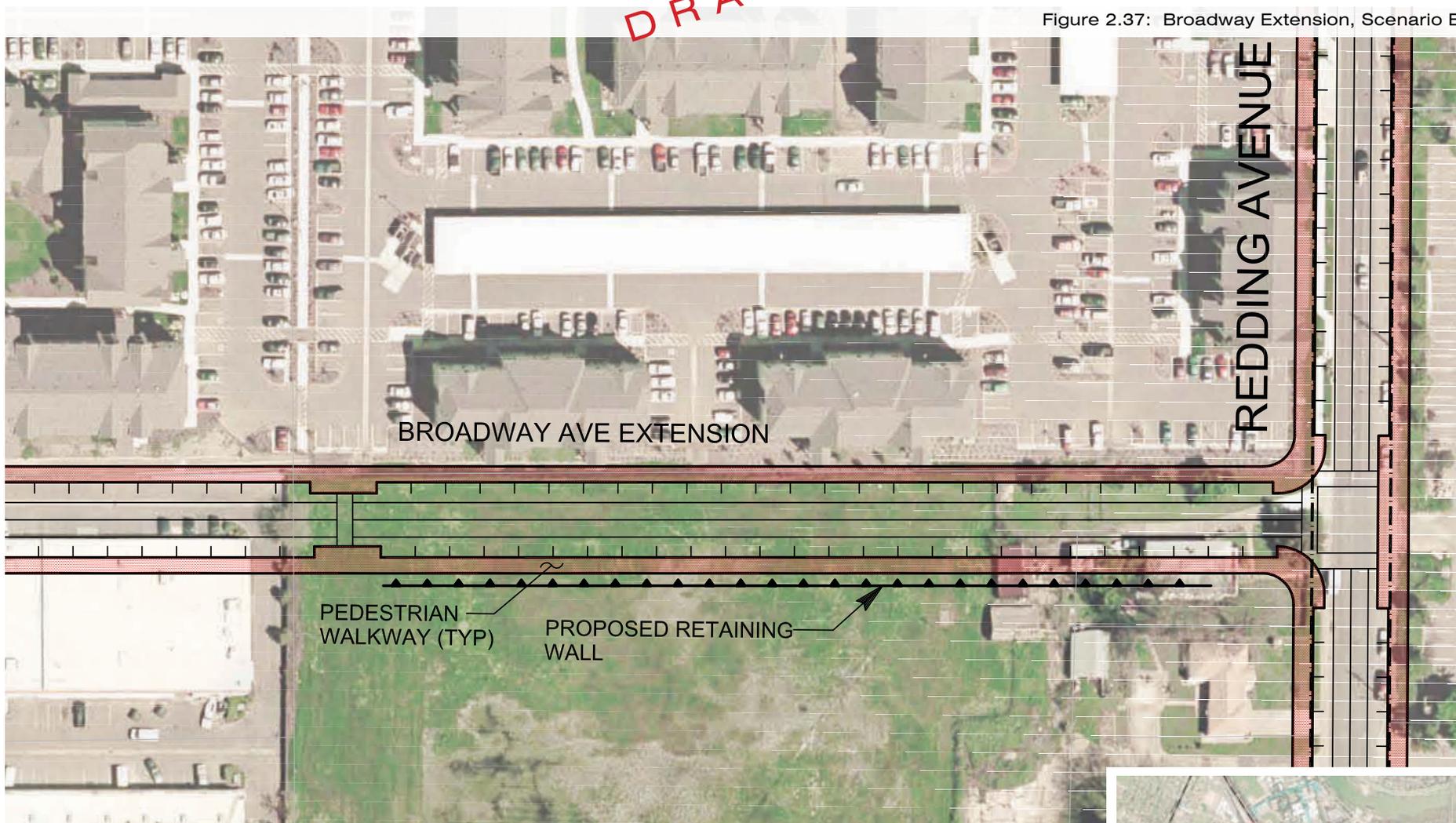
BROADWAY AND SAN JOAQUIN STREET EXTENSIONS

Broadway is extended from 65th Street to Redding Avenue and San Joaquin Avenue is extended from Redding Avenue to Ramona Avenue in an effort to provide east-west connectivity. The Broadway extension will require a small retaining wall along the southside of the road where the extension is adjacent to a future detention basin proposed by the City. The extension of San Joaquin Avenue will require a separated grade crossing at the existing U.P. railroad tracks at the east end of the extension. Structure types for this crossing were analyzed and preliminary roadway profiles were developed to evaluate project impacts and better quantify the potential costs of the proposed improvements.



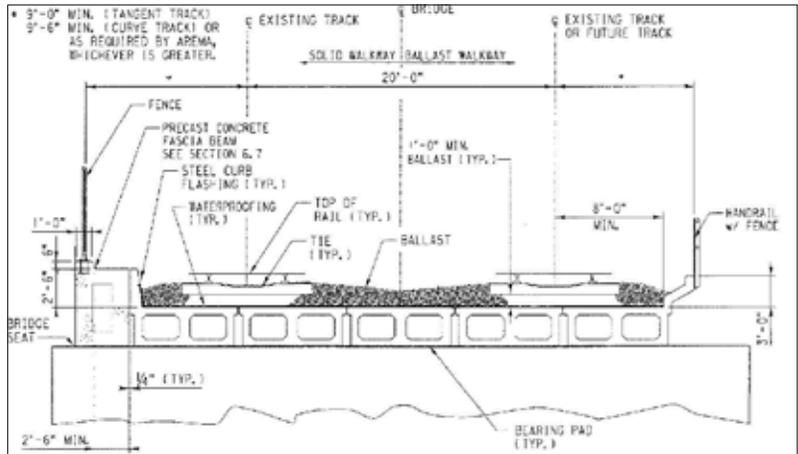
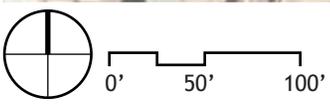
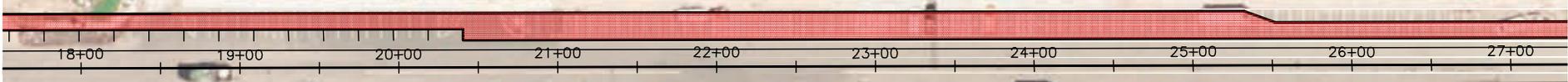
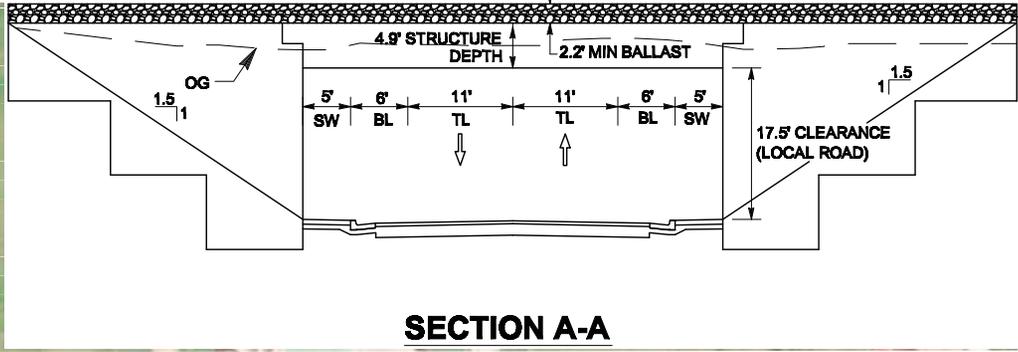
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Figure 2.37: Broadway Extension, Scenario B



Circulation Framework

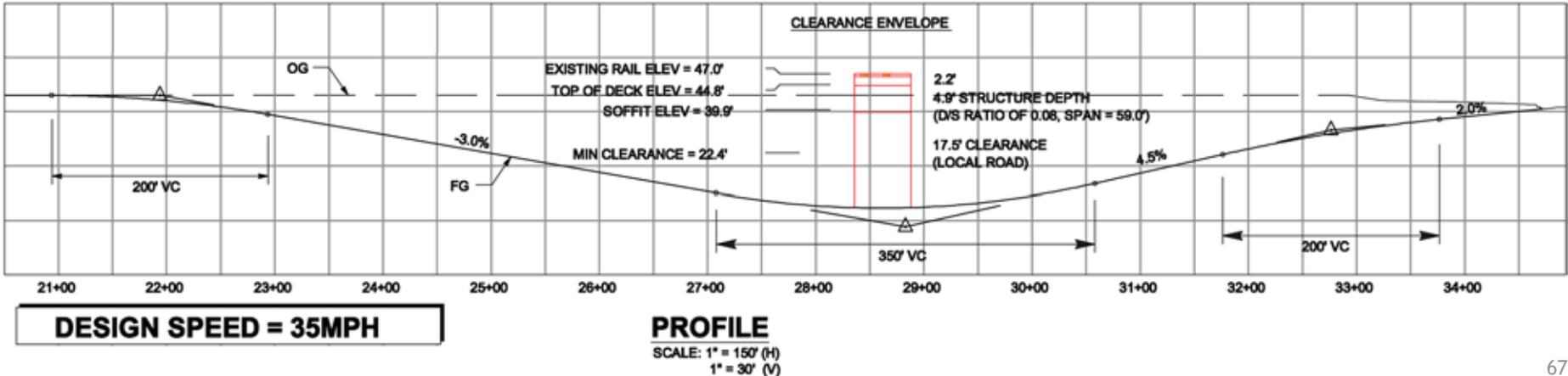
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SECTION B-B

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Figure 2.38: San Joaquin Street Extension, Scenario B



Circulation Framework

SAN JOAQUIN STREET ACCESS CONTROL

The extension of San Joaquin Street between Redding and Ramona Avenues provides improved access between the neighborhoods on each side of the UPRR tracks. There is a potential for increased traffic on the existing segment of San Joaquin Street west of Redding Avenue. Since the majority of uses on this street are single family residences, a method for limiting traffic impacts on this street have been analyzed. The final design and configuration of this intersection would be subject to community input through the Neighborhood Traffic Management Program.

The diagrams of figure 2.39 present three options for access control.

- **FULL ACCESS** Diagram A illustrates a full access option in which traffic flow is controlled by a four-way stop at San Joaquin Street and Redding Avenue.
- **HALF CLOSURE** Diagram B illustrates a method of closing San Joaquin Street to west-bound traffic from Redding Avenue and the San Joaquin Street extension. Full access is available at the intersection of San Joaquin and 65th Streets, while east-bound San Joaquin Street traffic can access Redding Avenue and the San Joaquin Street extension at a stop-controlled intersection. The planted median barrier at the San Joaquin and Redding intersection can be designed to allow through bicycle access, as illustrated in the photograph of H and 27th Streets in Sacramento.
- **FULL CLOSURE** Diagram C illustrates a cul-de-sac condition, in which no traffic can enter or exit the existing segment of San Joaquin Street from the east. Full closure design can include methods to allow emergency vehicle and bicycle access.

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Figure 2.39: San Joaquin Street Access Control Options, Scenario B

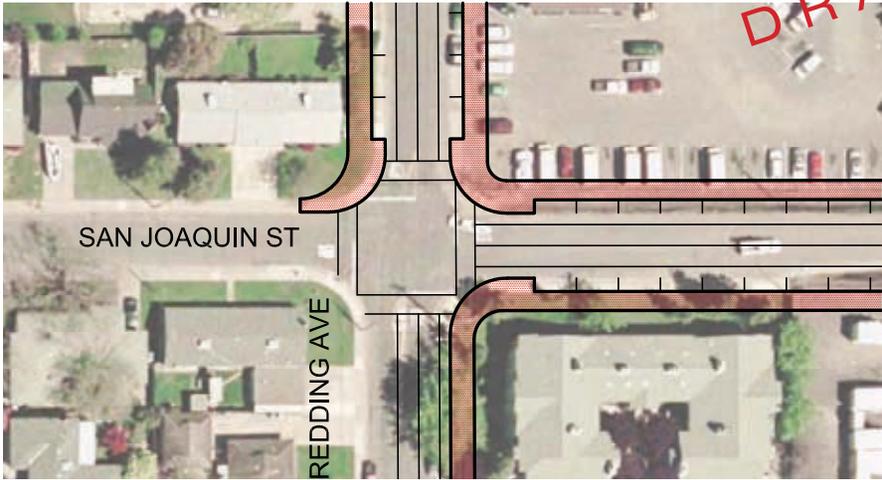


Diagram A - Full Access

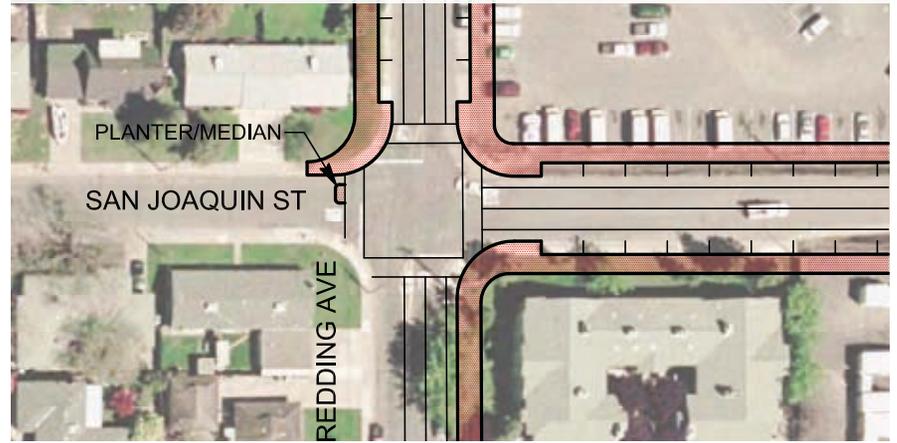


Diagram B - Half Closure

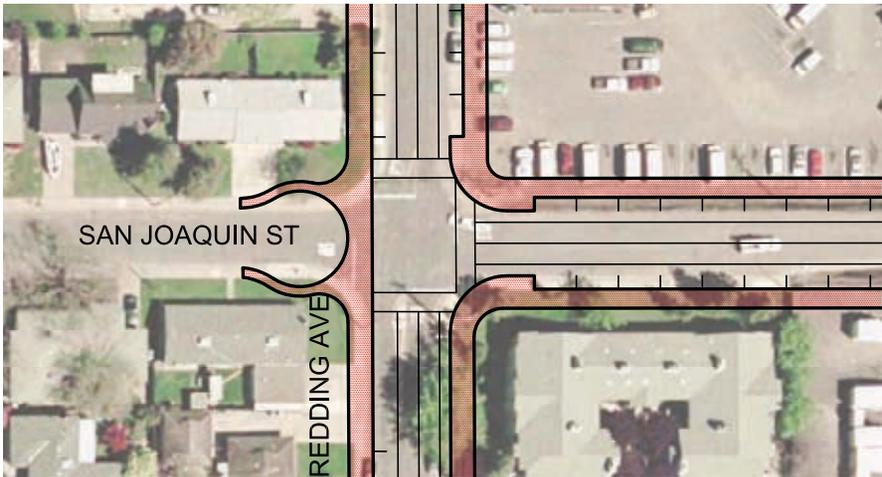


Diagram C - Full Closure



H Street and 27th Street

Circulation Framework

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Scenario C

Scenario C reduces the existing number of roadway lanes on portions of Folsom Boulevard and Elvas Avenue. Bicycle and pedestrian facilities are added to a greater extent than with Scenarios A and B, particularly in the core transit district. New streets or street segments are added in the 65th Street Station area to increase pedestrian circulation options.

Scenario C maximizes transit village elements, especially in the vicinity of the 65th Street station. It achieves a high level of pedestrian and bicycle mobility while accommodating motor vehicle travel at speeds and volumes that will not conflict with increased opportunities for walking and bicycling.

The key elements of Scenario C are described below and shown in figures 2.40 and 2.41.

ROADWAYS

- **FOLSOM BOULEVARD** The UPRR undercrossing is kept at two lanes (one lane in each direction). Folsom Boulevard would be narrowed to three through lanes (two eastbound lanes and one westbound lane) between 59th Street and 60th Street, two through lanes between 60th Street and 62nd Street, three through lanes between 62nd Street and 67th Street (two westbound lanes and one eastbound lane), two through lanes from 67th Street the Ramona Avenue extension, and four through lanes from Ramona Avenue to Power Inn Road.

- **BROADWAY EXTENSION** A new two lane roadway is proposed from 65th Street to Ramona Avenue, with a slight S-curve along the southern border of the former golf driving range and a grade-separated undercrossing of the UPRR.
- **68TH STREET** A new two lane roadway is proposed from Elvas Avenue to Q Street. A segment of Elvas Avenue between Folsom Boulevard and the 68th Street alignment would be abandoned, with Elvas Avenue traffic connecting to Folsom Boulevard at the 68th Street intersection.
- **SAC STATE ACCESS** See Scenario A.
- **67TH STREET** See Scenario A.
- **RAMONA AVENUE EXTENSIONS** See Scenario A.

TRANSIT

- **TRANSIT/PEDESTRIAN/BICYCLE TUNNEL** A new Sac State Tram/pedestrian/bicycle tunnel is proposed as an extension of 67th Street north from Elvas Avenue into campus.
- **NEW LIGHT RAIL STATION** See Scenario B.
- **SAC STATE TRAM** See Scenario A.
- **65TH/UNIVERSITY LIGHT RAIL STATION BUS TRANSFER MODIFICATION** See Scenario A.

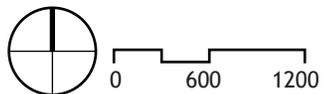
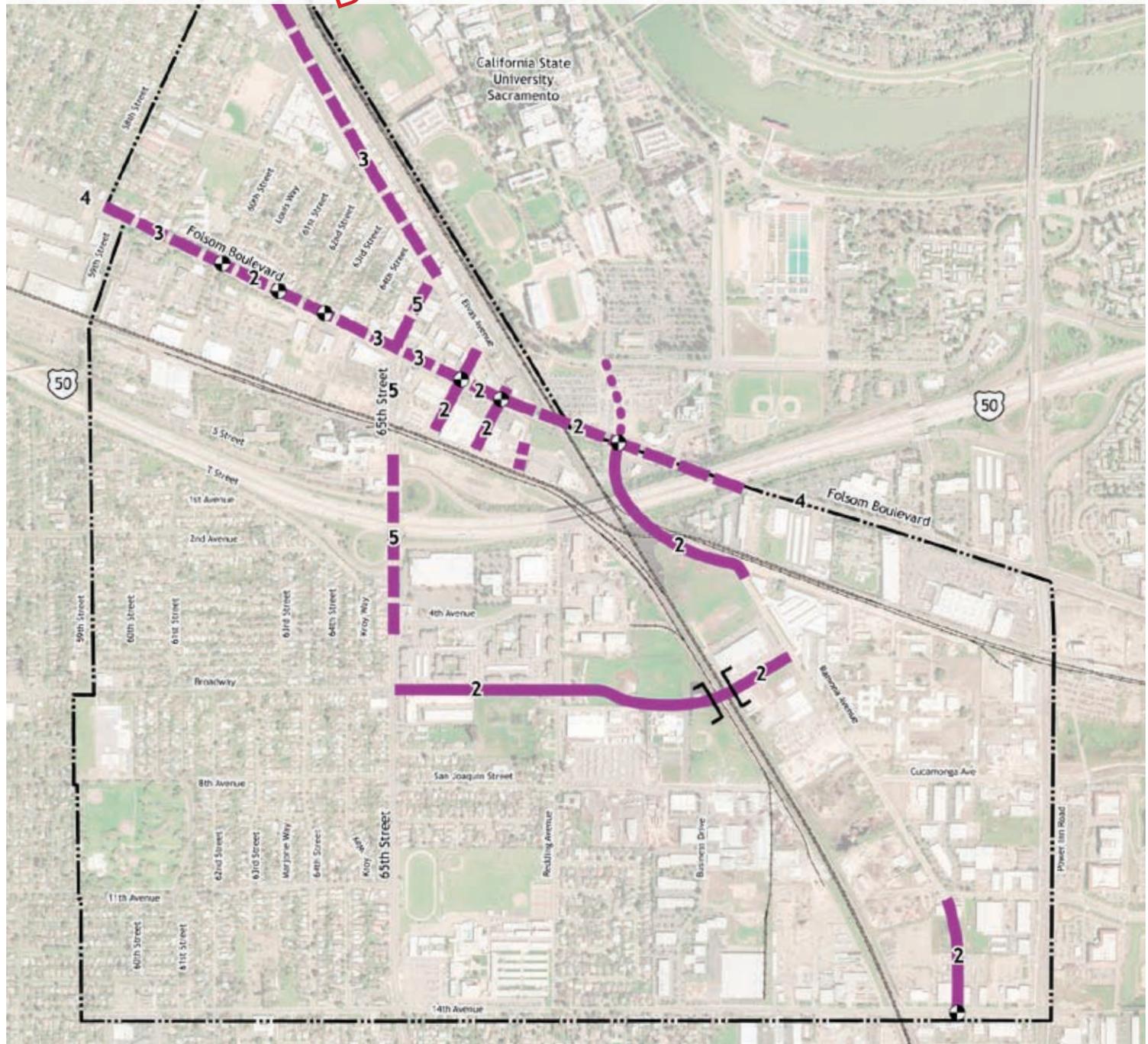
NEW TRAFFIC SIGNALS

- 60th Street/Folsom Boulevard
- 61st Street/Folsom Boulevard
- 63rd Street/Folsom Boulevard
- 67th Street/Folsom Boulevard
- 68th Street/Folsom Boulevard
- Folsom Boulevard/Elvas Avenue/68th Street.
- Ramona Avenue/Folsom Boulevard
- Ramona Avenue (south)/14th Avenue.

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Figure 2.40: Roadway Network, Scenario C

-  Proposed New Street
-  Existing Street to be Improved
-  Proposed Sac State Entry - by Sac State
-  Proposed Tunnel
-  Proposed Traffic Signal
-  Total Travel Lanes
-  Rail Line
-  Study Area Boundary



Circulation Framework

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BICYCLE FACILITIES

- **UPRR UNDERPASS CONNECTION TO SAC STATE** A new off-street (Class I) bicycle path with a grade-separated undercrossing of the UPRR tracks is proposed from the Elvas Avenue/62nd Street/M Street intersection into campus.
- **UPRR UNDERPASS WITH BICYCLE PATH** see Scenario B.
- **BICYCLE LANES** On-street, striped (Class II) bicycle lanes are proposed on the following streets: 65th Street from Broadway to Elvas Avenue; Redding Avenue from Q Street to San Joaquin Street; Ramona Avenue from 14th Avenue to Folsom Boulevard; 59th Street from Broadway to U.S. 50; 58th Street north of Folsom Boulevard; Elvas Avenue from Folsom Boulevard to J Street; Stadium Drive from Folsom Boulevard to State University Drive East; 4th Avenue between 65th Street and Redding Avenue; Broadway from 59th Street to Ramona Avenue; San Joaquin Street from 58th Street to current terminus at UPRR tracks; 14th Avenue from 65th Street to Power Inn Road.

ON-STREET PARKING

On-street parallel parking is proposed on the following streets

- Elvas Avenue from 61st Street to Folsom Boulevard.
- Folsom Boulevard from 59th Street to Elvas Avenue/68th Street.
- Q Street, north side of the street from 67th to 68th Street and both sides of street from 68th Street to Redding Avenue.

- Broadway from 65th Street to Redding Avenue.
- 65th Street from Q Street to Elvas Avenue.
- 66th Street from Elvas Avenue to Folsom Boulevard.
- 67th Street from Elvas Avenue to Folsom Boulevard, and on the east side of the street from Folsom Boulevard to Q Street.
- 68th Street from Folsom Boulevard to Q Street.
- Redding Avenue from 4th Avenue to San Joaquin Street.
- Ramona Avenue from Brighton Avenue to the Power Inn Road “elbow.”

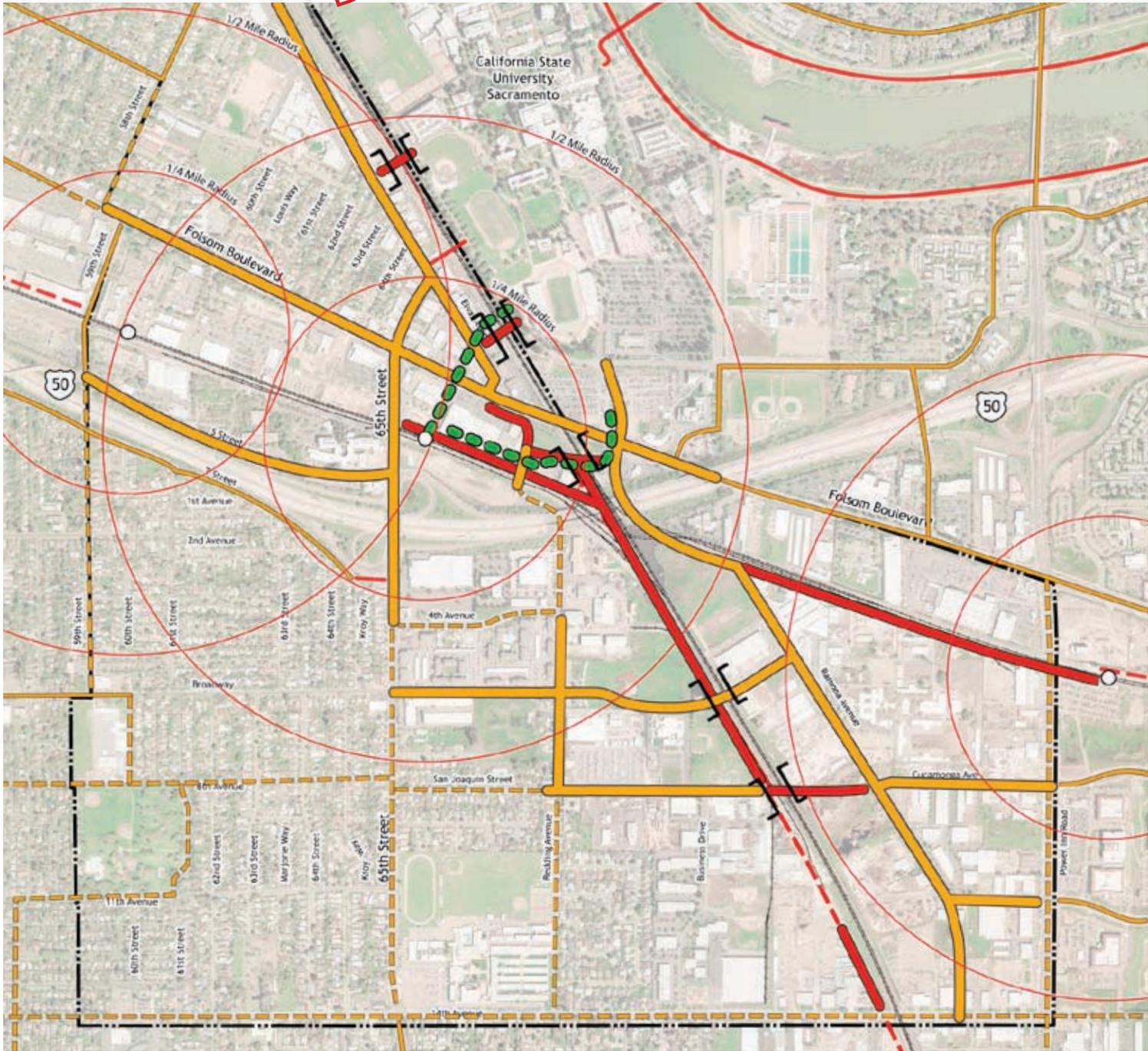
PLAN LINE DRAWINGS

The engineer’s plan line drawings, figures 2.42 - 2.45 on the following pages, are similar in intent and content to those for Scenario B (see page 56).

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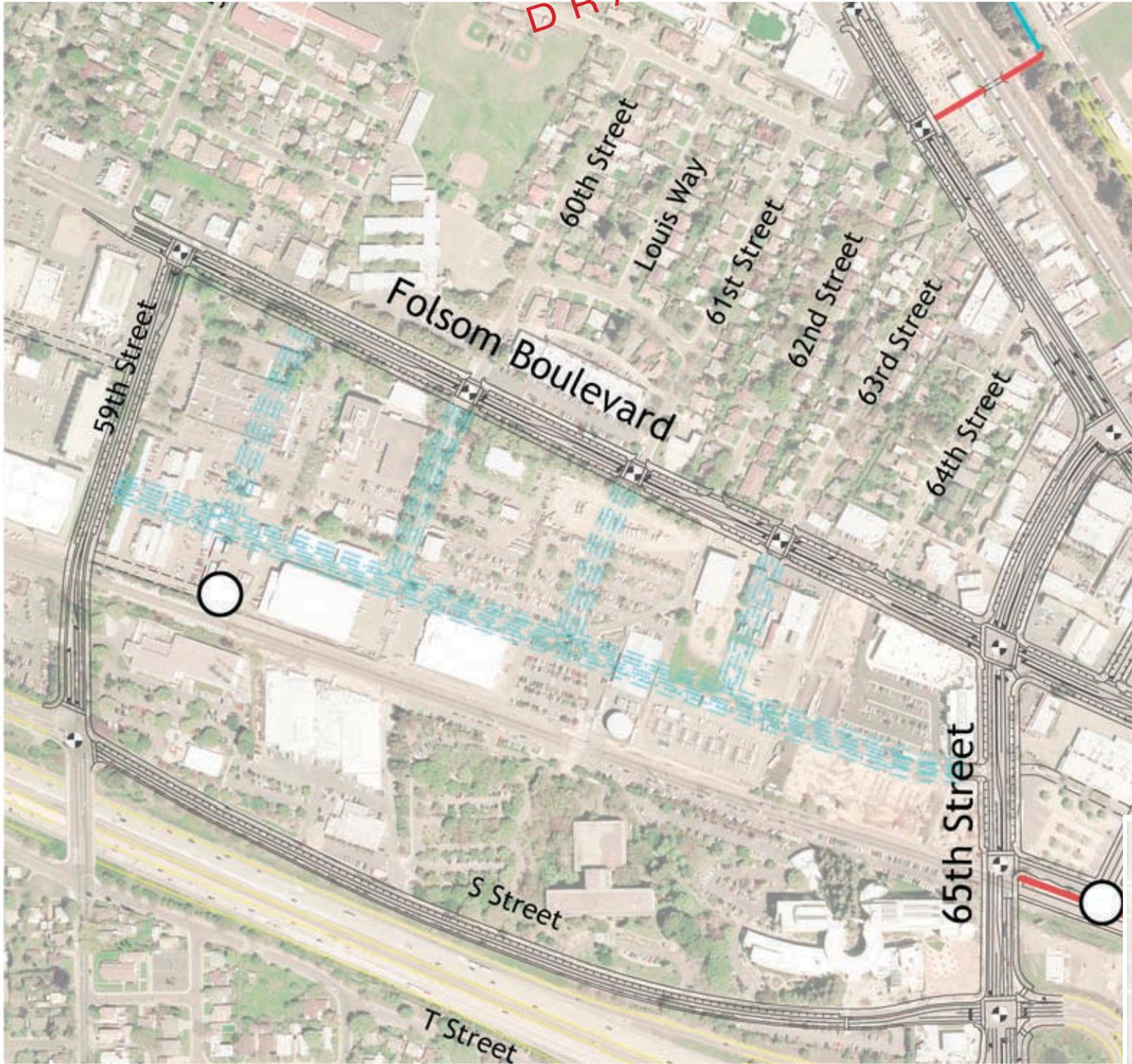
Figure 2.41: Pedestrian and Bicycle Network, Scenario C

- Proposed Bicycle Facilities*
- Class I
- Class II
- 2010 Bikeway Master Plan*
- - - Existing Class I
- - - Planned Class I
- Existing Class II
- - - Planned Class II
- [] Proposed Tunnel
- Primary Pedestrian Campus Access
- Existing Regional Transit Station
- + + + Rail Line
- - - Study Area Boundary



Circulation Framework

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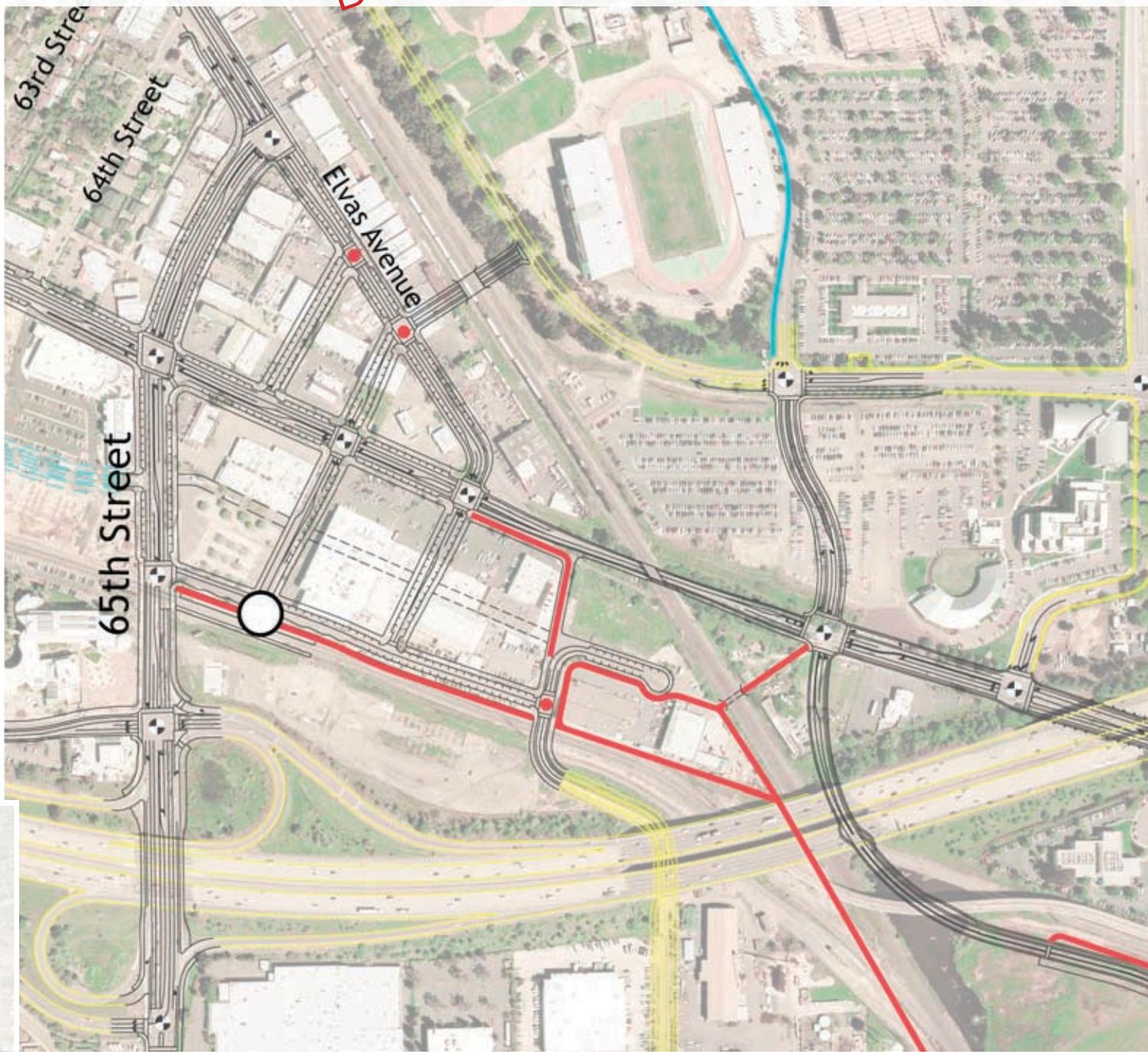


- 0' 200' 400'
- SIGNALIZED INTERSECTION
- ALL STOP INTERSECTION
- POTENTIAL ROADWAY NETWORK
- POTENTIAL ROADWAYS BY OTHERS
- EXISTING STREET NETWORK
- CLASS I BICYCLE FACILITY
- CLASS I BICYCLE FACILITY BY OTHERS
- EXISTING REGIONAL TRANSIT STATION



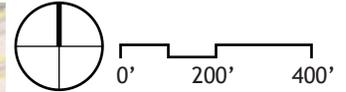
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Figures 2.42 & 2.43: Civil Engineer's line work diagram - area detail, Scenario C

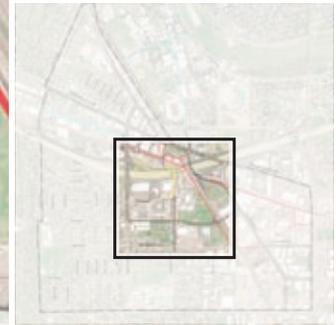


Circulation Framework

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- SIGNALIZED INTERSECTION
- ALL STOP INTERSECTION
- POTENTIAL ROADWAY NETWORK
- POTENTIAL ROADWAYS BY OTHERS
- EXISTING STREET NETWORK
- CLASS I BICYCLE FACILITY
- CLASS I BICYCLE FACILITY BY OTHERS
- EXISTING REGIONAL TRANSIT STATION



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Figures 2.44 & 2.45: Civil Engineer's line work diagram - area detail, Scenario C



Circulation Framework

FOCUS STUDIES

Focus Study areas specific to Scenario C include large vehicle turning movement studies of the intersections at 65th and Folsom and 65th and Elvas (see Scenario B for details); the extension of Broadway to Ramona Avenue, and the 67th Street tunnel to Sac State. The Focus Study of the Ramona Avenue extension to Folsom Boulevard also is pertinent to Scenario C (see Scenario A, above).

BROADWAY EXTENSION

Broadway is extended from 65th Street to Ramona Avenue with a separated grade crossing required where Broadway crosses the existing U.P. railroad tracks. A focus study was prepared that analyzed structural types and roadway profiles at this crossing. A small retaining wall will also be required for the extension as it was in Scenario B.

67TH STREET TUNNEL

A focus study was prepared for the 67th Street Pedestrian and Tram tunnel proposed in Scenario C underneath the U.P. railroad tracks extending 67th Street to Sac State. The intent of this improvement is to provide pedestrian and tram connectivity across the U.P. tracks into campus from the Transit Village core and the 65th Street Station. This improvement is similar to the 65th Street extension in Scenario B, but is intended solely for pedestrian and tram traffic and therefore has a different set of design standards to follow. Structure types

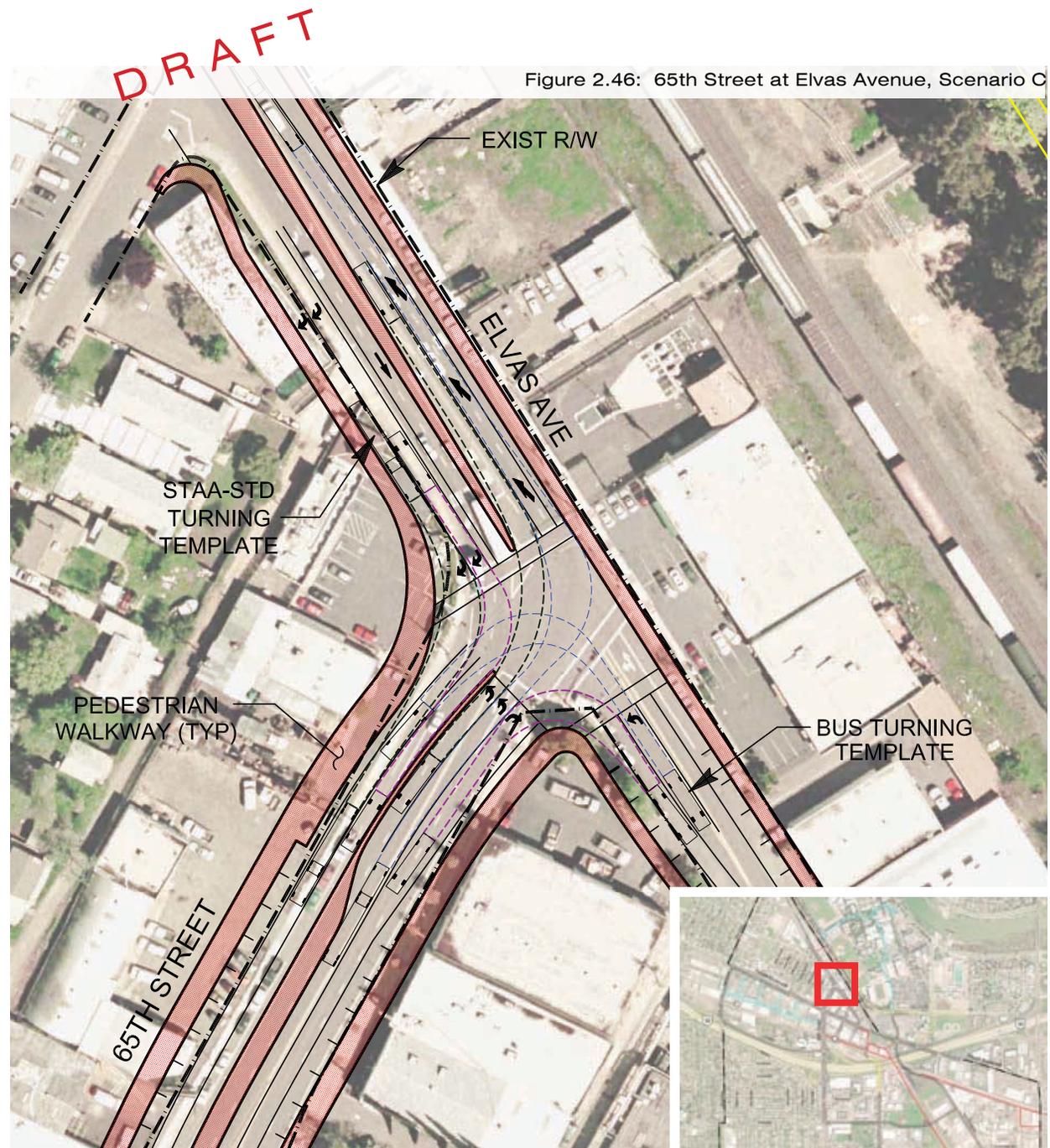
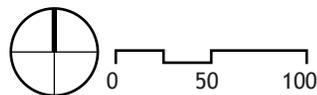
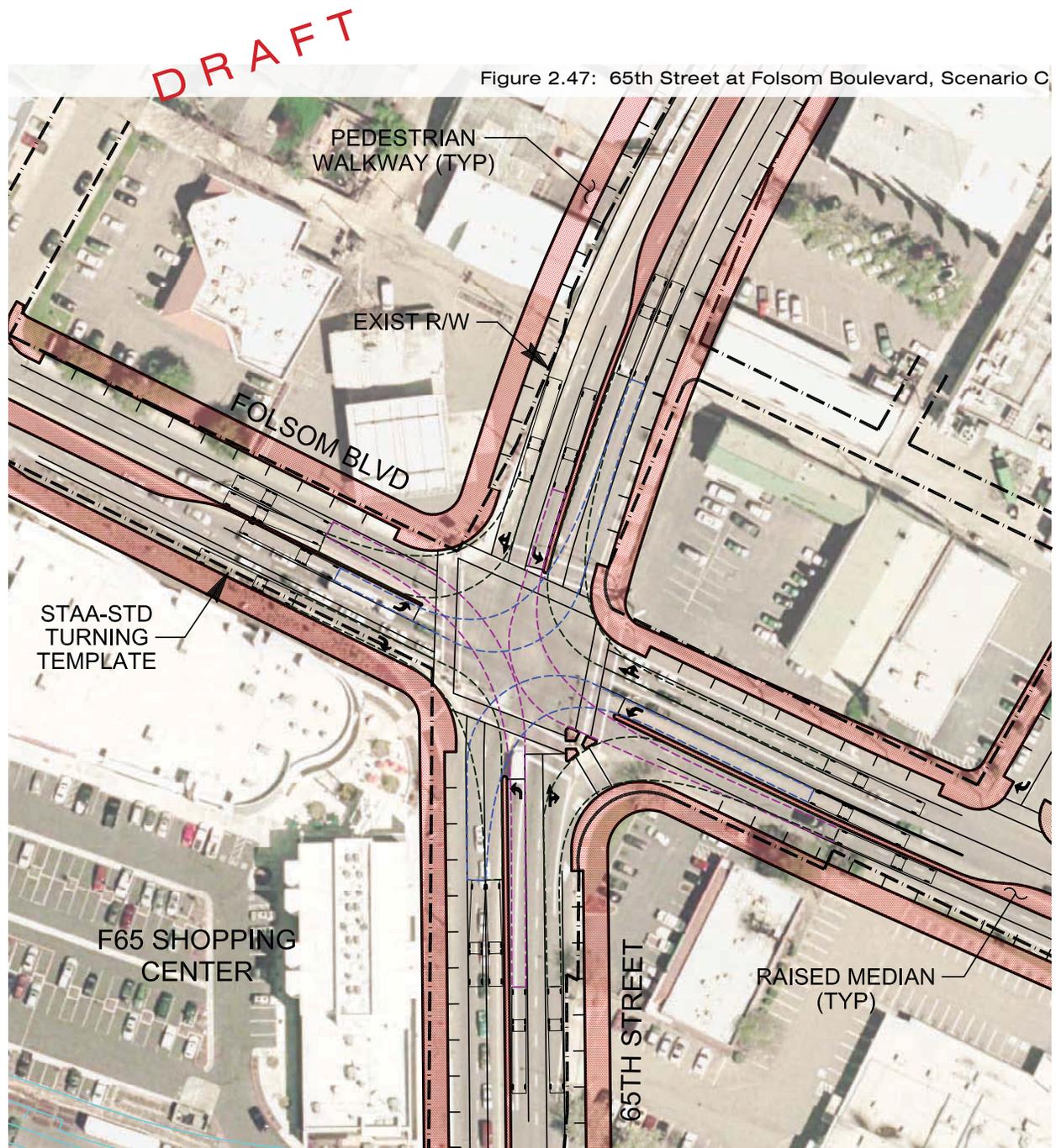


Figure 2.46: 65th Street at Elvas Avenue, Scenario C

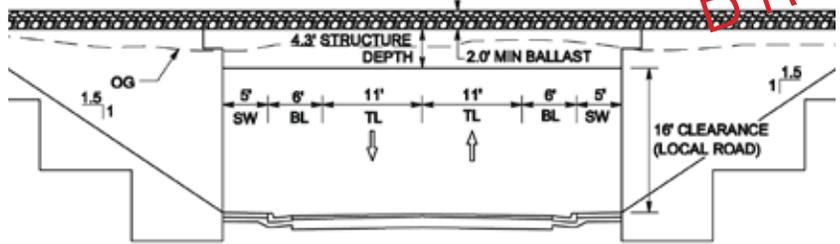


and clearances for a pedestrian/tram tunnel were analyzed and a preliminary roadway profile was developed to evaluate project impacts and quantify the potential costs of the proposed improvements.

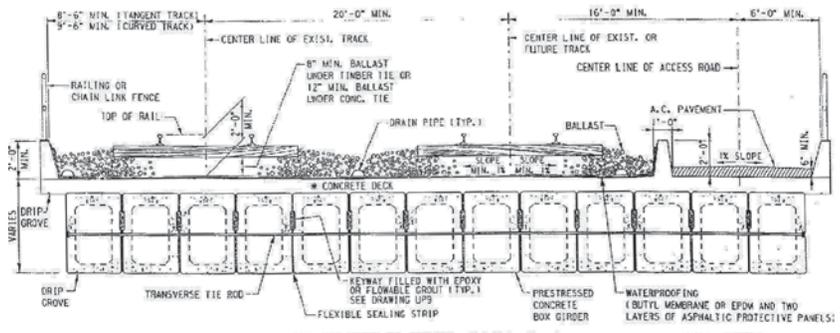


Circulation Framework

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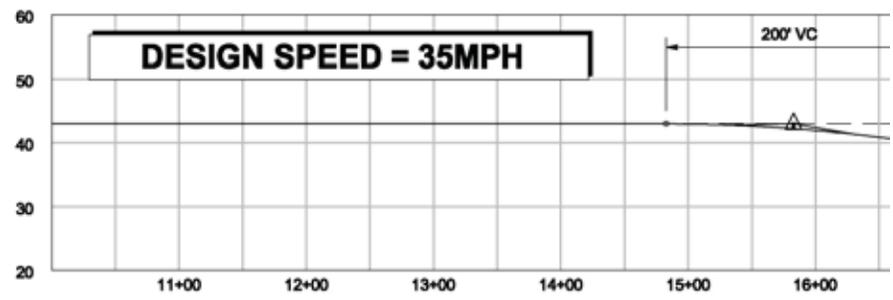
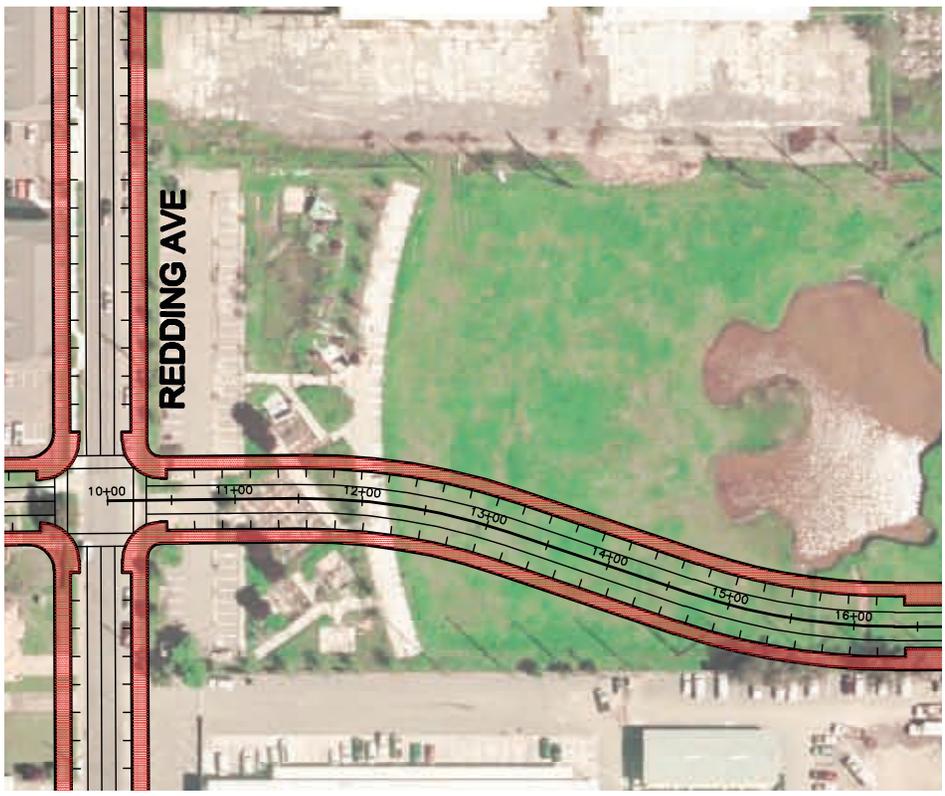
SECTION A-A



PRECAST CONCRETE BOX GIRDERS WITH CAST IN PLACE CONCRETE DECK

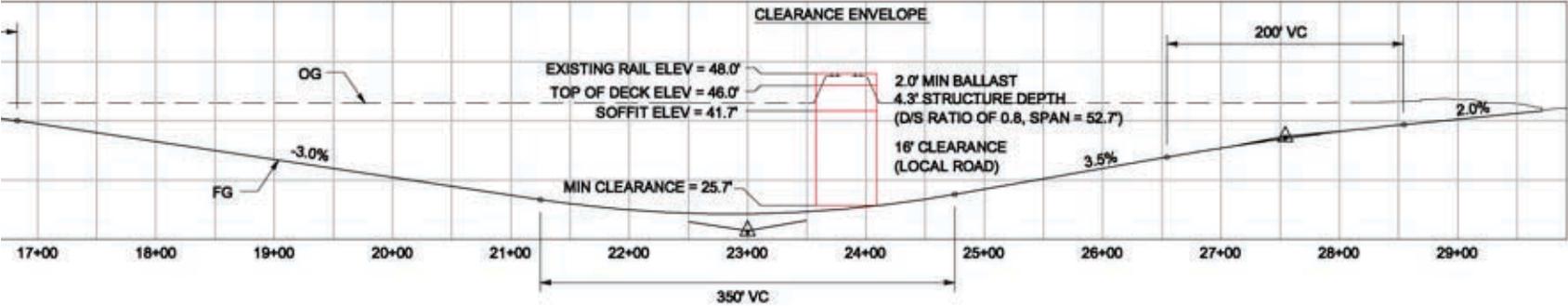
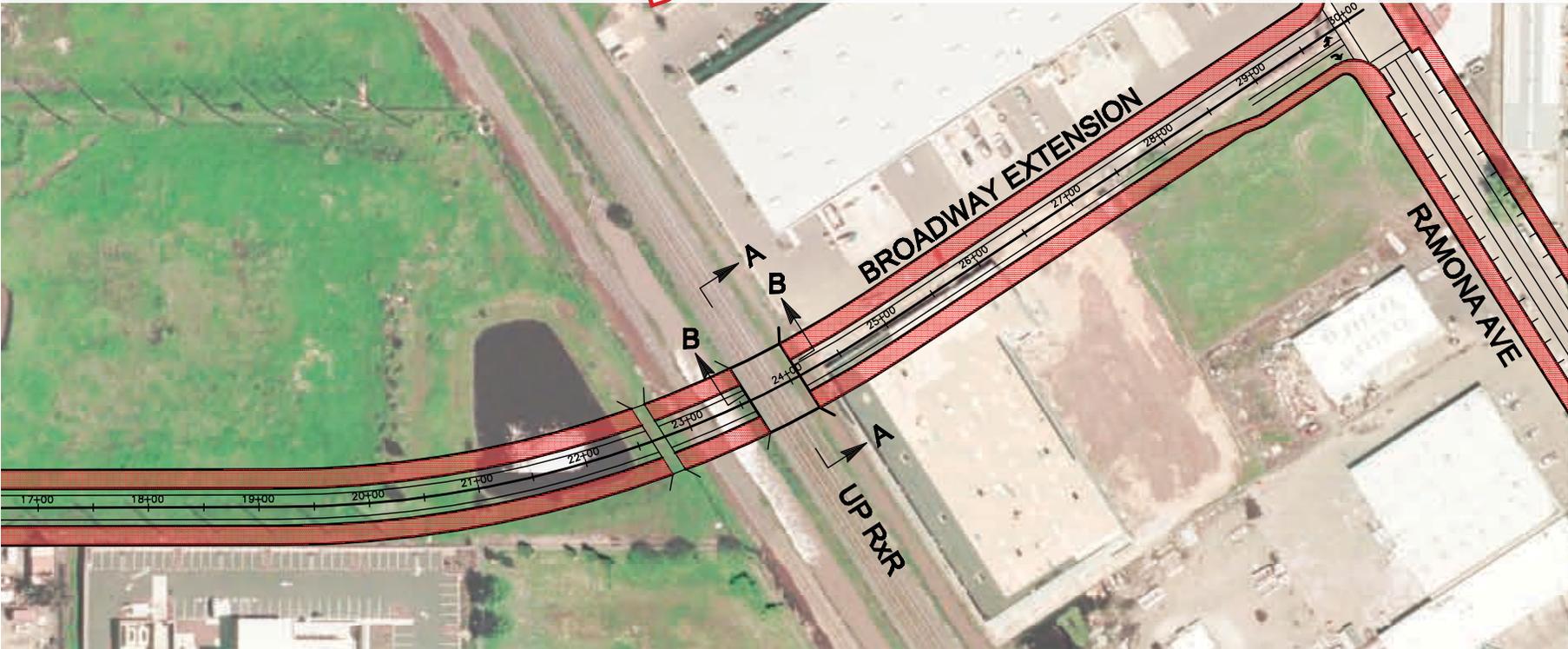
* CONCRETE DECK IS OPTIONAL

SECTION B-B



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Figure 2.48: Broadway Extension, Scenario C

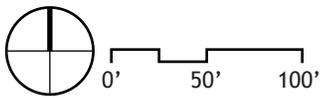
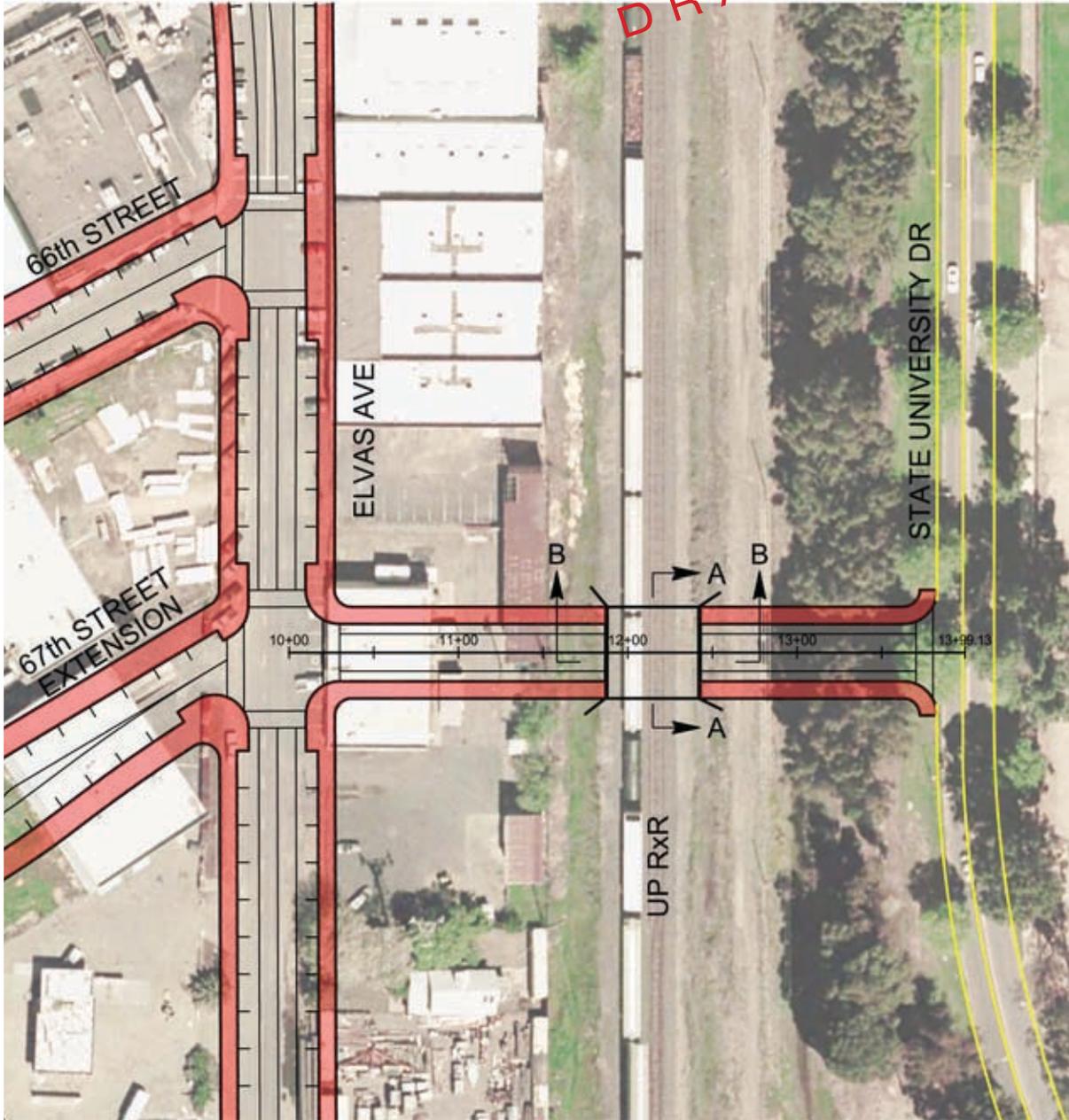


PROFILE



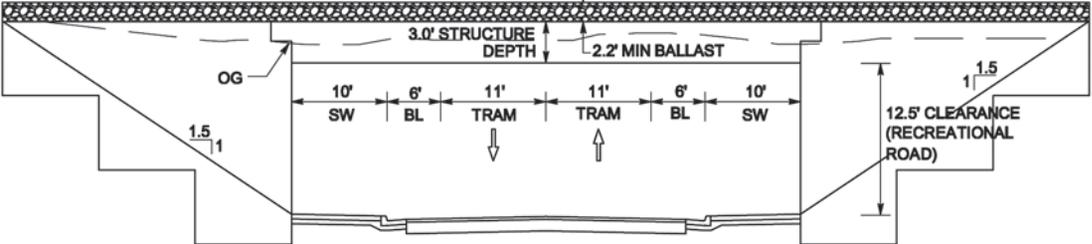
Circulation Framework

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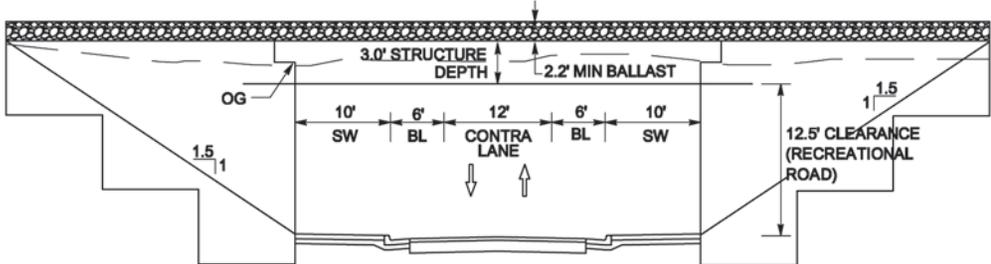


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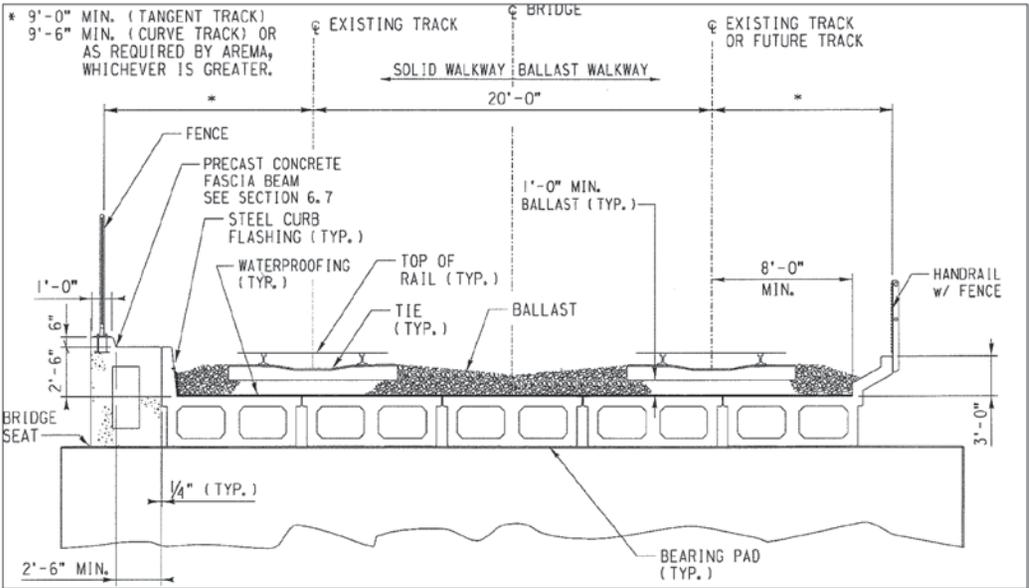
Figure 2.49: 67th Street Tunnel, Scenario C



SECTION A-A



ALTERNATE SECTION



SECTION B-B

Performance and Impacts

This section provides a summary of various transportation performance measures that were evaluated for the Environmental Impact Report (EIR) prepared to assess the three circulation framework scenarios. The EIR provides an analysis of 21 intersections, 18 road segments, two at-grade light rail crossings, four freeway segments, and queuing at the Highway 50/65th Street off-ramps. The impact of the circulation scenarios on bicycle, pedestrian, and transit operations is also described.

ROADWAY NETWORK PERFORMANCE MEASURES

VEHICLE MILES TRAVELED (VMT)

One of the most commonly used measures of area-wide travel is vehicle miles traveled (VMT). Higher VMT levels for the study area indicate a combination of higher auto usage and longer trip lengths. Higher VMT levels result in greater auto emissions including greenhouse gases. The vehicle miles traveled (VMT) data summarized below is based on the sum of all vehicle trips within the study area during the morning and evening peak hours. A comparison of the VMT for the three scenarios indicates the following:

- **SCENARIO A** generates the greatest number of VMT.
- **SCENARIO B** results in a reduction in VMT of approximately 0.8 percent when compared with Scenario A, for all vehicle trips within the study area.
- **SCENARIO C** results in a VMT that is similar to Scenario A, for all vehicle trips within the study area.

CORRIDOR TRAVEL TIMES

The length of time required to drive from one end of the study area to another during the evening peak hour is another indication of roadway performance. The area's major east-west and north-south corridors were evaluated for peak hour travel times: Folsom Boulevard from 59th Street to Howe Avenue, and 65th Street/Elvas Avenue from J Street to 14th Avenue. The three scenarios compare as follows:

- **SCENARIO A** Travel times along both corridors would be shortest with Scenario A, with 8 to 10 minute total travel times along the east-west Folsom Boulevard corridor and 7 to 13 minute total travel times along the north-south 65th Street-Elvas Avenue corridor.
- **SCENARIO B** Scenario B has longer travel times than Scenario A, particularly along the east-west Folsom Boulevard corridor where travel times would increase from 10 to 14 minutes for eastbound travelers and from 8 to 15 minutes for westbound travelers. Travel times for northbound vehicles would slightly more than double from 7 to 16 minutes.
- **SCENARIO C** Scenario C has travel times that are longer than Scenario A, but comparable to Scenario B. When compared with Scenario A, travel times are four minutes longer northbound, three minutes longer eastbound, and five minutes longer westbound.

NEIGHBORHOOD IMPACTS

The implementation of Scenario B could potentially affect residential neighborhood streets as new streets are constructed. The following changes may occur as a result of specific projects:

- **65TH STREET EXTENSION TO SAC STATE CAMPUS**
The extension of 65th Street into the Sac State campus may result in an increase in traffic on 65th Street and Elvas Avenue, particularly between U.S. 50 and J Street, and has the potential to add traffic to residential streets such as 64th Street, 63th Street and 62nd Street between Folsom Boulevard and Elvas Avenue.
- **BROADWAY EXTENSION** The extension of Broadway between 65th Street and Redding Avenue may cause an increase in congestion at the Broadway/65th Street intersection and has the potential to add traffic to residential streets parallel to Broadway such as T Street, Kroy Way, and 8th Avenue.
- **SAN JOAQUIN STREET EXTENSION** The extension of San Joaquin Street between Redding Avenue and Ramona Avenue has the potential to add traffic to residential streets such as Redding Avenue between San Joaquin Street and 14th Avenue.

The implementation of Scenario C also could affect residential neighborhood streets:

- **BROADWAY EXTENSION** The extension of Broadway between 65th Street and Redding Avenue may result in an increase in congestion at the Broadway/65th Street intersection and has the potential to add traffic to residential

streets parallel to Broadway such as T Street, Kroy Way, and 8th Avenue. The extension of Broadway between Redding Avenue and Ramona Avenue has the potential to add traffic to residential streets such as Redding Avenue between San Joaquin Street and 14th Avenue.

INTERSECTION PERFORMANCE

The 2030 General Plan has a Level of Service (LOS) policy with the following thresholds that apply in the study area.

- Segments of Folsom Boulevard, 65th Street, and Howe Avenue are exempt from LOS requirements for roadways and intersections.
- All roadways and intersections within 1/2 mile walking distance of the three light rail stations must meet LOS A-E conditions or provide feasible mitigations.
- All other roadways and intersections in the study area must meet LOS A-D conditions or provide feasible mitigations.

Based on the new LOS policy, impacts would occur at the following locations:

- Implementation of Scenario A would result in unacceptable peak hour LOS conditions at the intersections of Q Street/67th Street and 4th Avenue/Redding Avenue.
- Implementation of Scenario B would result in significant peak hour impacts at the following intersections:
 - Elvas Avenue/65th Street
 - Q Street/67th Street

- Folsom Boulevard at 59th Street, 63rd Street, 65th Street, Elvas Avenue, and State University Drive
- S Street/65th Street
- 65th Street at 4th Avenue and Broadway.
- Implementation of Scenario C would result in significant peak hour impacts at the following intersections:
 - S Street at 59th Street and 65th Street
 - Q Street/67th Street
 - Folsom Boulevard/59th Street
 - 65th Street/Broadway
 - Folsom Boulevard/State University Drive.

TRANSIT, BICYCLE & PEDESTRIAN PERFORMANCE

PEDESTRIAN AND BICYCLE FACILITIES

Implementation of any of the circulation framework scenarios will include improvements to the bicycle and pedestrian systems on many streets in the study area. These improvements include the completion and enhancement of sidewalks and bicycle lanes. Pedestrians and bicyclists will experience modest benefits with the implementation of Scenario A improvements, and significant benefits with Scenarios B and C.

TRANSIT OPERATIONS

Transit performance can be affected by changes to streets and intersections. Impacts on bus operations are summarized as follows:

- **SCENARIO A** The widening of roadways and intersections included in Scenario A will facilitate vehicle flow in the study area.

Scenario A is likely to benefit transit operations in terms of lower travel times for bus routes that serve the area.

- **SCENARIO B** Scenario B will result in increased long-term congestion in the study area that may impact transit operations during peak periods.
- **SCENARIO C** Scenario C will result in increased long-term congestion in the study area that may impact transit operations during peak periods.

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3 | Phasing & Implementation

This study recommends numerous projects to provide an accessible circulation framework that will support transit village development. These include roadway improvements, new streets, tunnels under the UPRR tracks, on- and off-street bicycle facilities and a network of improved sidewalks. Since circulation projects are large in scale and expense and tend to cover long distances, they most often are developed by the public sector in urban areas as part of a capital improvements program. This public sector work can act as a catalyst to private sector development by establishing the physical framework of streets and sidewalks that will support and enhance future development.

Since capital improvement projects are expensive, it is necessary to phase their implementation to take greatest advantage of public works budgets. Effective phasing of public sector projects in the 65th Street Station study area will help direct private sector development to areas that will have the most benefit for the area. These benefits will include mixed-use projects that bring jobs, housing and services to the area, redevelopment of parcels that currently do not provide ridership for light rail or services for area residents, and tax

increment funds that can be used to implement additional public improvements.

The descriptions and graphics that follow describe the best means of achieving transit village development for Scenarios B and C. Since Scenario A can occur according to existing SACOG and City programs, no catalyst projects have been identified. For Scenarios B and C, several projects are tiered in a loose hierarchy, based on their potential to create or improve connections and enhance circulation options. While implementation need not follow the hierarchy precisely, the “first tier” projects are more likely to provide short-term benefits in the area than the second or third tiers. Implemented with appropriate design as described in the previous chapter, these projects are key to setting the stage for individual private sector projects.

The timing of implementation will depend on the City’s ability to prepare the necessary detailed design studies and allocate funds. Once a preferred circulation framework plan is approved by the City Council, a more detailed phasing and funding approach can be established. Although these projects require

Phasing & Implementation

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varying amounts of right-of-way acquisition, they can be completed by the City with the appropriate amount of funding and political support.

Scenario B

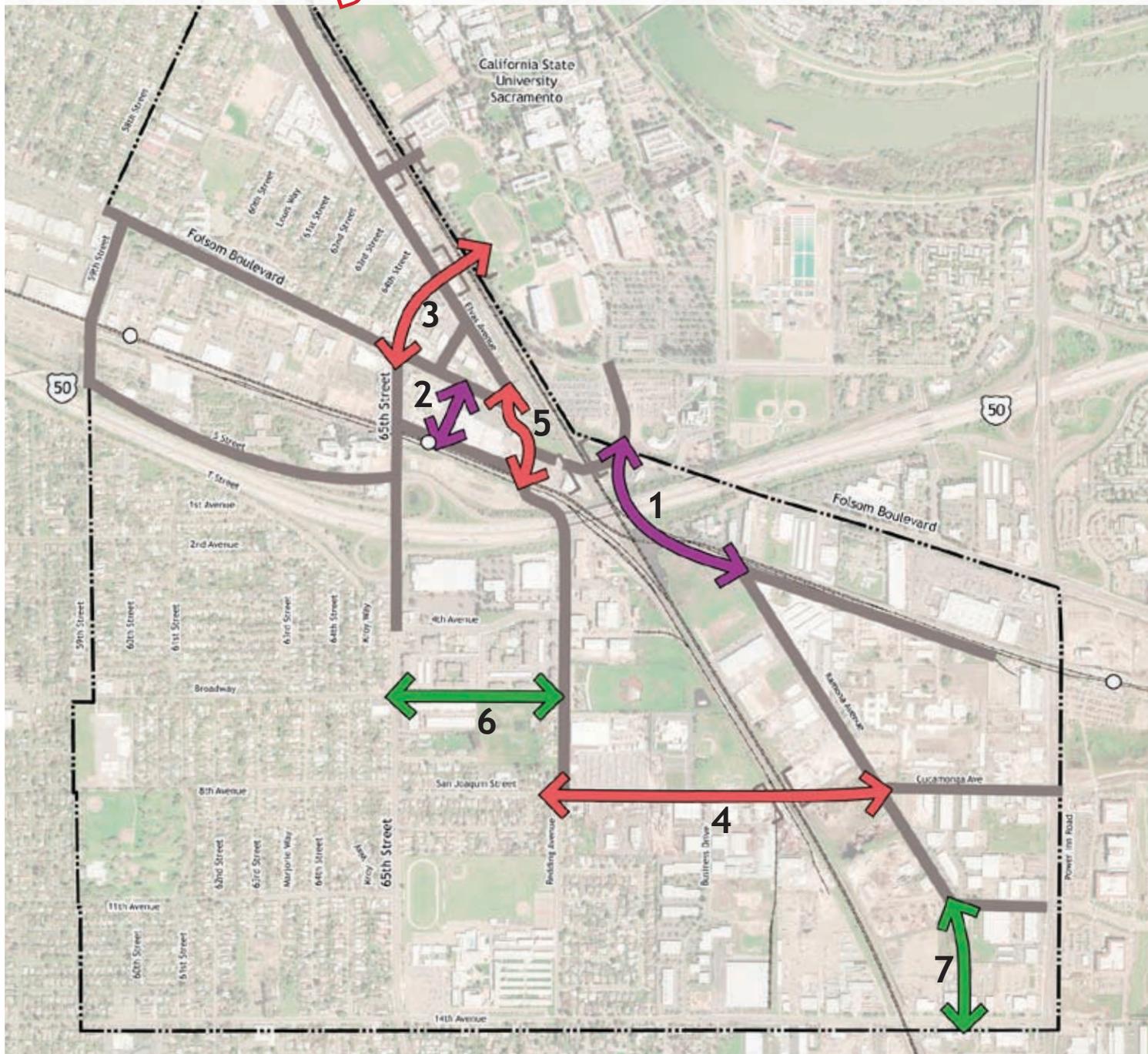
The following seven projects provide some of the key linkages between major land uses and existing circulation routes. These projects should be given priority for funding and implementation in order to maximize their benefit to the entire area. Right-of-way acquisition is necessary for all or part of each project unless noted.

- 1 RAMONA AVENUE EXTENSION TO FOLSOM BOULEVARD**
The Ramona Avenue Extension provides an essential north-south connection underneath U.S. 50 linking the south side of the study area to Sac State and the 65th Street light rail station. This connection is critical for access to the Technology Village and University Village areas along Ramona Avenue, which currently occurs only via two connections to Power Inn Road. It requires an at-grade crossing of the railroad tracks and a retaining wall along the existing U.S. 50 embankment, both requiring extensive involvement with the California Public Utilities Commission and Caltrans.
- 2 67TH STREET** Dedication and reconfiguration of 67th Street provides improved circulation in the immediate vicinity of the 65th Street light rail station and allows for the planned joint development of the proposed transit center.
- 3 65TH STREET EXTENSION** The 65th Street Extension links a large population of transit riders on campus to the light rail system. This project creates a university “main street” on 65th Street and diverts campus-bound traffic from the segment of Folsom Boulevard east of 65th Street. The major component of this extension is the construction of a separated grade crossing and flood control system underneath the existing railroad tracks leading into the university.
- 4 SAN JOAQUIN STREET EXTENSION** East-west connections across the UPRR tracks can provide a catalyst for development opportunities of the Redding and Ramona Avenue neighborhoods. Extending San Joaquin Street to Ramona Avenue will provide future University Village and Technology Village residents and employees convenient access to schools and parks west of the tracks and the 65th Street station, and provide residents of the Tahoe Park neighborhoods convenient access to jobs and parks in the Technology Village and Granite Park areas. This new connection will reduce the tendency for use of Folsom Boulevard or 14th Avenue for east-west access, thus reducing the potential for development in these areas to impact the core transit village or existing neighborhoods at the south of the study area. This project requires a separated grade crossing at the UPRR tracks and measures to limit San Joaquin Street traffic through to 65th Street.
- 5 69TH STREET EXTENSION** Connecting Redding Avenue to Folsom Boulevard by way of a reconfigured 69th Street provides additional connections within the 65th Street Station transit village area, reducing the impact of Redding Avenue traffic on Q and 67th Streets. This connection is not critical to the near-term development of the 65th Street Station transit village, but as redevelopment in the region progresses it will provide additional opportunities for more appropriate uses and building types. Therefore, right-of-way may be achieved through acquisition or entitlement requirements.
- 6 BROADWAY EXTENSION** Extending Broadway between 65th Street and Redding Avenue provides improved access between neighborhoods south of U.S. 50. The western segment of this project may require entitlement conditions or partial acquisition of the property located at the southeast corner of the Broadway and 65th Street intersection.
- 7 RAMONA AVENUE EXTENSION TO 14TH AVENUE** The extension of Ramona Avenue to 14th Avenue completes the north-south connection established by the proposed Ramona Avenue extension to Folsom Boulevard. The extension to 14th Avenue will benefit development of the southern Technology Village area by providing additional access to the regional circulation network. This project may require entitlement conditions or acquisition in order to provide the necessary right-of-way.

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Figure 3.1: Catalyst Projects, Scenario B

- █ 1st Tier
- █ 2nd Tier
- █ 3rd Tier
- █ Proposed Network Improvements
- Existing Regional Transit Station
- ⊕ Rail Line
- - - Study Area Boundary



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Scenario C

The following six projects provide similar benefits as those identified for Scenario B, serving as catalysts for transit village development and providing key linkages. Funding priority should be considered for these projects in order to maximize their benefit to the entire area.

1 RAMONA AVENUE EXTENSION TO FOLSOM BOULEVARD See Scenario B.

2 67TH STREET EXTENSION AND PED/TRAM TUNNEL

The intent of this connection is similar to the extension of 65th Street in Scenario B, providing a direct link to light rail transit for the Sac State community. Unlike Scenario B, the 67th Street connection to campus is limited to pedestrian, bicycle and tram use. By making transit use more convenient for campus users, this connection has the potential to significantly reduce campus auto trips. To discourage use of 65th Street and Folsom Boulevard for campus access from U.S. 50, this project should be accompanied by a signage project directing eastbound freeway motorists to the Hornet Drive off ramp. The major components of this project are a separated grade crossing constructed under the existing railroad tracks with appropriate design standards for a pedestrian/tram tunnel. The project requires right-of-way acquisition north of Folsom Boulevard.

3 BROADWAY EXTENSION, 65TH STREET TO RAMONA AVENUE

Similar to the extension of San Joaquin Street in Scenario B, this new east-west roadway encourages new development in the Redding and Ramona Avenue

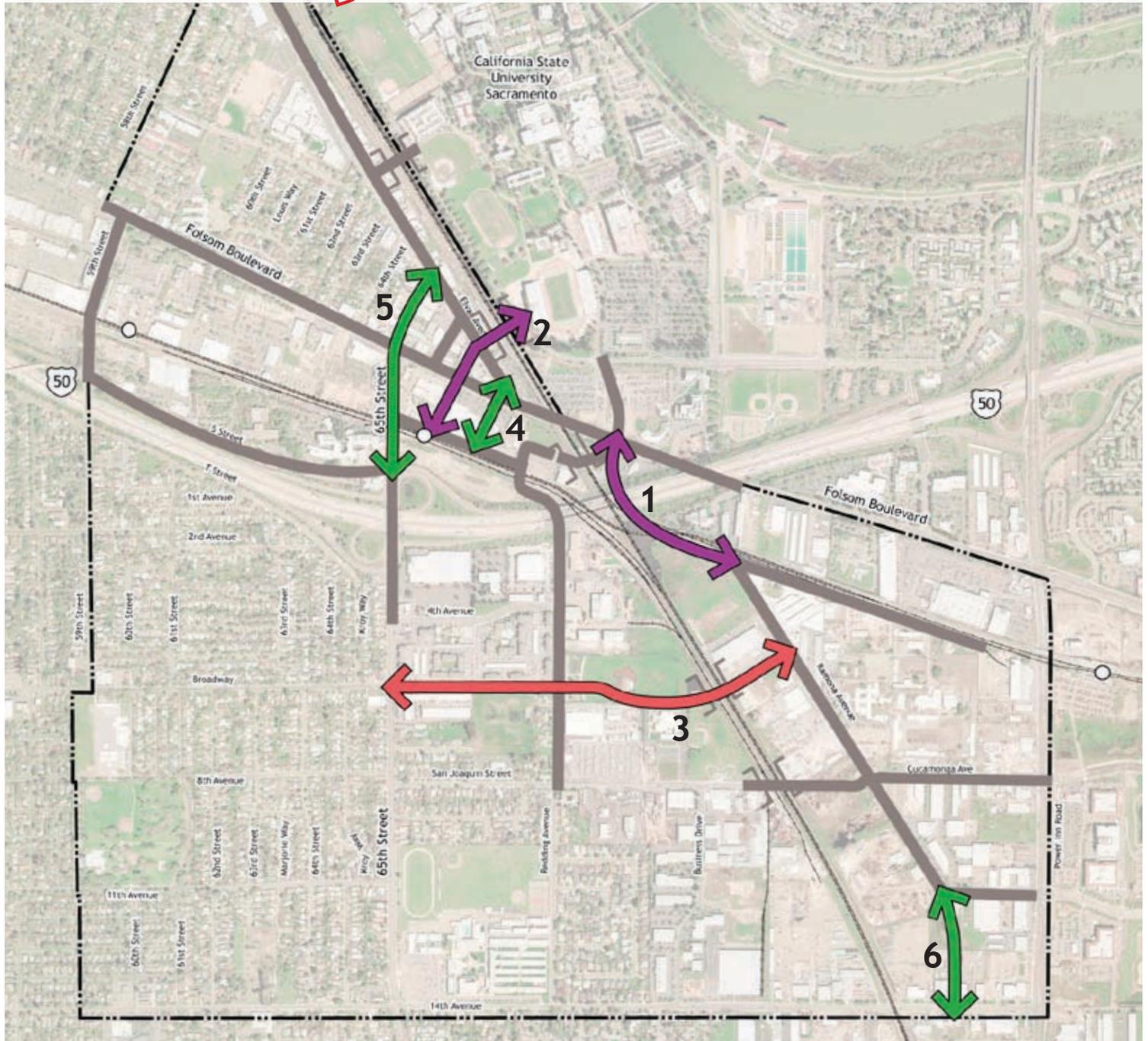
neighborhoods, establishes connections to the amenities found in both areas, and reduces the potential impact on Folsom Boulevard and 14th Avenue. This extension requires a separated grade crossing underneath the existing UPRR tracks.

- 4 68TH STREET EXTENSION** This new street helps achieve the fine-grained, pedestrian-oriented street grid commonly associated with transit villages and urban centers, and provides additional opportunities for commercial frontage. Significant right-of-way is required, either through entitlement requirements or acquisition.
- 5 65TH STREET IMPROVEMENTS** Although the 65th Street Extension to Sac State is not proposed in Scenario C, improvement of 65th Street is important to implementing good pedestrian and bicycle connections within the 67th Street Transit Village. With the extension of 67th Street to campus described above, the 65th Street improvements are not critical to area transit village development goals and, therefore, can be implemented as part of the property redevelopment entitlement process.
- 6 RAMONA AVENUE EXTENSION TO 14TH AVENUE** See Scenario B.

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Figure 3.2: Catalyst Projects, Scenario C

- 1st Tier
- 2nd Tier
- 3rd Tier
- Proposed Network Improvements
- Existing Regional Transit Station
- Rail Line
- Study Area Boundary



Phasing & Implementation

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Other Projects

While the projects listed above are likely to have direct catalytic effect on area development, other projects also warrant public sector implementation given their scope, expense and potential benefit. Pursuing the projects listed below on a parcel-by-parcel basis may result in inconsistencies of design, materials and maturity of plantings, and will not achieve a completed project until all properties have been redeveloped. Therefore, the following projects, relevant to both Scenarios except where noted, should be implemented as part of the City's Capital Improvement Program or other funding mechanisms.

- **65TH STREET** On-street parking, bicycle lanes, widened sidewalks and pedestrian amenities.
- **FOLSOM BOULEVARD** On-street parking, bicycle lanes, widened sidewalks and pedestrian amenities, medians, lane reduction (Scenario C).
- **ELVAS AVENUE** On-street parking, widened sidewalks and pedestrian amenities, bicycle lanes (Scenario C).
- **REDDING AVENUE** On-street parking, bicycle lanes, widened sidewalks and pedestrian amenities; to integrate with current improvements north of 4th Avenue.
- **RAMONA AVENUE & CUCAMONGA AVENUE** On-street parking, bicycle lanes, widened sidewalks and pedestrian amenities.
- **59TH STREET** On-street parking, bicycle lanes, widened sidewalks and pedestrian amenities.

- **S STREET** On-street parking, bicycle lanes, widened sidewalks and pedestrian amenities.
- **Q STREET** On-street parking, bus facilities, off-street bicycle path, RT station improvements.
- **OFF-STREET BICYCLE PATHS** Both framework scenarios proposes a number of off-street (Class I) bicycle paths.

The following two projects are of small enough scope to warrant possible implementation by the private sector as a component of adjacent parcel redevelopment:

- **66TH STREET** On-street parking, widened sidewalks and pedestrian amenities.
- **67TH STREET BETWEEN Q STREET AND FOLSOM BOULEVARD** On-street parking, bus facilities, widened sidewalks and pedestrian amenities.

If it is infeasible to implement any of these projects in a single phase, studies should be undertaken to determine the best means of phasing the project to provide a complete street cross section for a length that is financially feasible and achieves good pedestrian connectivity within a neighborhood. For example, Folsom Boulevard improvements could be phased in two segments: 59th to 65th Streets and 65th Street to the Ramona Extension. Many of the longer streets, including Ramona Avenue, Elvas Avenue, and 65th Street, may have similar phasing potential.

Additional Studies

This study provides circulation framework options designed to implement the transit village vision established for the greater 65th Street Station area. A number of other potential improvements were identified that may have long-term benefit to the area and further the goals of establishing a transit village environment in this part of Sacramento. The following studies are recommended:

- **OFF-STREET BICYCLE PATH BETWEEN 59TH AND 65TH STREETS** This Scenario A component requires further analysis due to feasibility concerns associated with ownership and access issues. However, this route could provide long-term public benefit for linking the 59th and 65th Street LRT stations.
- **BRIGHTON/RAMONA LRT STATION** A new light rail station located between the 65th Street and Power Inn stations would benefit the Technology Village and University Village area, as well as the parcels north of the LRT tracks. Technical issues of LRT operations, station access, right-of-way and land use must be addressed.
- **59TH STREET STATION AREA TRANSIT VILLAGE** A land use and access plan should be prepared to guide redevelopment of the public and private parcels adjacent to the 59th Street Station, both east and west of 59th Street. There is great potential for this station to expand service to surrounding neighborhoods through circulation improvements, and to take advantage of redevelopment opportunities to achieve supporting land uses and densities.

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4 | Estimated Project Costs

The scope of circulation improvements recommended in the three framework scenarios is large and complex. It includes miles of potential roadway, sidewalk and streetscape improvements, off-street bicycle paths, reconfigurations of intersections, and tunnels under the UPRR tracks. Comparing the cost of implementing the different scenarios is as critical an evaluation as comparing their transit village circulation benefits.

The cost estimates have been created to a level of detail that is appropriate for a planning level study. The cost estimates serve the following two main purposes:

- Comparing the circulation scenarios with each other
- Creating a comprehensive financing plan.

The overall cost of each scenario is presented below and in the following graphs. Costs have been estimated for materials, labor, “soft costs” such as design and management, and possible right-of-way acquisition. The cost for installation of utilities necessary to serve the circulation improvements are included in the estimates. These utilities include electrical infrastructure for street and pedestrian lighting,

Project Costs

signals, etc.; water lines for landscape irrigation; and storm sewer drainage inlets in the street right-of-way. Utility improvement costs for private development projects are not included in these estimates - these estimates are for public circulation infrastructure improvements only.

The following figures represent the total cost estimates for each scenario, as well as the significant elements contributing to each. A detailed, segment-by-segment analysis is available, as referenced in the Appendix.

- SCENARIO A** \$158,146,000
 The most significant cost element of Scenario A is the widening of Folsom Boulevard under the UPRR tracks, comprising almost half of the total project cost.
- SCENARIO B** \$132,355,000
 Just over half of the total cost of Scenario B is dedicated to roadway improvements (see figure 4.1). These include street improvements such as widenings, curbs and gutters and lane striping; signalization; sidewalks and landscaping and furnishing. Other significant cost items for this scenario include the tunnels at 65th Street, San Joaquin and 62nd Street.
- SCENARIO C** \$133,847,000
 The cost percentage for street improvements for Scenario C are similar to those for Scenario B. Tunnel construction for Scenario C requires a smaller percentage since there is only one tunnel designed for full

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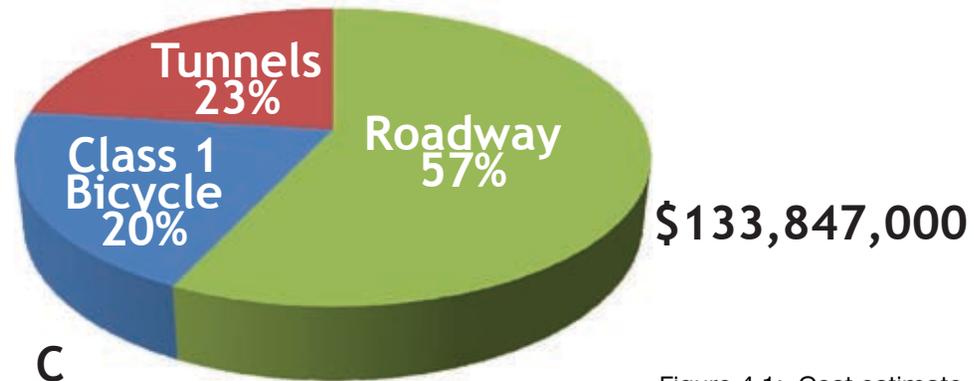
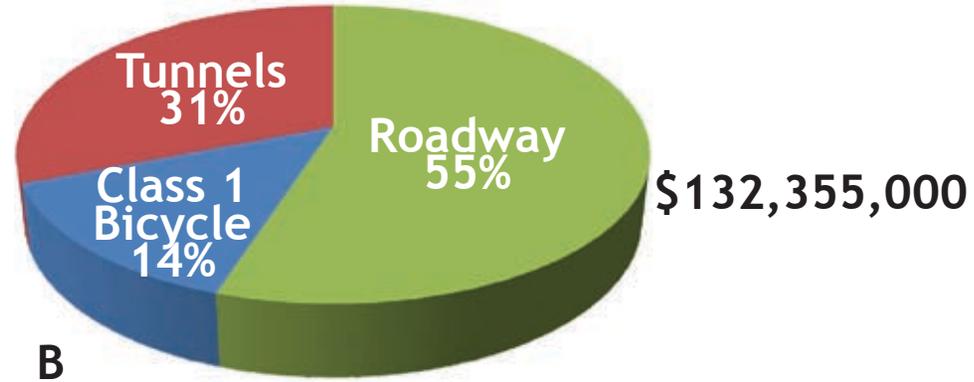
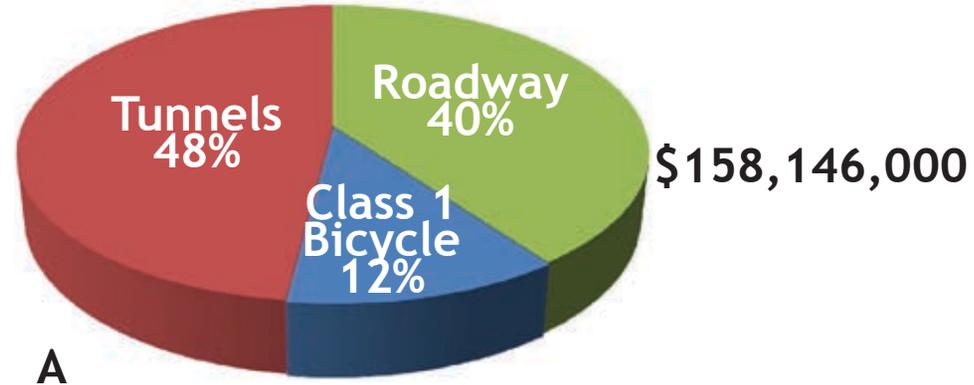
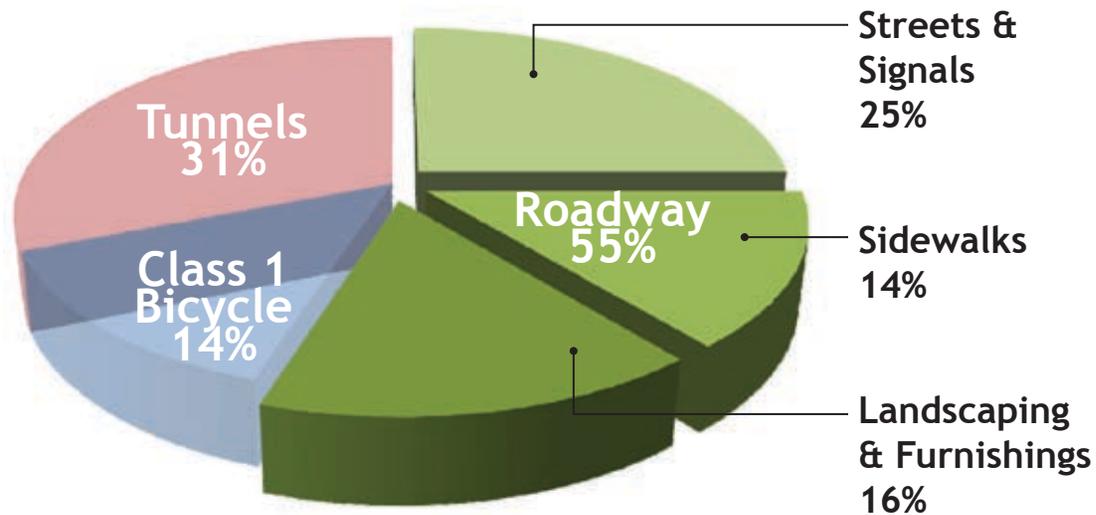


Figure 4.1: Cost estimate comparison charts

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vehicular access (the other tunnels are limited to pedestrian, bicycle and possible tram use). Scenario C has a slightly more extensive Class I bicycle facility network, resulting in a higher total cost percentage for this item.

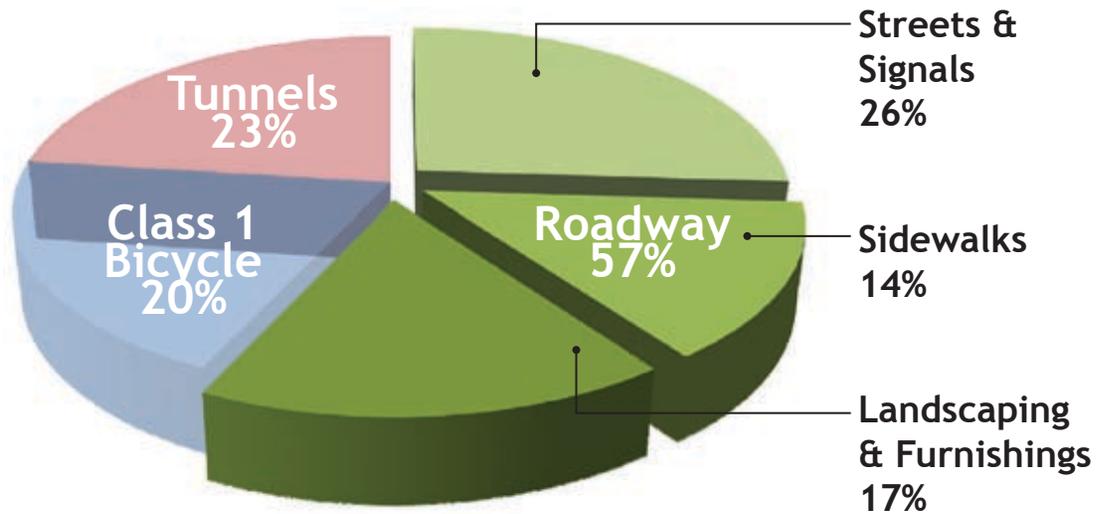


Figure 4.2: Roadway cost allocation comparison charts

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5 | Acknowledgements

Like all projects that involve significant change to an existing area of a city, this study was conducted with an extensive community outreach process. The three primary sources of information and feedback for the project included:

- **THE COMMUNITY** Three informational meetings were held with the public during critical stages of the project. The first meeting was held after the consultant team and city staff had prepared their analysis of existing conditions in the area. This meeting allowed the public to review the outcome of the analysis and provide input on whether the analysis and conclusions were correct. Also included was an educational discussion of the transit village concept and Smart Growth principles. The second public meeting presented circulation options in their preliminary “in-progress” state, allowing for critical feedback from the community. The third meeting presented the final version of the proposed circulation scenarios, implementation strategies and cost comparisons, and discussed the process and schedule for preparing the project’s EIR and obtaining City Council’s approval. The second and third community meetings
- **STAKEHOLDERS** Business- and property-owners who may be affected by circulation system improvements were consulted during the project. Ideas, concerns and objections were noted and incorporated into the circulation scenarios where possible. Most of these local stakeholders, though potentially impacted in various ways, voiced strong support of the transit village and circulation framework concepts for the area.
- **TAC** The Technical Advisory Committee (TAC) consisting of expert advisors from various city departments and regional and local agencies and institutions, met with the project team on a regular basis for technical review and input on critical project elements.

In addition to the invaluable participation of the community, the following elected officials, appointed technical committee members, city staff and consultants were instrumental in preparing this document.

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- Kevin McCarty, District 6

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The first community meeting was held in the SMUD Customer Service building on November 7, 2007.

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6 | Appendix

This appendix contains information and references intended to supplement the main body of the study. The study provides sufficient detail to understand and compare the fundamental characteristics of each scenario. The appendix presents material that allows better comprehension of detailed elements of each scenario. This detailed information begins on the following page.

In addition, the following documents are included in this study as technical resources to the summary content provided in this document. Due to their length, they are included by reference only.

- **ENVIRONMENTAL IMPACT REPORT** Prepared by PBS&J, February 2010.
- **TRAFFIC STUDY** Prepared by Fehr & Peers and incorporated into EIR.
- **TECHNICAL MEMORANDA.** The following memoranda were prepared by Mark Thomas Co. to analyze specific study topics:
 - Truck Turning Focus Studies*, prepared 31 December 2008.
 - Roadway Extension Focus Studies*, prepared 31 December 2008.
 - Transit Focus Studies*, prepared 31 December 2008.

Phasing and Implementation Plan, prepared 7 January 2009.
Cost Estimate Assumptions, prepared 7 January 2009.

Comparative Tables

The tables on the following pages contain information about proposed modifications and proposed new streets for each scenario. The features of each street include:

- **SEGMENT** Where necessary, individual streets are divided into segments of similar characteristics, such as lane count. Long streets, such as Folsom Blvd., may not have the same configuration for their length within the study area.
- **TRAVEL LANES** Quantity, configuration (if different for different directions of travel) and typical width.
- **BICYCLE FACILITY** Class designation (e.g., Class II) and typical width.
- **PARKING LANES** Location and typical width.
- **MEDIAN** Typical width and whether or not it is planted, if a median is proposed.
- **PEDESTRIAN ZONE** Minimum width for each side of the street. These designations correspond with the City of Sacramento's *Pedestrian Master Plan*. Note that the widths are minimum; if adequate space is available within the right-of-way or if provided by adjacent development, sidewalks may be wider.
- **CROSS SECTION** Cross section diagrams for several streets and street types follow the tables.

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SCENARIO A												
Street	Segment	Total Travel Lanes		Bicycle Facility		Parking Lane		Median		Pedestrian Zone		Cross Section
		Number	Typ. Width	Class	Typ. Width	Side	Width	Typ. Width	Planted	Side	Min. Width	
65th St.	Q - U.S. 50 WB ramps	4	11'	2	6'	n/a	n/a	15'	No	West East	15' 15'	
	U.S. 50 WB ramps - U.S. 50 EB ramps	6	11'	2	6'	n/a	n/a	12'	No	West East	10' 10'	
	U.S. 50 EB ramps - 4th Ave.	5	11'	2	6'	n/a	n/a	n/a		West East	10' 10'	
Folsom Blvd.	62nd - U.S. 50 o.c.	4	11'	2	6'	n/a	n/a	n/a		North South	6' 6'	
67th St.	Folsom - Q	2	11'	3	n/a	West East	n/a 7'	n/a		West East	15' 15'	
69th St.	Cul-de-sac - U.S. 50 o.c.	2	11'	2	6'	n/a	n/a	n/a		West East	13' 13'	
Redding Ave.	U.S. 50 o.c. - San Joaquin	2	11'	2	6'	West East	7' 7'	n/a		West East	13' 13'	
Ramona Ave.	Folsom - Brighton	2	11'	2	5'	n/a	n/a	n/a		West East	6' - 12' n/a	
	"Ramona East" - 14th	2	11'	2	6'	West East	7' 7'	n/a		West East	15' 15'	8
Elvas Ave.	St. Francis H.S. - 65th	2 WB 1 EB	11'	2	5'	n/a	n/a	2 way left turn	No	North South	10' 4' - 5'	
	65th - Folsom	2	11'	n/a	n/a	North South	8' angle	n/a		North South	6' 10'	
4th Ave.	Redding - Ramona	2	11'	2	6'	n/a	n/a	n/a		North South	10' 10'	

Table A.1: Scenario A street improvement elements

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SCENARIO B												
Street	Segment	Total Travel Lanes		Bicycle Facility		Parking Lane		Median		Pedestrian Zone		Cross Section
		Number	Typ. Width	Class	Typ. Width	Side	Width	Typ. Width	Planted	Side	Min. Width	
65th St.	Sac State - Elvas	1 NB 2 SB	11' 11'	2	6'	n/a	n/a	11'	No	West East	10' 10'	
	Elvas - Folsom	4	11'	2	6'	West East	7' 7'	14'	Yes	West East	15' 15'	1
	Folsom - Q	4	11'	2	6'	West East	7' 7'	3'	No	West East	15' 15'	2
	Q - U.S. 50 WB ramps	4	11'	2	6'	n/a	n/a	15'	No	West East	15' 15'	
	U.S. 50 WB ramps - U.S. 50 EB ramps	6	11'	2	6'	n/a	n/a	12'	No	West East	10' 10'	
	U.S. 50 EB ramps - Broadway	5	11'	2	6'	n/a	n/a	n/a		West East	10' 10'	
Folsom Blvd.	59th - 65th	4	11'	2	6'	North South	n/a 7'	14'	Yes	North South	15' 15'	4
	65th - Elvas	4	11'	2	6'	North South	7' 7'	14'	Yes	North South	15' 15'	3
	Elvas - Ramona	2	11'	2	4'	n/a	n/a	n/a		North South	n/a 10'	
	Ramona - U.S. 50 o.c.	5	11'	2	6'	n/a	n/a	3'	No	North South	5' 5'	
59th St.	Folsom - S	2	11'	2	6'	West East	7' 7'	n/a		West East	10' 10'	8
66th St.	Elvas - Folsom	2	11'	3	n/a	West East	7' 7'	n/a		West East	15' 15'	7
67th St.	Folsom - Q	2	11'	3	n/a	West East	n/a 7'	n/a		West East	15' 15'	
69th St.	Folsom - Q	2	11'	2	6'	n/a	n/a	n/a		West East	15' 15'	
Redding Ave.	4th - San Joaquin	2	11'	2	6'	West East	7' 7'	n/a		West East	15' 15'	8
Ramona Ave.	Folsom - Brighton	2	11'	2	5'	n/a	n/a	n/a		West East	6' - 12' n/a	
	Brighton - 14th	2	11'	2	6'	West East	7' 7'	n/a		West East	15' 15'	8

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SCENARIO B												
Street	Segment	Total Travel Lanes		Bicycle Facility		Parking Lane		Median		Pedestrian Zone		Cross Section
		Number	Typ. Width	Class	Typ. Width	Side	Width	Typ. Width	Planted	Side	Min. Width	
Elvas Ave.	J St. ramps - 65th	2 WB 1 EB	11'	2	6'	West East	n/a 7'	n/a		West East	10' 10'	9
	65th - Folsom	2	11'	3	n/a	West East	7' 7'	n/a		West East	10' 10'	7
69th St. cul-de-sac		2	11'	(Class I at south)	n/a	North South	7' 7'	n/a		North South	10' 10'	
Q St.	65th - 69th (includes bus facility on south)	2	11'	(Class I at south)	n/a	North (67th - 69th) South (east of 68th)	7' 7'	n/a		North South	15' 15'	
S St.	59th - 65th	2	11'	2	6'	North South	7' n/a	n/a		North South	15' n/a	
Brighton Ave.		2	11'	(Class I at north)	n/a	North South	n/a 7'	n/a		North South	n/a 15'	
Broadway	65th - Redding	2	11'	2	6'	North South	7' 7'	n/a		North South	10' 10'	12
San Joaquin	Redding - Business Dr.	2	11'	2	6'	North South	7' 7'	n/a		North South	10' 10'	11
	Business Dr. - Ramona	2	11'	2	6'	n/a	n/a	n/a		North South	10' 10'	
Cuamonga	Ramona - Power Inn	2	11'	2	6'	North South	7' 7'	n/a		North South	15' 15'	8
East Ramona*	Ramona - Power Inn	2	11'	2	6'	North South	7' 7'	n/a		North South	15' 15'	8

* The existing east-west segment of Ramona Avenue intersecting with Power Inn Road.

Table A.2: Scenario B street improvement elements

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SCENARIO C												
Street	Segment	Total Travel Lanes		Bicycle Facility		Parking Lane		Median		Pedestrian Zone		Cross Section
		Number	Typ. Width	Class	Typ. Width	Side	Width	Typ. Width	Planted	Side	Min. Width	
65th St.	Elvas - Folsom	4	11'	2	6'	West East	7' 7'	14'	Yes	West East	15' 15'	1
	Folsom - Q	4	11'	2	6'	West East	7' 7'	3'	No	West East	15' 15'	2
	Q - U.S. 50 WB ramps	4	11'	2	6'	n/a	n/a	15'	No	West East	15' 15'	
	U.S. 50 WB ramps - U.S. 50 EB ramps	6	11'	2	6'	n/a	n/a	12'	No	West East	10' 10'	
	U.S. 50 EB ramps - Broadway	5	11'	2	6'	n/a	n/a	n/a		West East	10' 10'	
Folsom Blvd.	59th - 62nd	2	11'	2	6'	North South	7' 7'	14'	Yes	North South	15' 15'	5
	62nd - 68th	2 WB 1EB	11' 11'	2	6'	North South	7' 7'	14'	Yes	North South	15' 15'	6
	68th - Ramona	2	11'	2	4'	n/a	n/a	n/a		North South	n/a 10'	
	Ramona - U.S. 50 o.c.	5	11'	2	6'	n/a	n/a	3'	No	North South	5' 5'	
59th St.	Folsom - S	2	11'	2	6'	West East	7' 7'	n/a		West East	10' 10'	8
66th St.	Elvas - Folsom	2	11'	3	n/a	West East	7' 7'	n/a		West East	15' 15'	7
67th St.	Elvas - Folsom	2	11'	3	n/a	West East	7' 7'	n/a		West East	15' 15'	7
	Folsom - Q	2	11'	3	n/a	West East	n/a 7'	n/a		West East	15' 15'	
68th St.	Folsom - Q	2	11'	3	n/a	West East	7' 7'	n/a		West East	15' 15'	7
Redding Ave.	4th - San Joaquin	2	11'	2	6'	West East	7' 7'	n/a		West East	15' 15'	8
Ramona Ave.	Folsom - Brighton	2	11'	2	5'	n/a	n/a	n/a		West East	6' - 12' n/a	
	Brighton - 14th	2	11'	2	6'	West East	7' 7'	n/a		West East	15' 15'	8

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SCENARIO C												
Street	Segment	Total Travel Lanes		Bicycle Facility		Parking Lane		Median		Pedestrian Zone		Cross Section
		Number	Typ. Width	Class	Typ. Width	Side	Width	Typ. Width	Planted	Side	Min. Width	
Elvas Ave.	J St. ramps - 65th	2	11'	2	6'	West East	7' 7'	14'	Yes	West East	10' 10'	10
	65th - Folsom	2	11'	2	6'	West East	7' 7'	n/a		West East	10' 10'	8
69th St. cul-de-sac		2	11'	(Class I at south)	n/a	North South	7' 7'	n/a		North South	10' 10'	
Q St.	65th - 69th (includes bus facility on south)	2	11'	(Class I at south)	n/a	North (67th - 69th)	7'	n/a		North	15'	
						South (east of 68th)	7'			South	15'	
S St.	59th - 65th	2	11'	2	6'	North South	7' n/a	n/a		North South	15' n/a	
Brighton Ave.		2	11'	(Class I at north)	n/a	North South	n/a 7'	n/a		North South	n/a 15'	
Broadway	65th - Redding	2	11'	2	6'	North South	7' 7'	n/a		North South	10' 10'	12
	Redding - Ramona	2	11'	2	6'	North South (to incline)	7' 7'	n/a		North South	10' 10'	12
Cuamonga	Ramona - Power Inn	2	11'	2	6'	North South	7' 7'	n/a		North South	15' 15'	8
East Ramona*	Ramona - Power Inn	2	11'	2	6'	North South	7' 7'	n/a		North South	15' 15'	8

* The existing east-west segment of Ramona Avenue intersecting with Power Inn Road.

Table A.3: Scenario C street improvement elements

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Cross Section Diagrams

The cross section diagrams on the following pages correspond with the references contained in the Comparison Tables. As indicated, some sections are specific to particular streets, while others are typical of various locations within the study area. These section diagrams are conceptual in nature and are intended to convey the design concept for the street segment or type to which they correspond. Implementation of these concepts will require detailed surveying and engineering. Dimensions of elements such as travel, bicycle and parking lanes are to be designed according to city standards, but should follow the intent of the Comparison Tables above.

The following street cross sections are included:

- 1 65th Street between Elvas Ave. and Folsom Blvd., Scenarios B and C.
- 2 65th Street between Folsom Blvd. and Q St., Scenarios B and C.
- 3 Folsom Blvd. between 65th St. and Elvas Ave., Scenario B.
- 4 Folsom Blvd., between 59th St. and 65th St., Scenario B.
- 5 Folsom Blvd., between 59th St. and 62nd St., Scenario C.
- 6 Folsom Blvd., between 62nd St. and 68th St., Scenario C.
- 7 2 lane street with parking lanes, Scenarios B and C.
- 8 2 lane street with bicycle and parking lanes, Scenarios B and C.
- 9 Elvas Ave. between J St. ramps and 64th St., Scenario B.

- 10 Elvas Ave. between St. Francis High School and 64th St., Scenario C.
- 11 San Joaquin Street between Redding Ave. and Business Dr., Scenario B.
- 12 Broadway between 65th St. and Redding Ave., Scenarios B and C.

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Figure A.1: Section 1
65th Street between Elvas
Ave. and Folsom Blvd.,
Scenarios B & C

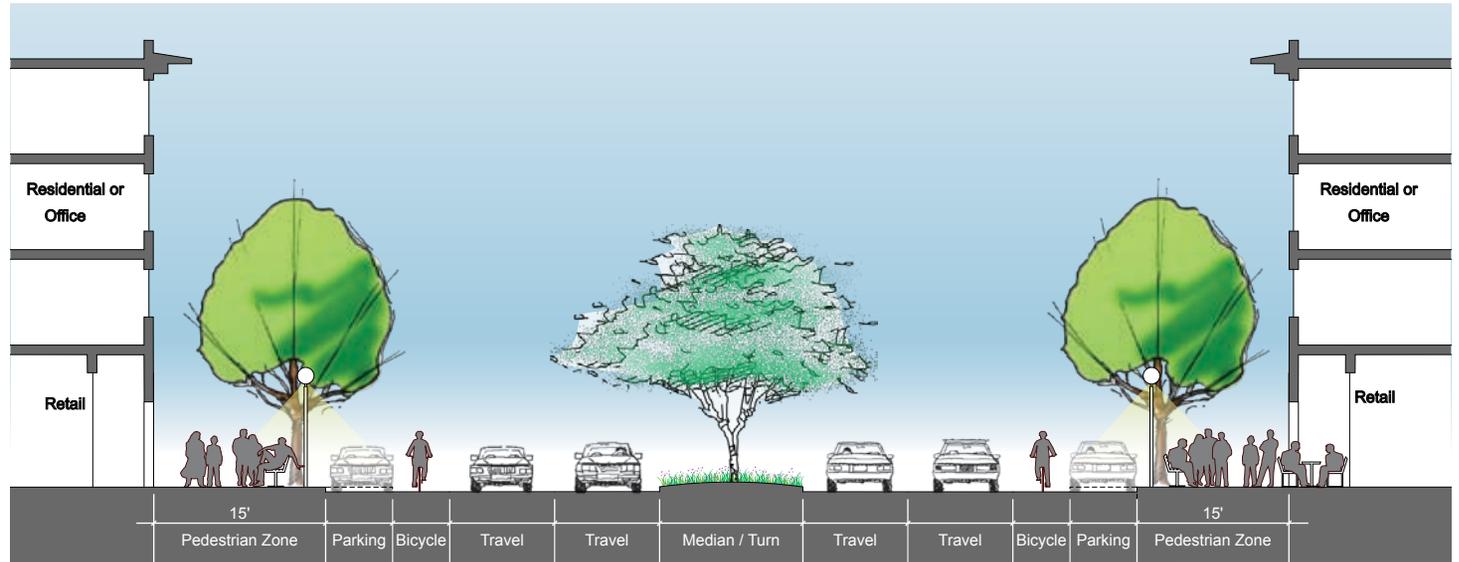
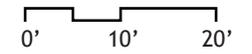
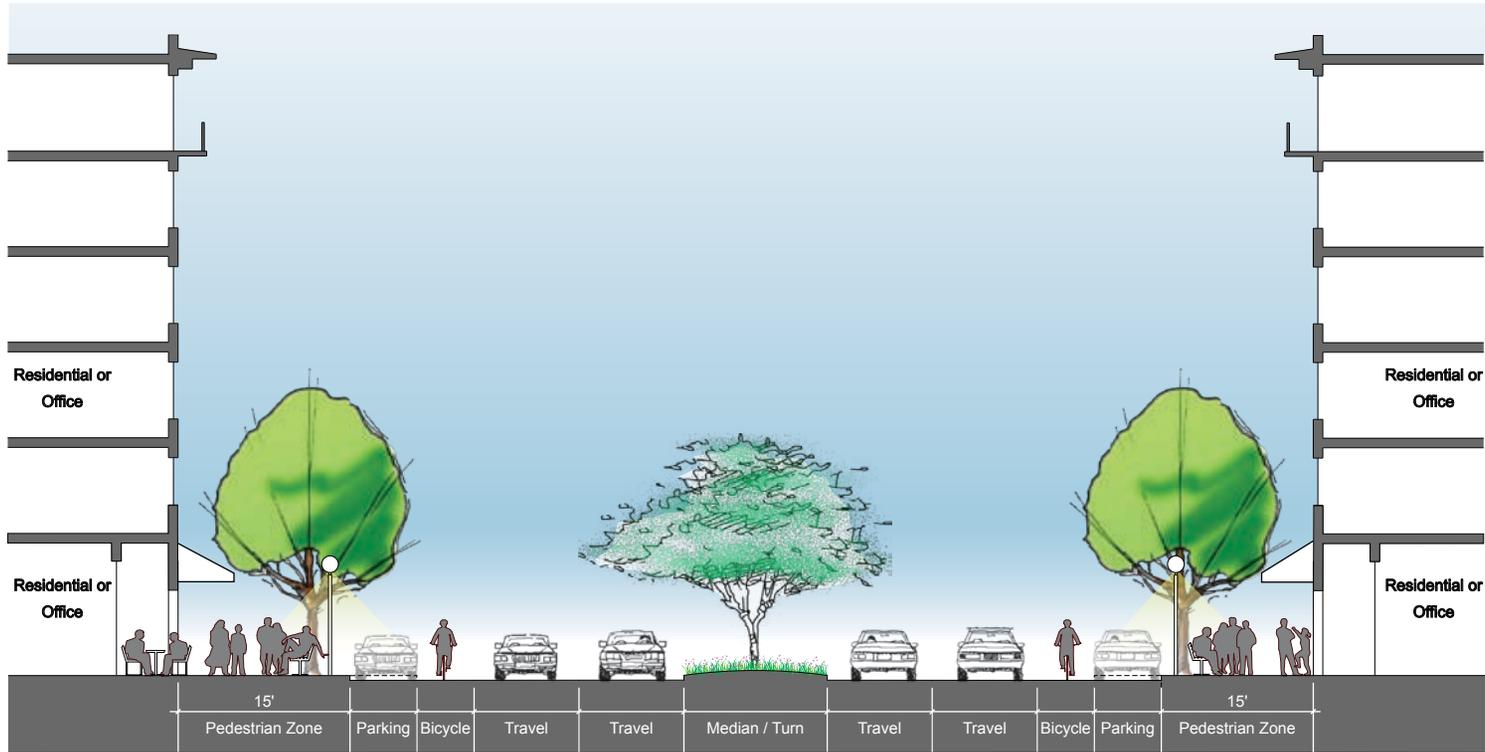


Figure A.2: Section 2
65th Street between Folsom
Blvd. and Q St., Scenarios
& C



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Figure A.3: Section 3
Folsom Blvd. between
65th St. and Elvas Ave.,
Scenario B.



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Figure A.4: Section 4
Folsom Blvd. between 59th
St. and 65th St., Scenario B.

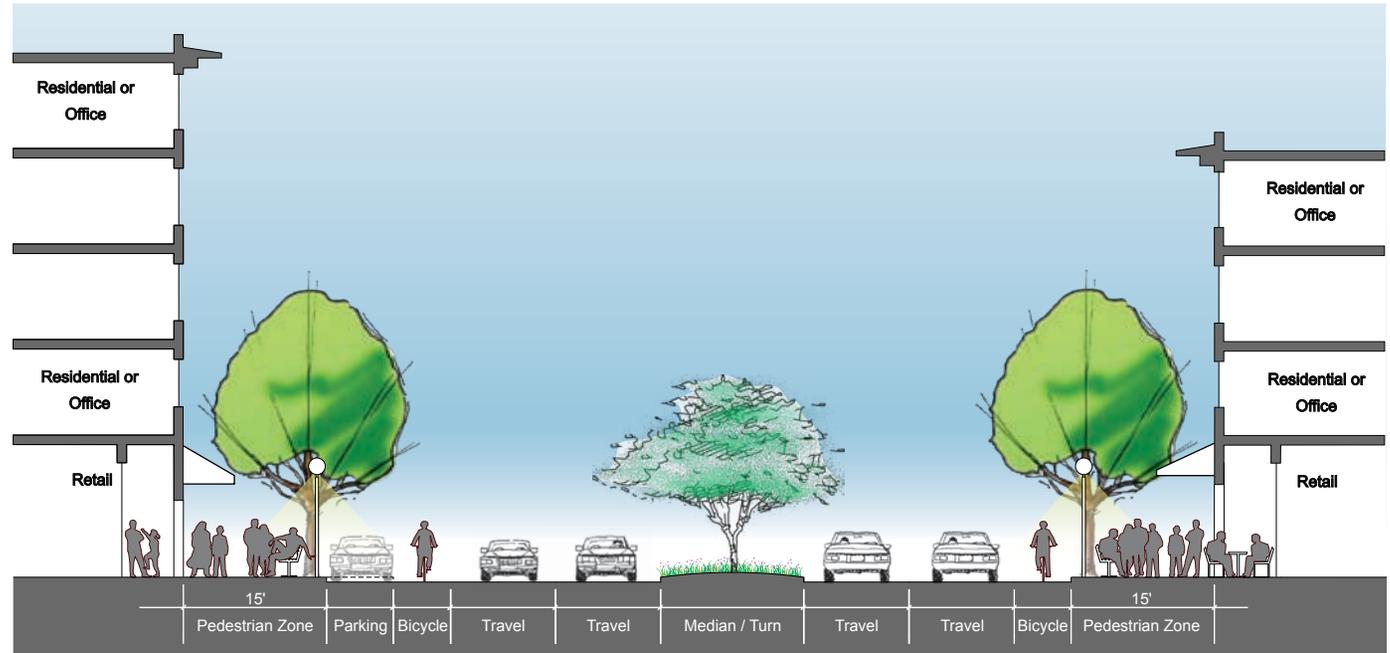
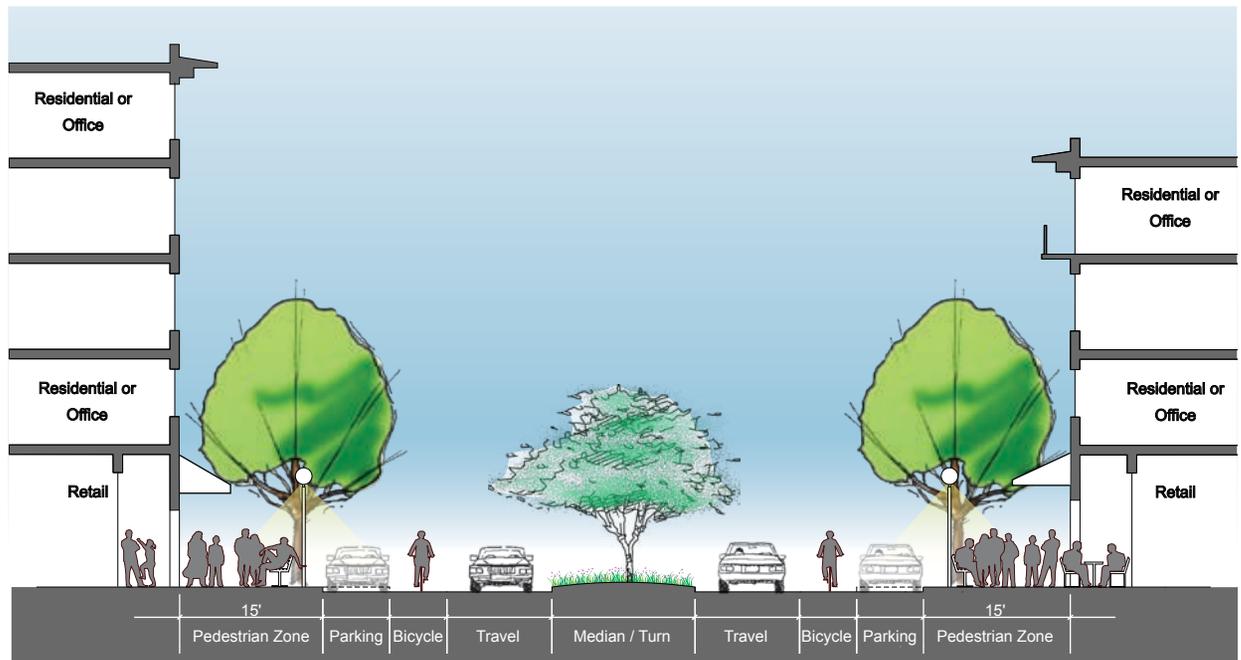


Figure A.5: Section 5
Folsom Blvd. between 59th
St. and 62nd St., Scenario C.



0' 10' 20'

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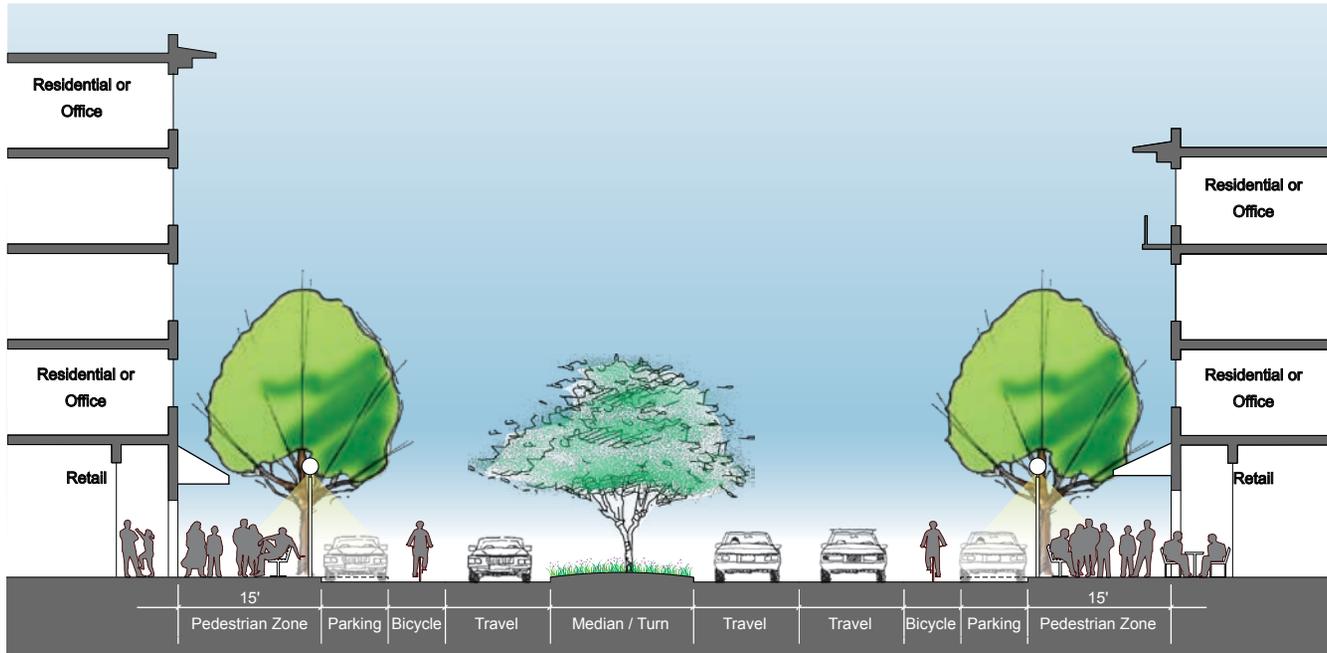
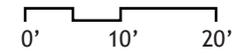


Figure A.6: Section 6 Folsom Blvd. between 62nd St. and 68th St., Scenario C.



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Figure A.7: Section 7
2 lane street with parking,
Scenarios B & C.

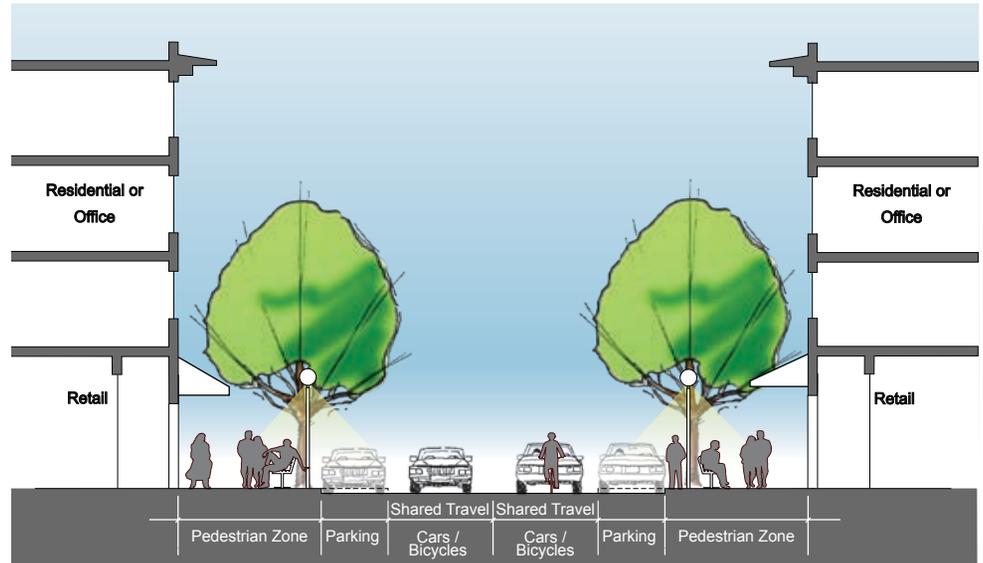
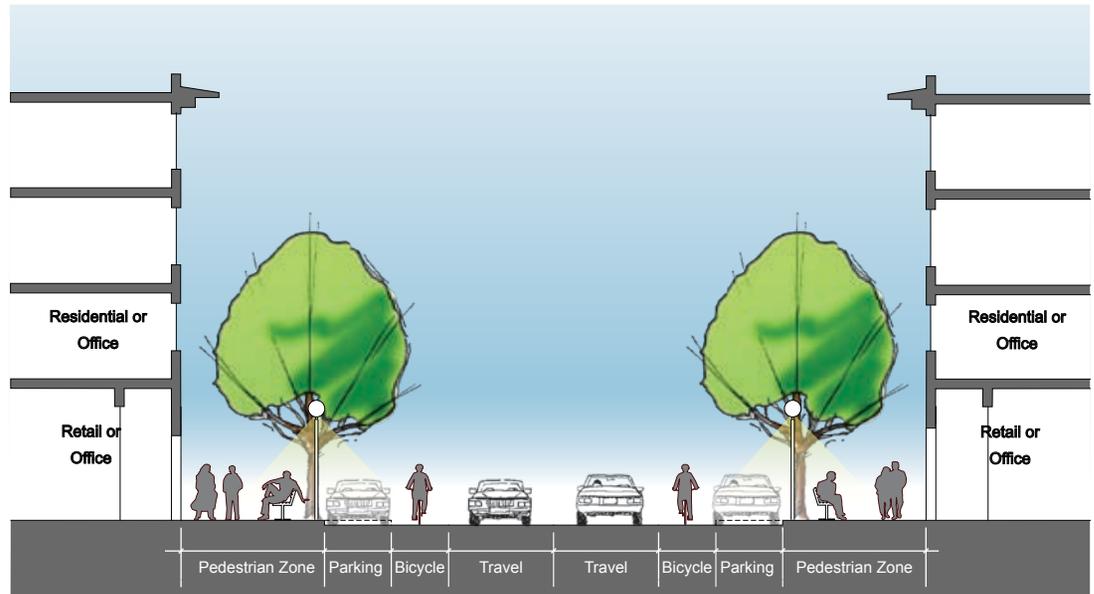


Figure A.8: Section 8
2 lane street with bicycle and
parking lanes, Scenarios B
& C.



0' 10' 20'

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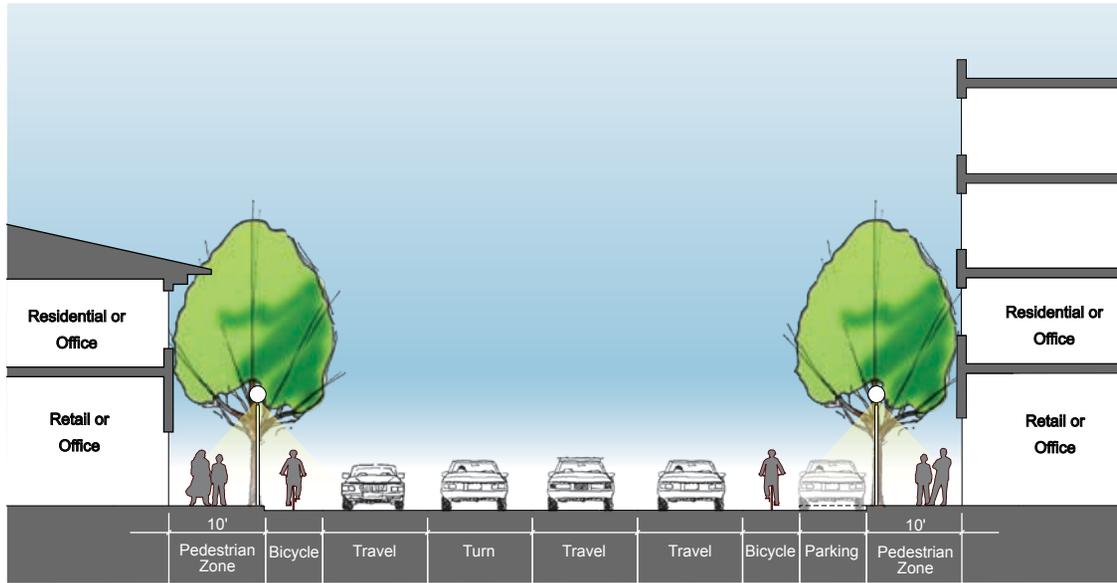


Figure A.9: Section 9 Elvas Ave. between J St. ramps and 64th St., Scenario B.

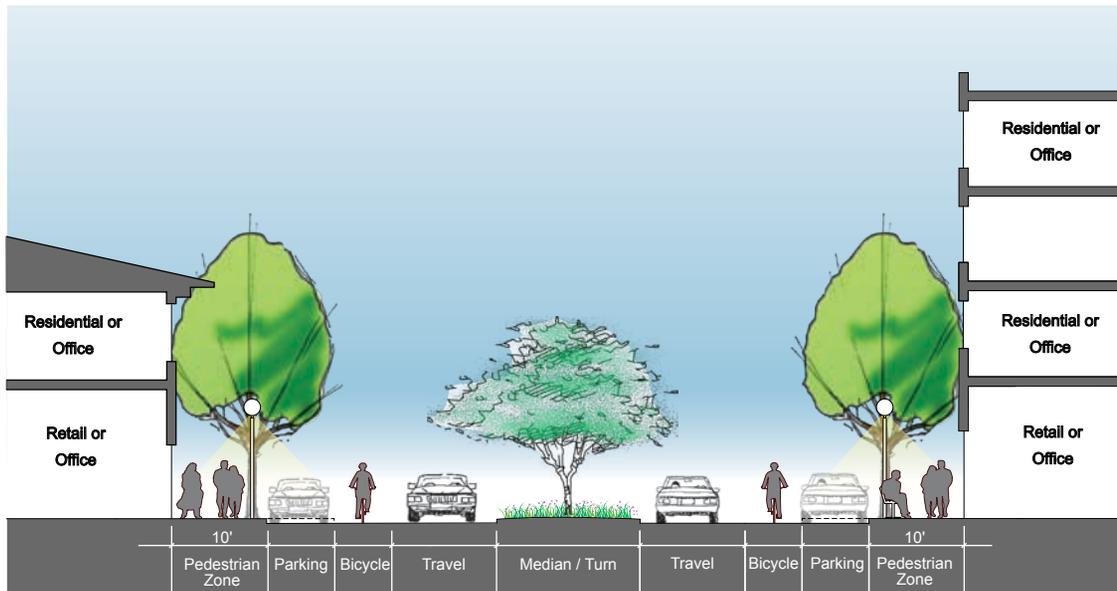
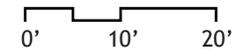


Figure A.10: Section 10 Elvas Ave. between St. Francis High School and 64th St., Scenario C.



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Figure A.11: Section 11
San Joaquin St. between
Redding Ave. and Business
Dr., Scenario B.

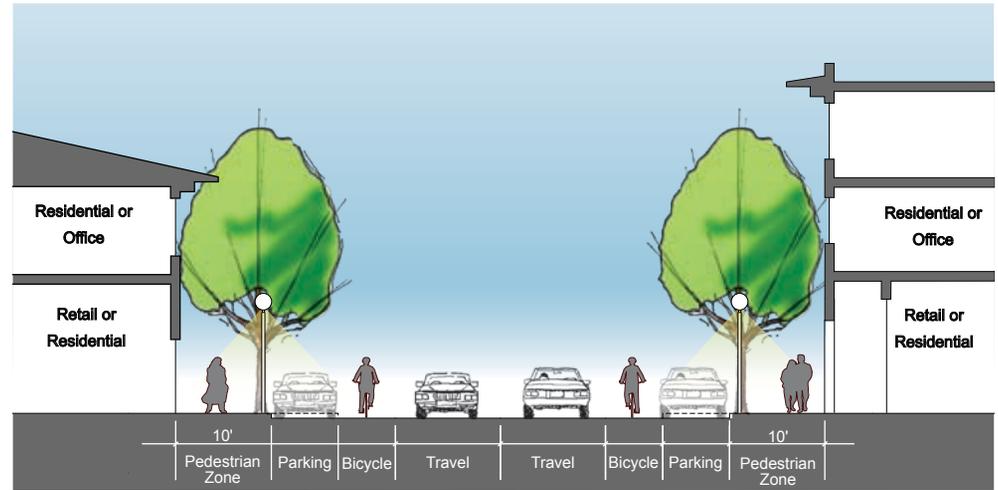
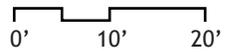
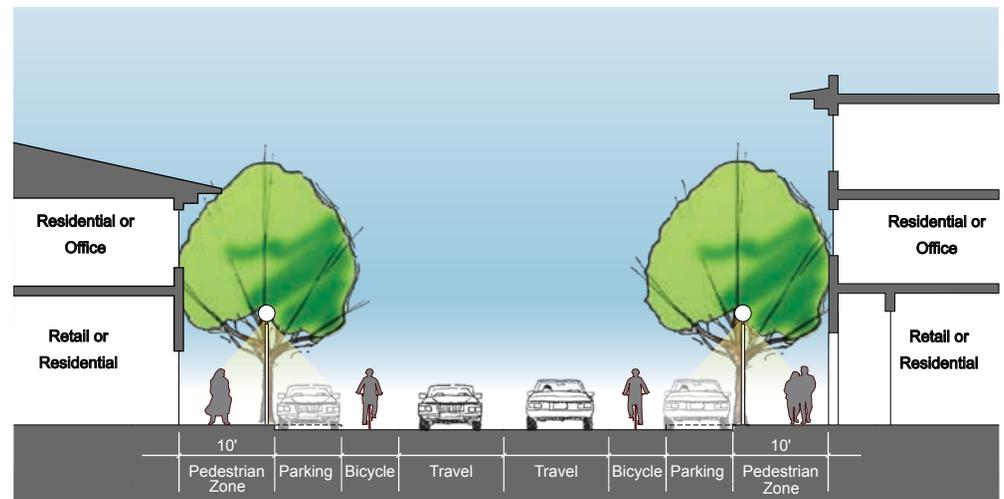


Figure A.12: Section 12
Broadway between 65th St.
and Redding Ave., Scenarios
B & C.



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ATTACHMENT 10

CORRESPONDENCE RECEIVED



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FEB 02 2010

Department of Transportation
Office of the Director

909 12th Street Ste 116 Sacramento CA 95814 (916) 444-6600 www.sacbike.org

January 29, 2010

Fedolia "Sparky" Harris, Senior Planner
Transportation Planning
Department of Transportation
915 I Street, 2nd Floor
Sacramento, CA 95814

Advisory Board

Jane Hagedorn
Consultant
Breathe California of
Sacramento-Emigrant
Trails

Wendy Hoyt
President
HDR/The Hoyt
Company

Matt Kuzins
President
Matt Kuzins & Kumpany

Michele McCormick
Principal
Circle Point/MMC
Communications

James Moose
Partner
Remy, Thomas, Moose
and Manley, LLP

Craig Stradley
Principal
Mogavero Notestine
Associates

Jim Streng
Partner
Streng Brothers Rentals

Re: 65th Street Station Area Study

Mr. Harris:

Thanks for the opportunity to make comments on the draft study.

This study is impressive in its level of detail and consideration of some elements such as neighborhood impacts, street and lane widths and on-street parking, that aren't customarily evaluated in such studies.

Page 27 says that all transit trips begin and end with a pedestrian trip. That may be technically true, but many more trips could have a bike trip in between short pedestrian segments. As shown by bike parking for thousands of bikes at locations in Germany and The Netherlands, aided by the provision of expensive underground bike parking facilities, people can and do bike to transit. We recommend that bicycle access to and at transit stations receive greater emphasis, perhaps with the addition of a drawing showing the bike catchment areas (which is an order of magnitude larger than the pedestrian catchment areas). SACOG's August 2006 "Safe Route to Transit Study, "Bicycle Access to Light Rail in Sacramento," has additional information and recommendations.

Pages 52 and 68 list bike lanes on 58th Street north of Folsom Blvd. as one of the bikeways to be added. Since 58th Street is a residential street with a limited outlet at its northern end, we believe bike lanes are unnecessary on this street.

In general, we support the elements in Scenarios B and C. In particular we support not widening Folsom Blvd. under the UPRR tracks, reducing the number of lanes on Folsom Blvd between 59th Street and US 50, reducing the lanes on Elvas Avenue between J Street and 65th Street, adding a crossing of the UPRR tracks south of US 50 and adding new bike/ped access points to the CSUS campus at 62nd and 67th streets. We believe these changes will improve connectivity for bicyclists and reduce or moderate vehicular speeds. Speed reductions improve bicyclists' safety and sense of comfort.

One issue that we believe needs to be addressed in conjunction with an increase in on-street parking is the concern that CSUS students may use the

added, relatively close-by off-campus on-street parking instead of paying for and using parking on campus.

SABA is an award-winning nonprofit organization with more than 1400 members. We represent bicyclists. Our aim is more and safer trips by bike. We are working for a future in which bicycling for everyday transportation is common because it is safe, convenient, and desirable. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Yours truly,



Walt Seifert
Walt Seifert
Executive Director

cc: Ed Cox, City of Sacramento Alternative Modes Coordinator



POWER INN ALLIANCE

The Honorable Kevin Johnson, Mayor
City of Sacramento
915 I Street, New City Hall
Sacramento, California 95814

March 1, 2010

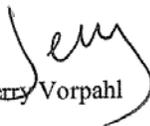
Dear Mayor Johnson,

The Power Inn Alliance, a coalition of over 600 business property owners and businesses, strongly supports the revised 65th. Station Scenario, version "C Prime." This is the design that best enables connectivity and mitigates traffic problems in the area south of the 50 Freeway.

By recommending a street level crossing of the railroad tracks at San Joaquin St., it is also the most economically feasible plan and avoids eminent domain issues with area businesses. It also connects with Cucamonga Ave., a major street off Power Inn Road, which will alleviate a considerable amount of traffic on this heavily used thoroughfare.

We appreciate the effort and creativity put into this plan by the Dept. of Transportation and concur with SHRA (65th St. RAC) that this is the optimum scenario. We trust you and the Council members will agree.

Sincerely,



Jerry Vorpahl

Directors Emeritus

*Dain Domich
Senator Darrell Steinberg
Trong Nguyen*

Executive Director/CEO
Jerry Vorpahl

Cc: The Honorable Kevin McCarty, The Honorable Ray Trethaway,
The Honorable Sandy Sheedy, The Honorable Steve Cohen,
The Honorable Robert King Fong, The Honorable Lauren Hammond,
The Honorable Robbie Waters, The Honorable Bonnie Pannel,
and Fedolia "Sparky" Harris

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