Agenda
City of Sacramento
Planning Commission

COMMISSION MEMBERS:

Anna Molander
Jon Bagatelos
Michael Mendez, MCP
Philip Harvey
Jameel Pugh
Joseph Contreraz
Michael Notestine, Chair
Rommel Declines
James Frayne
Joseph Yee, AIA, Vice Chair
Panama Bartholomy

CITY STAFF:

Gregory Bitter, Principal Planner
Sabina Gilbert, Senior Deputy City Attorney

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

July 22, 2010 – 5:30 P.M.

The City Planning Commission was created by the City Council. Its powers and duties include: to develop and maintain the General Plan; to make recommendations to the City Council on amendments to the General Plan and the City's zoning code and on zoning changes; to act upon applications for tentative subdivision maps, special permits and variances; and to make environmental determinations associated with these actions.

NOTICE TO THE PUBLIC

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

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

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

Government Code 54950 (The Brown Act) requires that a brief description of each item to be transacted or discussed be posted at least 72 hours prior to a regular meeting. The City posts Agendas at City Hall as well as offsite meeting locations. The order of agenda items is for reference and may be taken in any order deemed appropriate by the legislative body. The agenda provides a general description and staff recommendations; however, the legislative body may take action other than what is recommended. Full staff reports are available for public review on the City's website and include all attachments and exhibits. Hard copies are available at the Community Development Department (10 cents per page). Live video streams and indexed archives of meetings are available via the internet. Visit http://sacramento.granicus.com/ViewPublisher.php?view_id=21.

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AGENDA

July 22, 2010

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

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

Call to Order – 5:30 p.m.

Roll Call

Consent Calendar

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

1. Approval of Minutes for June 24, 2010
Location: Citywide
Recommendation: Approve Commission Minutes from June 24, 2010.

Contact: Gregory Bitter, Principal Planner, 916-808-7816

2. LR07-008 Florin Road Corridor Plan Rezone Initiation
Location: Florin Road from Tamoshanter Way to Franklin Boulevard, Districts 5 and 8
Recommendation: Initiate and direct staff to begin the process of rezoning of 57 parcels along the Florin Road Corridor to implement the vision of the 2030 General Plan and to bring the zoning into consistency with the 2030 General Plan.

Contact: Remi Mendoza, Associate Planner, 916-808-5003; Desmond Parrington, Infill Coordinator, 916-808-5044

Director's Report

3. Director's Report
Location: Citywide
Recommendation: Receive and File- Status report on pending development applications and appeals; proposed amendments to Zoning Code, design standards, and other development-related regulations; Community Development Department organizational and operational changes, work program, and training program; and similar matters.

Contact: Gregory Bitter, Principal Planner, 916-808-7816

Public Hearings

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

4. P09-059 AM/PM Off-Sale Beer and Wine (Noticed on 6/14/10)
(Continued from 6/24/10)

Location: 2701 Orchard Lane, 274-0030-082-0000, District 1
Recommendation: Withdrawn By Applicant

Contact: David Hung, Associate Planner, 916-808-5530; Lindsey Alagozian, Senior Planner, 916-808-2659

5. **P09-041** **Asian Community Center Assisted Living Facility** (Noticed on 7/12/10)
Location: Southern eastern corner of Maple Tree Way cul-de-sac, 031-0070-030-0000, District 7
Recommendation: Approve - Item A: Environmental Exemption (Per CEQA 15332); **Item B:** Rezone/Prezone of approximately 2.5 acres from Agriculture (A) to Standard Single Family (R-1); **Item C:** Special Permit-Residential Care Facility Establishment of an 85 unit residential care facility located on approximately 2.5 acres in the proposed Standard Single Family (R-1) zone; **Item D:** Variance to reduce the required front setback; **Item E:** Variance to reduce the required maneuvering width.

Contact: Heather Forest, Associate Planner, 916-808-5008; Lindsey Alagozian, Senior Planner, 916-808-2659

6. **P10-031** **Clearwire on Main Avenue** (Noticed on 7/12/10)
Location: 475 Main Avenue, 226-0230-003-0000, District 2
Recommendation: Approve - Item A: Environmental Exemption (Per CEQA 15301); **Item B:** Special Permit to install three new microwave dishes and three panel antennas at the top of an existing 71 foot high transmission tower.

Contact: Elise Gumm, Associate Planner, 916-808-1927; Lindsey Alagozian, Senior Planner, 916-808-2659

7. **P10-035** **Seven Lakes Planned Unit Development (PUD) Guidelines Amendment** (Noticed on 7/12/10)
Location: 49 Bicentennial Circle, 079-0420-019-0000, District 6
Recommendation: Approve – Item A: Environmental Exemption (Per CEQA 15305); **Item B:** Planned Unit Development-Guidelines Amended to change parking standards for commercial uses within the Seven Lakes Planned Unit Development (PUD).

Contact: Heather Forest, Associate Planner, 916-808-5008; Stacia Cosgrove, Senior Planner, 916-808-7110

8. **Z10-022** **Natomas High School Cellular Modification** (Noticed on 7/12/10)
Location: 3301 Fong Ranch Road, 225-0170-063-0000, District 1
Recommendation: Deny – Item A: Environmental Exemption (Per CEQA 15301); **Item B:** A request for a Special Permit Modification in order to raise the height location for a previously approved installation consisting of 3 panel antennas, 3 microwave dishes, and related equipment, and also to eliminate a previously approved antenna shroud, on an existing 100' stadium light tower, on approximately 57.24 acres in the Agricultural (A) zone.

Contact: Robert Williams, Associate Planner, 916-808-7686; Sandra Yope, Senior Planner, 916-808-7158

9. M09-019 65th Street Station Area Study and General Plan Amendments
(Noticed on 7/12/10)

Location: The 65thStreet 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, Districts 3 and 6

Recommendation: Approve – Item A: Environmental Impact Report; **Item B:** Mitigation Monitoring Program; **Item C:** 65th Street Station Area Study; **Item D:** Repeal 65th Street/University Transit Village Pan and the South 65th Street Area Plan; **Item 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.

Contact: Fedolia Harris, Senior Planner, 916-808-2996; Jim McDonald, Senior Planner, 916-808-5723

Staff Reports

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

10. LR10-006 Delta Vision
Location: Citywide
Recommendation: Review and Comment

Contact: Scot Mende, New Growth Manager, 916-808-4756

Public Comments- Matters Not on the Agenda

11. To be announced.

Questions, Ideas and Announcements of Commission Members

12. To be announced.

Adjournment

Return to Agenda

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Minutes
City of Sacramento Planning Commission

COMMISSION MEMBERS:

Anna Molander
Jon Bagatelos
Michael Mendez, MCP
Philip Harvey
Jameel Pugh
Joseph Contreraz
Michael Notestine, Chair
Rommel Declines
James Frayne
Joseph Yee, AIA, Vice Chair
Panama Bartholomy

CITY STAFF:

Tom Pace, Long Range Planning Manager
Sabina Gilbert, Senior Deputy City Attorney

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

June 24, 2010 – 5:30 P.M.

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MINUTES

June 24, 2010

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

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

Call to Order – 5:30 p.m.

Roll Call - All commissioners present except commissioners Notestine and Bartholomy.

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

1. Approval of Minutes for May 27, 2010
Location: Citywide
Recommendation: Approve Commission Minutes from May 27, 2010.

Contact: Tom Pace, Long Range Planning Manager, 916-808-6848

Action: Moved, seconded, and carried (Frayne/Molander; 8:0:3; Recused-Contreraz; Absent-Notestine and Bartholomy) to approve minutes.

Director's Report

2. Director's Report
Location: Citywide
Recommendation: Receive and File- Status report on pending development applications and appeals; proposed amendments to Zoning Code, design standards, and other development-related regulations; Community Development Department organizational and operational changes, work program, and training program; and similar matters.

Contact: Tom Pace, Long Range Planning Manager, 916-808-6848

Action: Received and Filed.

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

3. P09-059 AM/PM Off-Sale Beer and Wine (Noticed on 6/14/10)
Location: 2701 Orchard Lane, 274-0030-082-0000, District 1
Recommendation: Continue to the July 22, 2010 Planning Commission Meeting.

Contact: David Hung, Associate Planner, 916-808-5530; Lindsey Alagozian, Senior Planner, 916-808-2659

Action: Continued to July 22, 2010.

4. **P10-005 Sutter Medical Complex Cellular Facility** (Noticed on 6/14/10)
Location: 1020 29th Street, 007-0113-032-0000, District 3
Recommendation: Approve - Item A: Environmental Exemption (Per CEQA 15301); **Item B:** Special Permit- Antennas/Wireless Colocation of three (3) antenna panels and three (3) microwave dishes on the screening wall of an existing building.

Contact: Kimberly Kaufmann-Brisby, Associate Planner, 916-808-5590; Stacia Cosgrove, Senior Planner, 916-808-7110

No Public comment.

Action: Moved, seconded, and carried (Harvey/Declines; 9:0:2; Absent-Notestine and Bartholomy) to approve staff recommendation.

5. **P10-010 Clearwire on 63rd Street - SMUD** (Noticed on 6/14/10)
Location: 6514 63rd Street, 040-0021-016-0000, District 6
Recommendation: Approve - Item A: Environmental Exemption (Per CEQA 15301); **Item B:** Special Permit- Antennas/Wireless to install three (3) panel antennas, three (3) BTS Units, and up to three (3) parabolic antennas on the top of a 127 foot SMUD transmission tower.

Contact: Elise Gumm, Associate Planner, 916-808-1927; Lindsey Alagozian, Senior Planner, 916-808-2659

No Public comment.

Action: Moved, seconded, and carried (Contreraz/Declines; 9:0:2; Absent-Notestine and Bartholomy) to approve staff recommendation.

6. **P10-025 Sara Lee/Rainbow Bakery Clearwire** (Noticed on 6/14/10)
Location: 3201 6th Avenue, 013-0244-025-0000, District 5
Recommendation: Approve – Item A: Environmental Exemption (Per CEQA 15303); **Item B:** Special Permit- Antennas/Wireless to add 3 panel antennas and a dish, with associated equipment screened within faux smoke-stacks on the roof of an existing building.

Contact: Heather Forest, Associate Planner, 916-808-5008; Lindsey Alagozian, Senior Planner, 916-808-2659

No Public comment.

Action: Moved, seconded, and carried (Molander/Harvey; 9:0:2; Absent-Notestine and Bartholomy) to approve staff recommendation.

7. **P10-026 Meissner Clearwire** (Noticed on 6/14/10)
Location: 1655 Silica Avenue, 277-0054-012-0000, District 3
Recommendation: Approve – Item A: Environmental Exemption (Per CEQA 15301); **Item B:** Special Permit- Antennas/Wireless request to add a 12' addition with telecommunication antennas/dish to the top of an existing 71' tall PG&E transmission tower.

Contact: Heather Forest, Associate Planner, 916-808-5008; Lindsey Alagozian, Senior Planner, 916-808-2659

No Public comment.

Action: Moved, seconded, and carried (Contreraz/Frayne; 9:0:2; Absent-Notestine and Bartholomy) to approve staff recommendation.

Staff Reports

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

8. LR10-005 Status Report on Land Use Designation Changes and Rezoning for General Plan Consistency
Location: Citywide
Recommendation: Review and Comment

Contact: Teresa Haenggi, Associate Planner, 808-7554; Jim McDonald, Senior Planner, 808-5723

Public comment made by Alex Kovalev, Pat Yanes, Faron Everett, Paula Dula, Suzanne Payan, Peter Anderson, Sondra Betancourt, Dan Lam, Tom Hall, Terry Wanford, Salvador Gonzales, Robert Smith, Jonathan Schalal, Ed Quini, and James Luscutoff.

Action: Reviewed and Commented.

Public Comments- Matters Not on the Agenda

9. None.

Questions, Ideas and Announcements of Commission Members

10. Commissioner Yee requested that an informational report be provided to the commission to review current technologies, and information about co-location and satellite towers.

11. Commissioner Molander requested that the commission look into how the City notifies the public and how other cities are currently doing similar outreach efforts. Suggesting that perhaps the commission create a subcommittee to do research and review the results to perhaps make suggestions to improve the number of people reached. Commissioner Yee responded that the commission has an item scheduled every six months to review the Commission's Policies and Procedures and he suggested that perhaps this topic be added to the list of concerns that would be reviewed. Including alternatives to what we are doing to reach the owners and the occupants of properties, as well as what we can do to change the process with a detailed discussion of what we can do versus not do in regards to cost and legality.

12. Commissioner Molander wished to thank Anis Ghobril for reviewing parking and transit issues with her, and she suggested that the commissioners if they have questions that Anis would be a good source of information.

13. Commissioner Contreraz asked when the next meeting was, and Commissioner Yee responded that the commission would next be meeting on July 22, 2010.

Adjournment – 7:34 pm

Return to Agenda

REPORT TO PLANNING COMMISSION City of Sacramento

2

915 I Street, Sacramento, CA 95814-2671

CONSENT

July 22, 2010

Members of the Planning Commission

Subject: Florin Road Corridor Plan Rezone Initiation

Location/Council District: Florin Road from Tamoshanter Way to Franklin Blvd., Districts 5 and 8

Recommendation: Initiate and direct staff to begin the process of rezoning of 57 parcels along the Florin Road Corridor to implement the vision of the 2030 General Plan and to bring the zoning into consistency with the 2030 General Plan.

Contact: Remi Mendoza, Associate Planner, 808-50034; Desmond Parrington, AICP, Infill Coordinator, 808-5044.

Summary: City Code 17.208.020(A) authorizes the City Council, Planning Commission, or a property owner to initiate a rezone. Staff is proposing the rezone of 57 parcels to bring them into consistency with the 2030 General Plan. The purpose of this report is to request the Planning Commission initiate and direct staff to begin the process of rezoning these parcels on Florin Road. This action is also part of the overall Florin Road Corridor planning effort which is a joint City-County effort along Florin Road from Tamoshanter Way to Stockton Boulevard. While City staff presented an overview of the Florin Road Corridor Plan and the associated implementation actions including the rezones to Planning Commission on May 27, 2010, staff omitted the initiation action in its prior report. This report formally initiates the rezones.

Background:

The Florin Road Corridor Plan is a joint planning effort between the City and the County of Sacramento to promote coordinated planning and economic revitalization along the corridor. The boundaries extend along Florin Road between Tamoshanter Way and Stockton Boulevard. The Florin Road Corridor Plan includes specific strategies to address housing, economic development, infrastructure and financing, public safety, and design needs of the corridor. These strategies will encourage well-designed infill and economic development along Florin Road.

The City's new 2030 General Plan identified Florin Road as one of the opportunity areas for future growth. With the adoption of the General Plan, zoning changes are needed to implement the new vision for the corridor. Almost all of the corridor is zoned C-2 (General Commercial; refer to Attachment 1). As a result the corridor simply has too much

commercial, much of which is either vacant or is struggling. Over the life of the plan, the goal is to gradually reduce the amount of C-2 by focusing it primarily around the major intersections at 24th and at Franklin where there is the highest visibility and greatest likelihood of long-term success. In between, the goal is to promote mixed-use development by eventually rezoning those parcels from C-2 to RMX (Residential Mixed-Use).

Due to concerns about the impact of the rezones on existing business, staff is taking a gradual approach to the rezoning (refer to Attachments 2 and 3). Staff proposes to rezone those sites that are vacant or where the property owners support with the proposed rezone. In addition, changes will also be made around the light rail station area to encourage higher density, transit-supportive development. These rezones implement part of the Florin Road Station Area TOD Concept and Guidelines that was accepted by Council in February 2009. Many of the proposed rezones include changing sites zoned C-2-R to C-2. The C-2-R designation requires site plan review by Planning staff. Since staff proposes the creation of a new Florin Road Corridor Design Review District, the site plan requirement will not be needed as it will be part of the design review process.

As the economy improves and mixed-use and residential development become economically feasible again on the corridor staff will likely bring forward additional rezoning proposals to encourage that type of development. The risk of doing those rezones now is that property owners could be saddled with zoning that requires them to build something which is not feasible in today's market.

Next Steps:

A formal notice of hearing will be sent to the owners of property proposed to be rezoned. Notices will be mailed to property owners within a 500-foot radius of the affected parcels per City Code 17.200.010. In addition, notices will be sent to businesses on the corridor as well as to the Florin Road Partnership, the property-based improvement district. Staff will also hold a community workshop on the proposed rezones on August 11th at Paratransit at 2501 Florin Rd. The hearing before the Planning Commission will be held in September for recommendation to the City Council. The Council hearing will be held in October for final action.

Environmental Considerations:

The 2030 General Plan identified land use designations for parcels within the Florin Road Corridor as well as the rest of the City. The requested action would initiate the process of rezoning parcels to ensure their zoning is consistent with the current General Plan designation. No approval of the rezoning is requested at this point. At the time rezoning action is requested, staff will provide the appropriate discussion and findings to comply with the California Environmental Quality Act (CEQA).

Policy Considerations:

Rezoning for consistency with the Land Use Diagram is a top priority implementation measure of the 2030 General Plan. Furthermore, this is consistent with the goal of the draft Florin Road Corridor Plan to promote redevelopment and reinvestment on Florin Road.

Respectfully submitted by: _____
Desmond Parrington, AICP
Infill Coordinator

Recommendation Approved:

_____
Thomas S. Pace
Long Range Planning Manager

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Report Pages 1-3

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2	Sites Affected by Proposed Rezoning	5
3	Proposed Zoning	6

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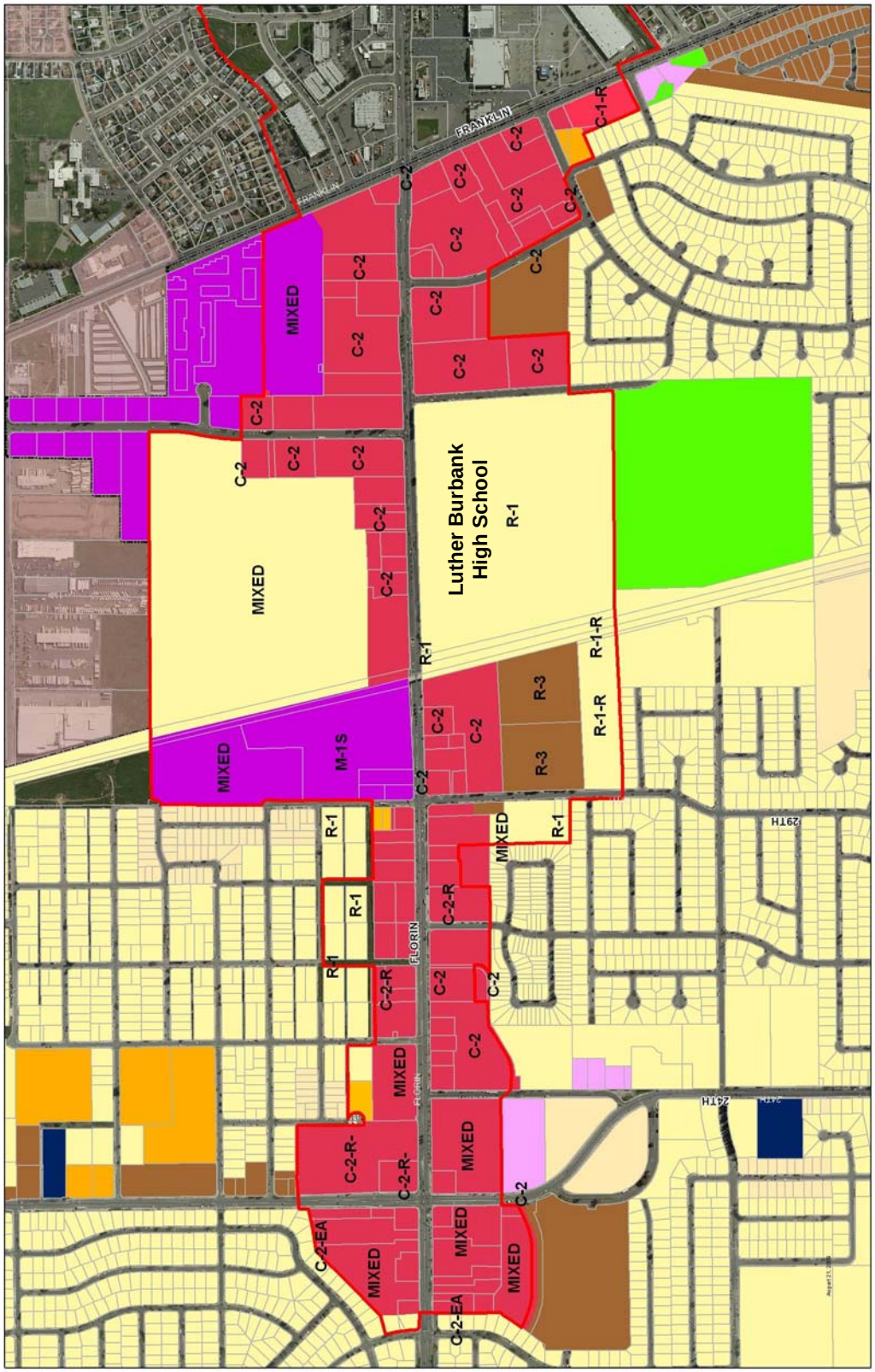
Attachment 1

Existing Zoning



Attachment 2

Sites Affected by Proposed Rezoning

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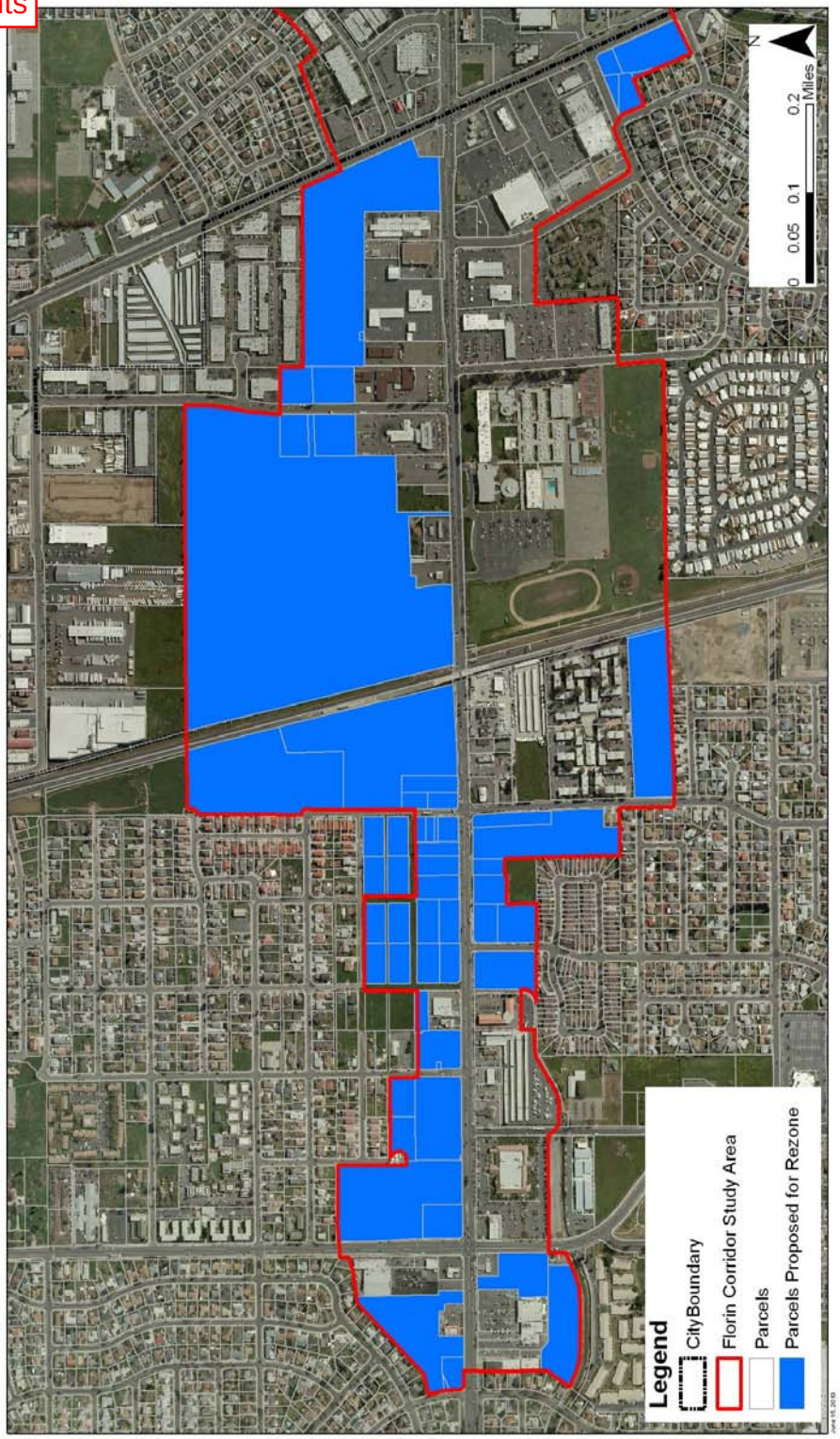
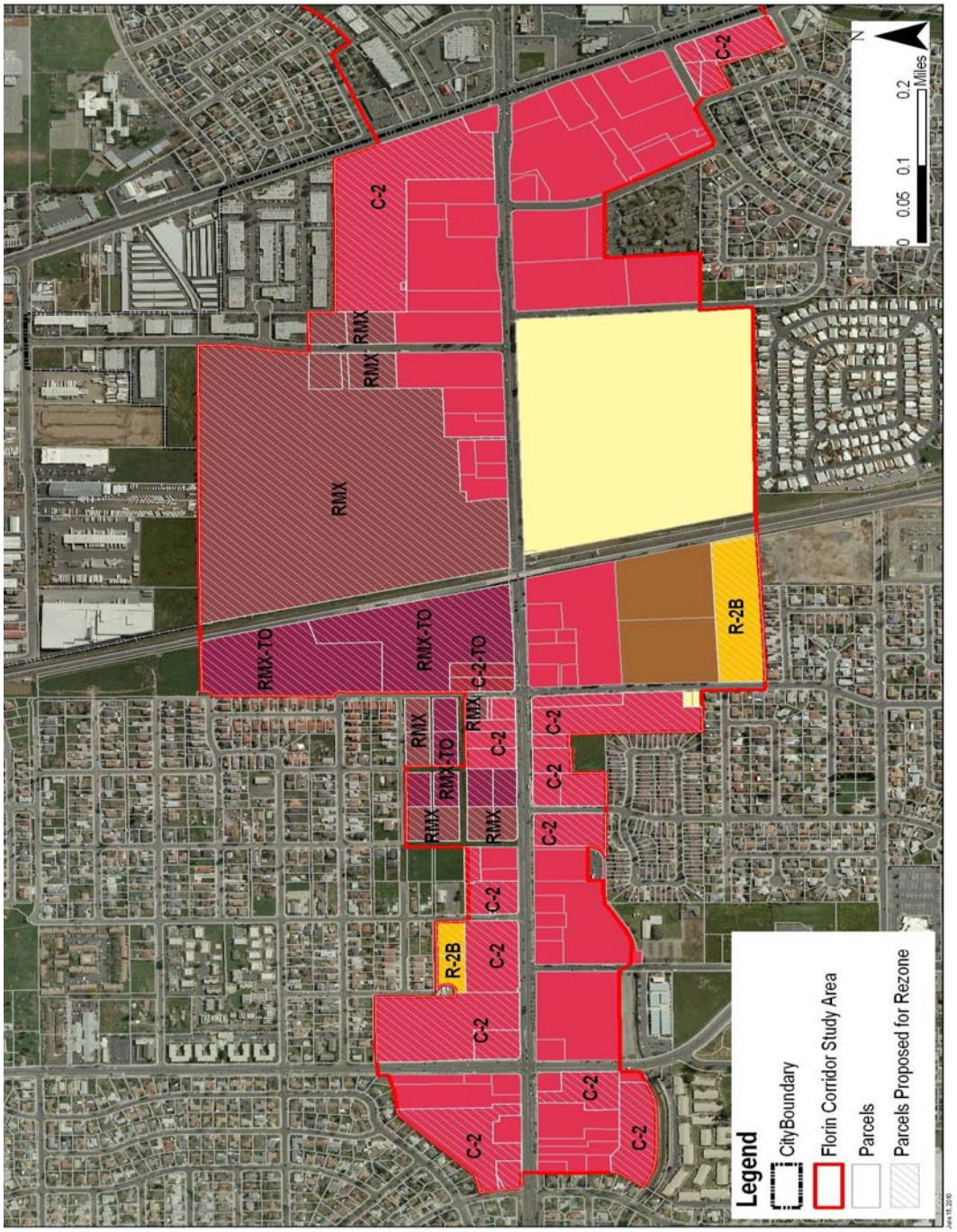


Attachment 3

Proposed Zoning



Return to Agenda

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Oral Report

For

City of Sacramento

Planning Commission

Agenda Packet

For the Meeting of: July 22, 2010

Title: Director's Report **- Receive and File-** Status report on pending development applications and appeals; proposed amendments to Zoning Code, design standards, and other development-related regulations; Community Development Department organizational and operational changes, work program, and training program; and similar matters.

Contact Information: Gregory Bitter, Principal Planner, 916-808-7816

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Return to Agenda

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Withdrawn

For

City of Sacramento

Planning Commission

Agenda Packet

For the Meeting of: July 22, 2010

Title: P09-059 AM/PM Off-Sale Beer and Wine (noticed 6/14/10, continued from 6/24/10) - Withdrawn by Applicant

Contact Information: David Hung, Associate Planner, 916-808-5530;
Lindsey Alagozian,Senior Planner, 916-808-2659

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Return to Agenda

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REPORT TO PLANNING COMMISSION City of Sacramento

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
July 22, 2010

Members of the Planning Commission

Subject: Asian Community Center (ACC) Assisted Living Facility. A request to construct and operate a 62,000 square foot assisted living facility on approximately 2.5 acres in the proposed Standard Single Family (R-1) zone. (P09-041)

A. **Environmental Determination**: Exempt per CEQA Guidelines Section 15332.

B. **Rezone** of approximately 2.5 acres from Agricultural (A) to Standard Single Family Residential (R-1).

C. **Special Permit** to establish a residential care facility within the Standard Single Family Residential (R-1) zone.

D. **Variance** to reduce the required maneuvering width within the Standard Single Family Residential (R-1) zone.

E. **Variance** to reduce the required front setback within the Standard Single Family Residential (R-1) zone.

Location/Council District:

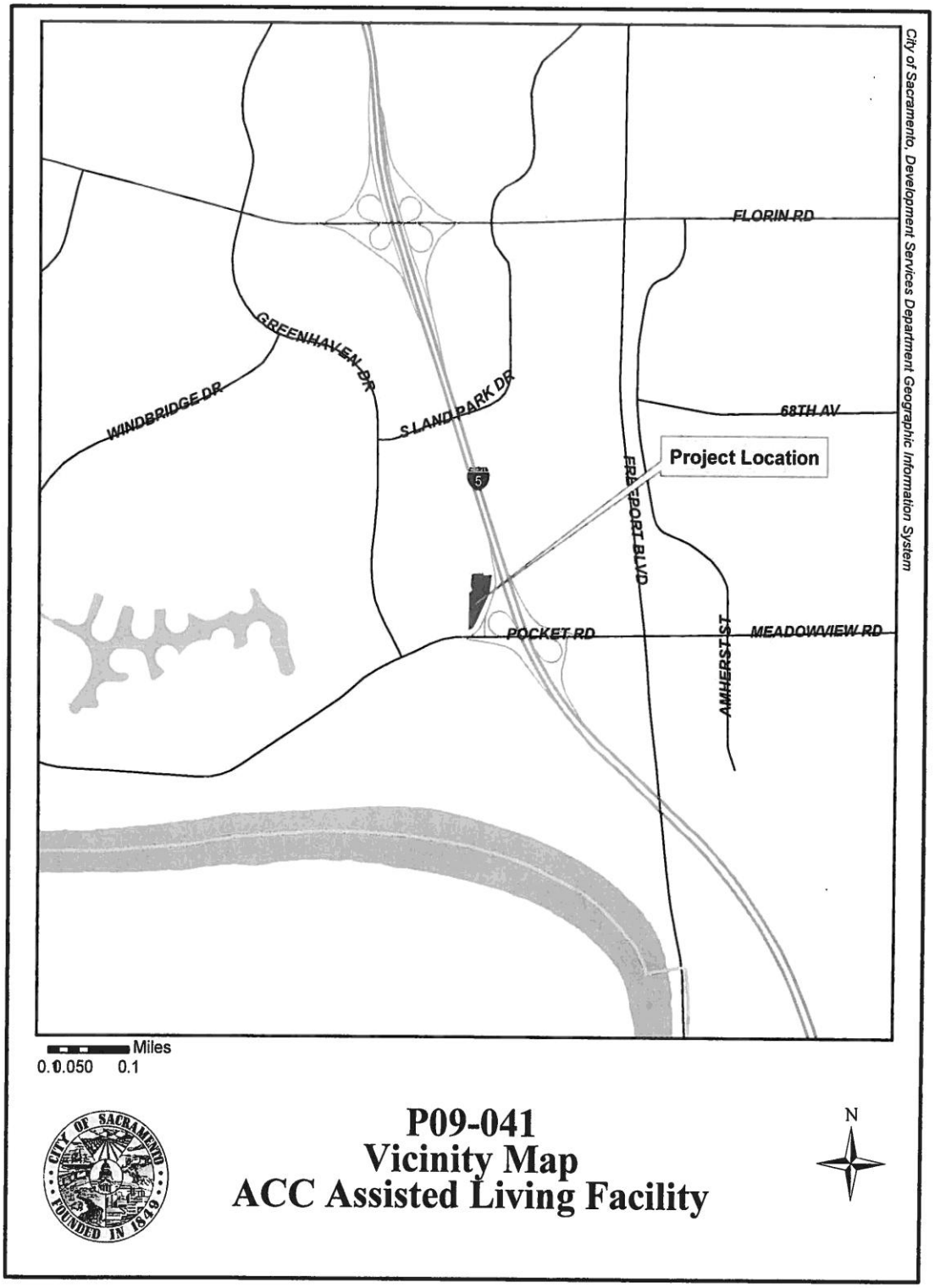
Southeastern side of the Maple Tree Way cul-de-sac, Sacramento, CA 95831

Assessor's Parcel Numbers: 031-0070-030

Council District 7

Recommendation: Staff recommends the Commission forward a recommendation of approval for items A-E above to City Council. This recommendation is based upon the conclusion that the project is consistent with adopted applicable policies and goals of the City's General Plan. City Council has final approval over items A-E above.

Contact: Heather Forest, Associate Planner, (916) 808-5008 and Lindsey Alagozian, Senior Planner (916) 808-2659


FLORIN RD
GREENHAVEN DR
WINDBRIDGE DR
S LAND PARK DR
68TH AV
Project Location
FRANKLIN BLVD
POCKET RD
MEADOWVIEW RD
AMHERST ST
5
Miles
0.0 0.050 0.1
N
City of Sacramento, Development Services Department Geographic Information System
CITY OF SACRAMENTO
FOUNDED IN 1849
P09-041
Vicinity Map
ACC Assisted Living Facility

Applicant: Raymond Gee, Asian Community Center of Sacramento Valley, Inc., 7311 Greenhaven Drive, Sacramento, CA, 95831, (916) 394-6399

Owner: Susan Selix (Rosemary Reed Family Trust) c/o Webb & Tapella Law Corporation, 906 G Street, Suite 630, Sacramento, CA 95814, (916) 447-1675

Summary: The applicant is requesting the approval of entitlements to rezone a parcel and allow the construction and operation of an 85-unit (93 beds) residential care facility within the proposed Standard Single Family Residential (R-1) zone. The residential care facility would be ambulatory and non-ambulatory in nature, providing twenty-four hour onsite care. At the time of writing the report, **there are no outstanding issues associated with the project**.

Table 1 **Project Information**
General Plan Designation: Suburban Low Density Residential, SLDR
Existing Zoning of Site: Agricultural (A)
Proposed Zoning of Site: Standard Single Family Residential (R-1)
Existing Use of Site: Vacant
Property Area: 2.5 ± gross acres

Background Information:

The project site is vacant, with antiquated Agricultural (A) zoning. There is no known entitlement history.

Public/Neighborhood Outreach and Comments:

The project was routed to the Park Place South Homeowner's Association, the Riverlake Community Association, the South Pocket Homeowner's Association, the Z'Berg Park Neighborhood Association, and all property owners within a 500-foot radius of the project site. City staff did not receive formal comments from any of the neighborhood associations, nor the general public.

Environmental Considerations: The Community Development Department, Environmental Planning Services Division (EPS) reviewed this project and determined that it is exempt from the provisions of CEQA (the California Environmental Quality Act) under Class 32, Section number 15332, which consists of projects characterized as in-fill development.

Projects exempted under Class 32, Section number 15332 consists of a project that is consistent with the General Plan and applicable zoning designations, is located within the City limits on a site that is not more than five (5) acres in size and is substantially surrounded by urban uses, is located at a site with no habitat value, and can be

adequately served by utilities and public services. The project would not have significant effects relating to traffic, noise, air quality, or water quality.

Conditions of approval (Condition #s A11-A13) were added to the project that would reduce the amount of noise. These conditions require installation of a 6-foot high solid fence along the eastern property boundary and triple paned windows on the building sides facing I-5.

A condition of approval to require passive electrostatic filtering systems for units within 500-feet of the freeway would significantly reduce the residents' exposure to toxic air contaminants. *A Health Risk Assessment is not warranted for this project per the Air District's Recommended Protocol for Evaluating the Location of Sensitive Land Use Adjacent to Major Roadways.*

Per the City's Department of Transportation, the project would not result in significant traffic impacts. The project is not adjacent to a waterway and would not result in a site design that would significantly increase the amount of stormwater runoff.

Policy Considerations:

General Plan:

The 2030 General Plan Update was adopted by City Council on March 3, 2009. The 2030 General Plan's goals, policies, and implementation programs define a roadmap to achieving Sacramento's vision to be the most livable city in America. The 2030 General Plan Update designation of the subject site is Suburban Low Density Residential, which provides for, "…low-intensity housing and neighborhood support uses including…limited neighborhood-serving commercial on lots three acres or less…compatible public, quasi-public, and special uses." Rezoning the site from Agricultural to Residential, would bring the site into compliance with the 2030 General Plan land use designation. As a compatible special use, the proposed residential care facility would meet Goal LU 8.2, which states:

- **Special Uses.** Provide for the development of Special Uses (e.g., assembly facilities, live-work studios and care facilities) that are included within several Land Use and Urban Form Designations.

Specifically, the proposed project would promote the following Special Use policy:

- **Care Facilities.** The City shall encourage the development of senior daycare facilities, assisted living facilities, hospice, child care, and other care facilities in appropriate areas throughout the city.

The proposed project meets the 2030 General Plan goals and policies related to the Suburban Low Density Residential land use designation.

Rezone:

As stated previously, the site is vacant, currently zoned Agricultural (A) and will be rezoned to Standard Single Family Residential (R-1). Multi-family uses are located to the west and north, with the Interstate-5/Pocket Road off ramp to the south and east. The 2030 General Plan designates the site as Suburban Low Density Residential, SLDR, and rezoning the site to Standard Single Family (R-1) will bring the site into compliance with the 2030 General Plan.

The proposed use of the site as a residential care facility is an allowed use within the Standard Single Family Residential (R-1) zone, upon the approval of a Special Permit. Staff is in support of the residential zone for the proposed use of a residential care facility.

Land Use:

The proposed residential care facility will be approximately 62,000 square feet in size, ranging in height from one to two stories, providing one and two bedroom units of 442 square feet in size, studio memory care units of 186 square feet in size, and an overall density of approximately thirty-four (34) units per acre. The facility will also provide a large group kitchen/cafeteria, staff offices, nursing stations, and group meeting rooms. The entrance to the facility will be comprised of a large covered porte cochere and auto drop-off/pick-up area, centrally located along the eastern side of the building. The delivery and garage pick-up area will be centrally located along the western side of the building, accessible by a small gated entrance.

The Zoning Ordinance indicates that a Planning Commission Special Permit is required to locate a residential care facility within the Standard Single Family (R-1) zone. In evaluating special permit proposals of this type, the Commission is required to make the following findings:

A. Sound Principles of Land Use. A special permit shall be granted upon sound principles of land use.

Staff finds that approval of the Special Permit is appropriate due to compatibility of the proposed residential care facility with multi-family residential uses to the west and north, and the Interstate 5/Pocket Road off ramp to the east and south. Furthermore, the site is surrounded by existing development and infrastructure.

B. Not Injurious. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

The approval of the Special Permit for a residential care facility will not be detrimental to the public welfare and will not result in the creation of a public nuisance in that the use is a low traffic generator, buffered from the multi-family residential uses to the west by landscaping and a six-foot high solid masonry wall. The setbacks are appropriate for a residential care facility use, the project is in proportionate scale and size for the site, and

the building design is compatible with nearby residential uses. Additionally, the residential care facility plans have been reviewed by all applicable internal and external departments, all of which have found that the plans comply with development policies and standards.

C. Must Relate to a Plan. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

The proposed project is consistent with the General Plan policy for providing special uses and care facilities.

Parking, Circulation, and Access:

Vehicle Parking: The Zoning Code does not specify a parking ratio for residential care facilities. Rather, it indicates that parking is to be determined by the Planning Commission.

Recent residential care facilities proposed have provided an average of one parking space per every two to three beds. The parking is for both staff and visitors. As proposed, the residential care facility provides approximately one parking per every 1.6 beds, meeting the average requirement. Although staff will be present on site 24-hours a day, most patient visitations take place on the weekends. It is also important to note that as a residential care facility, the residents will not have personal automobiles. Based on one parking space per two beds, the required parking would be forty-eight (48) parking spaces. The proposed project would provide fifty-seven (57) on-site parking spaces, six of which are handicapped accessible; thus meeting the parking requirements. The parking requirements based on a one parking space per two bed ratio is outlined in Table 2 below.

Table 2
Parking

Use	Recommended Parking	Proposed Parking	Difference
Residential Care Facility 1 Space/2 Beds	48	57	+9

Bicycle Parking: The project is required to provide bicycle parking based on the number of required parking spaces. The Sacramento City Code, Section 17.64.050, requires one (1) bicycle parking space for every twenty (20) required vehicle parking spaces. This project is required to provide a minimum of 3 bicycle parking spaces (Class I). The

attached site plan does not identify a bicycle parking location. The project is conditioned to provide the bicycle parking spaces (Condition #A7).

Pedestrian Circulation: Off-site pedestrian access is provided to the site via sidewalks bordering the parcel along the Maple Tree Way cul-de-sac, to the interior of the site. Internally, the 4-foot to 6-foot wide sidewalk abuts the care facility, providing a walkway from the parking spaces to the main entrance of the building, which is centrally located under the porte cochere. Staff supports the pedestrian circulation plan as it provides access throughout the site.

Access: The project site has a single ingress/egress driveway from the Maple Tree Way cul-de-sac, with an internal parking lot and maneuvering area bordering the site along the north and east. Due to the irregular shape of the parcel, the applicant is requesting a Variance to reduce the required vehicle maneuvering width from twenty-six (26) feet to twenty-four (24) feet. The Department of Transportation has reviewed the request and does not object to the Variance.

Maneuvering Width Variance:

As mandated by Section 17.60.030 (3)(a) of the Zoning Ordinance, the following findings must be made in order to grant a variance:

A. A variance cannot be a special privilege extended to one individual property owner. The circumstances must be such that the same variance would be appropriate for any property owner facing similar circumstances.

Because the project site is an odd shaped, secluded parcel at the terminus of the Maple Tree Way cul-de-sac, ingress/egress to the site is limited to the cul-de-sac and, thus; constraining the potential layout of a building on the project site. Furthermore, the layout and area available for parking maneuvering is limited. Therefore, a reduced maneuvering width is appropriate.

B. A variance must not be injurious to public welfare, nor to property in the vicinity of the applicant.

The reduced maneuvering width does not affect compliance with the rules and regulations of internal City Departments, including the Department of Transportation, Utilities, Buildings, and Fire. Compliance with the recommended conditions of approval would ensure that the project would not cause injury to public welfare or property within the vicinity of the site.

C. The consideration of "use variances" is specifically prohibited. These are variances which request approval to locate a use in a zone from which it is prohibited by ordinance.

No use variance is requested; the proposed use as a residential care facility is consistent with the General Plan and Zoning Code.

D. A variance must be in harmony with the general purpose and intent of the Zoning Code. It must not adversely affect the general plan or specific plans of the city, or the open space zoning regulations.

Although the maneuvering width will be reduced by two feet, the twenty-four (24) foot maneuvering width is sufficient for vehicles and overall site operations. The proposed development is otherwise consistent with the zoning regulations and the proposal does not violate any applicable General Plan policies.

Setbacks, height and bulk:

As shown in Table 3 below, the proposed residential care facility meets all of the setback, height, and bulk development standards for non-residential development within the Standard Single Family Residential (R-1) zone, with the exception of the front setback.

Table 3

Height and Area Standards

Standard	Required	Proposed	Deviation?
Height	35’	28’	no
Front setback	25’	10’-11”	yes, variance required
Interior side setback	5’	5’9” and 47’	no
Rear setback	15’	47’	no
Lot coverage	50% or less	38%	no
Floor Area Ratio (FAR)	1.50 or less	.56	no

Front Setback Variance:

Within the Standard Single Family (R-1) zone, the front setback shall be twenty-five (25) feet. The applicant is proposing a building setback of approximately ten (10) feet along the Maple Tree Way cul-de-sac thus, requesting a Variance in order to allow the reduced setback.

As mandated by Section 17.60.030 (3)(a) of the Zoning Ordinance, the following findings must be made in order to grant a variance:

A. A variance cannot be a special privilege extended to one individual property owner. The circumstances must be such that the same variance would be appropriate for any property owner facing similar circumstances.

Because the project site is an odd shaped, secluded parcel at the terminus of the Maple Tree Way cul-de-sac, ingress/egress to the site is limited to the cul-de-sac and, thus; constraining the potential layout of a building on the project site. Furthermore, in order to provide greater privacy and adequate buffering between the proposed residential care facility and the Interstate to the east, a reduced front setback is appropriate.

B. A variance must not be injurious to public welfare, nor to property in the vicinity of the applicant.

The reduced front setback does not affect compliance with the rules and regulations of internal City Departments, including the Department of Transportation, Utilities, Buildings, and Fire. Compliance with the recommended conditions of approval would ensure that the project would not cause injury to public welfare or property within the vicinity of the site.

C. The consideration of "use variances" is specifically prohibited. These are variances which request approval to locate a use in a zone from which it is prohibited by ordinance.

No use variance is requested; the proposed use is consistent with the General Plan and Zoning Ordinance.

D. A variance must be in harmony with the general purpose and intent of the Zoning Code. It must not adversely affect the general plan or specific plans of the city, or the open space zoning regulations.

Although the setback would be reduced by fifteen feet along the Maple Tree Way cul-de-sac, the setback will be landscaped with groundcover and trees, and contributes to the aesthetics in the neighborhood. Staff believes that the reduced setback is appropriate for the use of the building and the odd configuration of the parcel as it abuts a small portion of the public right-of-way (approximately 135' lineal feet). The proposed

development is otherwise consistent with the zoning regulations and the proposal does not violate any applicable General Plan policies.

Building design, signage and landscaping:

The proposed residential care facility will be one-story in height for the memory care portion, and two stories in height for the assisted living units. The exterior has a residential appearance, with a light brown stucco finish, horizontal siding wainscoting, vertical stone veneer elements, and composition shingle roofing. Detailed features include decorative shutters flanking the windows, shingle siding in the upper gables, and gridded windows.

In order to create an appropriate land use buffer and sound buffer, a six-foot high solid masonry wall is required along the eastern and western property lines where the residential care facility abuts multi-family uses to the west and the Interstate off-ramp to the east and south. Although the wall is not shown on the project plans, the project is conditioned to provide the six-foot high masonry wall (Condition #A11).

Extensive landscaping is proposed throughout the project site, including an internal outdoor atrium area for the residents of approximately 7,000 square feet in size, and an outdoor garden area. In addition, the Zoning Code requires that trees be planted and maintained throughout the surface parking lot to ensure that, within 15 years after establishment of the parking lot at least 50% of the parking area will be shaded. The site plan shows sufficient landscaping areas in which the required landscaping can be placed. The project is also conditioned to meet parking lot shading requirements. Sign details for the project have not been submitted, but the applicant will be required to obtain a signature permit for any exterior signs.

Respectfully submitted by: _____
HEATHER FOREST
Associate Planner

Approved by: _____
LINDSEY ALAGOZIAN
Senior Planner

Recommendation Approved:

_____
GREGORY W. BITTER, AICP
Principal Planner

Attachments:

Attachment 1	City Planning Commission Proposed Record of Decision
Attachment 2	Recommended Resolution for Environmental Determination
Attachment 3	Recommended Ordinance for Rezone
Exhibit A	Rezone Exhibit
Attachment 4	Recommended Project Entitlement Resolution
Exhibit A	Site Plan & First Floor Plan
Exhibit B	Second Floor Plan
Exhibit C	Exterior Elevations
Exhibit D	Landscape Plan
Attachment 5	Land Use & Zoning Map

Attachment 1 – City Planning Commission Proposed Record of Decision

City Planning Commission Proposed Record of Decision
Recommended Findings of Fact and Conditions of Approval
ACC Assisted Living Facility (P09-041)

A. The Planning Commission has reviewed and considered that the project is exempt from environmental review under the CEQA Guidelines, Section 15332, as an infill project in making the recommendations set forth in Attachment 2.

B. The Planning Commission recommends approval and forwards to the City Council the **Rezoning** of the site as set forth in Attachment 3.

C. The Planning Commission recommends approval and forwards to the City Council the **Special Permit** for the Project as set forth in Attachment 4.

D. The Planning Commission recommends approval and forwards to the City Council the **Maneuvering Width Variance** for the Project as set forth in Attachment 4.

E. The Planning Commission recommends approval and forwards to the City Council the **Front Setback Variance** for the Project based on the findings as set forth in Attachment 4.

Attachment 2 – Recommended Resolution for Environmental Determination

RESOLUTION NO. 2010-

Adopted by the Sacramento City Council

DETERMINING THE ACC ASSISTED LIVING FACILITY PROJECT EXEMPT FROM REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, FOR THE PROPERTY LOCATED AT THE SOUTHEAST TERMINUS OF THE MAPLE TREE WAY CUL-DE-SAC (P09-041) (APN: 031-0070-030)

BACKGROUND

A. On July 22, 2010, the City Planning Commission conducted a public hearing on and recommended approval of the ACC Assisted Living Facility project, and

B. On _____, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a), (b), and (c), and received and considered evidence concerning the ACC Assisted Living Facility project (P09-041).

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

The project consists of an approval of rezoning the property from Agricultural (A) to Standard Single Family Residential (R-1) to allow the development of a residential care facility.

Section 1. Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the City Council finds that the Project is exempt from review under CEQA Guidelines Section 15332, Infill Exemption of the California Environmental Quality Act Guidelines as follows:

The project consists of the request for entitlements for the purpose of constructing a residential care facility on a vacant infill parcel that is less than five acres in size and surrounded by urban uses. The project site also has no value as habitat and can be adequately served by all required utilities and public services. The project would also not result in any significant effects relating to traffic, noise, air quality, or water quality.

Attachment 3 – Recommended Ordinance for Rezone

ORDINANCE NO. 2010-

Adopted by the Sacramento City Council

AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING CERTAIN REAL PROPERTY FROM AGRICULTURAL (A) TO STANDARD SINGLE FAMILY RESIDENTIAL (R-1) ZONE (SOUTHEAST TERMINUS OF THE MAPLE TREE WAY CUL-DE-SAC) (P09-041) (APN: 031-0070-030)

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

Section 1. Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the property shown in the attached Exhibit A, generally described, known, and referred to as the southeast terminus of the Maple Tree Way cul-de-sac (APN: 031-0070-030) and consisting of 2.38± net acres, from Agricultural (A) to Standard Single Family Residential (R-1).

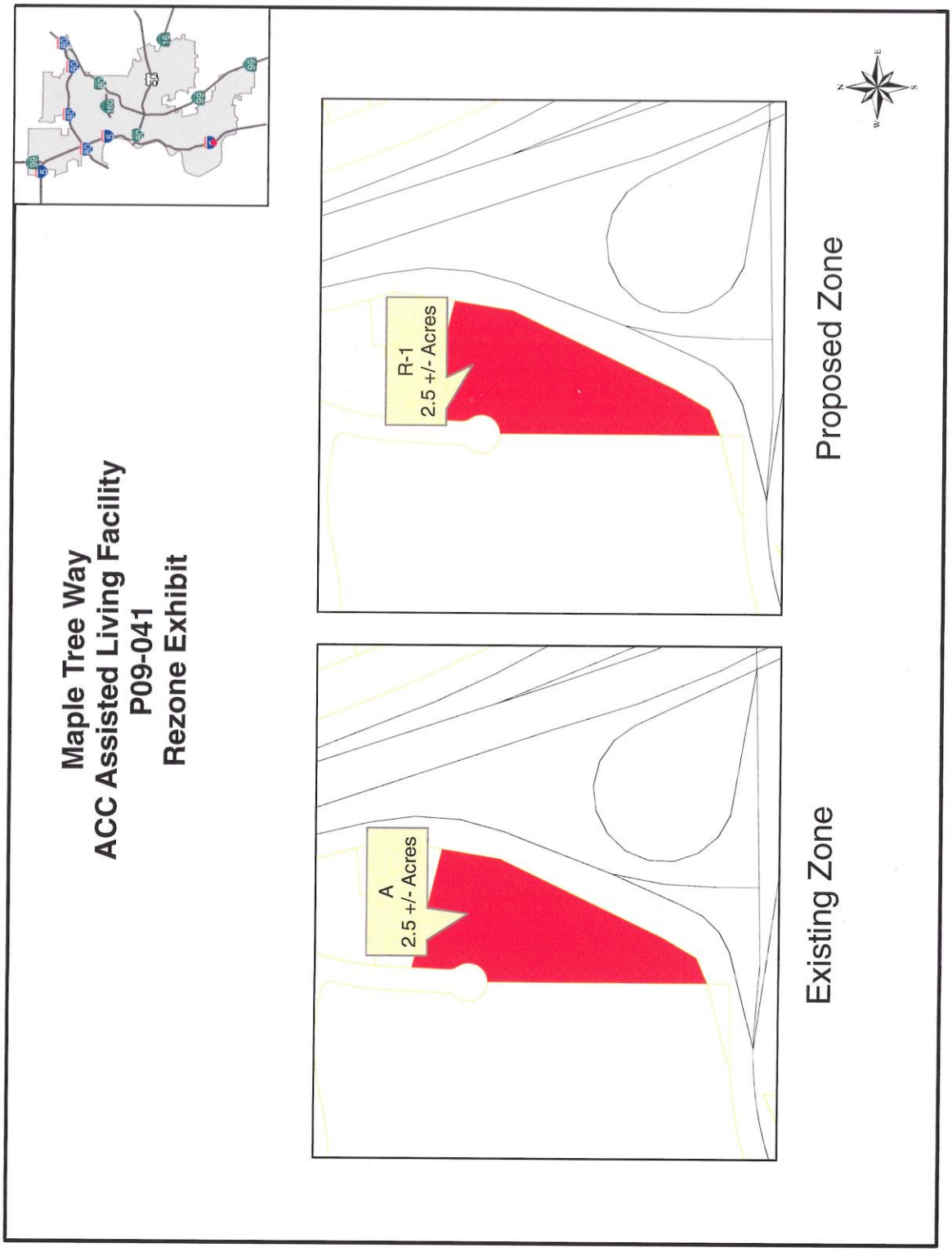
Section 2. Rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the rezoning of property described in the Zoning Code, as amended, as those procedures have been affected by recent court decisions.

Section 3. The City Clerk of the City of Sacramento is directed to amend the official zoning maps, which are a part of the Zoning Code, to conform to the provisions of this Ordinance.

Table of Contents:

Exhibit A - Rezone

Exhibit A – Rezone Exhibit



Attachment 4 – Recommended Project Entitlement Resolution

RESOLUTION NO. 2010 -

Adopted by the Sacramento City Council

ADOPTING FINDINGS OF FACT AND APPROVING THE ACC ASSISTED LIVING FACILITY PROJECT (P09-041) (APN: 031-0070-030)

BACKGROUND

A. On July 22, 2010, the City Planning Commission conducted a public hearing on, and recommended approval of the ACC Assisted Living Facility project (P09-041).

B. On _____, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a), (b), and (c), and received and considered evidence concerning the ACC Assisted Living Facility project (P09-041).

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

Section 1. Based on the verbal and documentary evidence received at the hearing on the ACC Assisted Living Facility project, the City Council approves the project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the project entitlements based on the following findings of fact:

A. Special Permit: The Special Permit to allow the development of the ACC Assisted Living Facility project is approved based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles in land use in that the Special Permit is appropriate due to compatibility of the proposed residential care facility with multi-family residential uses to the west and north, and the Interstate 5/Pocket Road off ramp to the east and south. Furthermore, the site is surrounded by existing development and infrastructure.

2. Granting the Special Permit will not be detrimental to the public health, safety, or welfare, nor result in the creation of a nuisance in that the use is a low traffic generator, buffered from the multi-family residential uses to the west by landscaping and a six-foot high solid masonry wall, the setbacks are appropriate for a residential care facility use, the project is in proportionate scale and size for the site, and the building design is

compatible with nearby residential uses. Additionally, the residential care facility plans have been reviewed by all applicable internal and external departments, all of which have found that the plans comply with development policies and standards.

3. The proposed project is consistent with the General Plan policy for providing special uses and care facilities.

B. Variance: The Variance to reduce the required maneuvering width for the ACC Assisted Living Facility project is approved based on the following Findings of Fact:

1. Granting the variance does not constitute a special privilege extended to an individual property owner in that the project site is an odd shaped, secluded parcel at the terminus of the Maple Tree Way cul-de-sac, ingress/egress to the site is limited to the cul-de-sac and, thus; constraining the potential layout of a building on the project site. Further, the layout and area available for parking maneuvering is limited. Therefore, a reduced maneuvering width is appropriate.

2. Granting the variance will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the reduced maneuvering width does not affect compliance with the rules and regulations of internal City Departments, including the Department of Transportation, Utilities, Buildings, and Fire. Compliance with the recommended conditions of approval would ensure that the project would not cause injury to public welfare or property within the vicinity of the site.

3. Granting the variance does not constitute a use variance in that a use variance is not requested; the proposed use is consistent with the General Plan and Zoning Code.

4. The variance is consistent with the general purpose and intent of the City Zoning Code (Title 17 of the City Code) including the open space regulations and the General Plan in that a twenty-four (24) foot maneuvering width is sufficient for vehicles and overall site operations. The proposed development is otherwise consistent with the zoning regulations and the proposal does not violate any applicable General Plan policies.

C. Variance: The Variance to reduce the required front setback for the ACC Assisted Living Facility project is approved based on the following Findings of Fact:

1. Granting the variance does not constitute a special privilege extended to an individual property owner in that the project site is an odd shaped, secluded parcel at the terminus of the Maple Tree Way cul-de-sac, ingress/egress to the site is limited to the cul-de-sac and, thus; constraining the potential layout of a building on the project site.

Furthermore, in order to provide greater privacy and adequate buffering between the proposed residential care facility and the Interstate to the east, a reduced front setback is appropriate.

2. Granting the variance will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the reduced front setback does not affect compliance with the rules and regulations of internal City Departments, including the Department of Transportation, Utilities, Buildings, and Fire. Compliance with the recommended conditions of approval would ensure that the project would not cause injury to public welfare or property within the vicinity of the site.

3. Granting the variance does not constitute a use variance in that a use variance is not requested; the proposed use is consistent with the General Plan and Zoning Code.

4. The variance is consistent with the general purpose and intent of the City Zoning Code (Title 17 of the City Code) including the open space regulations and the General Plan in that although the setback would be reduced by fifteen feet along the Maple Tree Way cul-de-sac, the setback will be landscaped with groundcover and trees, and contributes to the aesthetics in the neighborhood. The proposed development is otherwise consistent with the zoning regulations and the proposal does not violate any applicable General Plan policies.

Section 3. The City Council approves the project entitlements subject to the following conditions of approval:

A. Special Permit: The Special Permit to construct a residential care facility is approved subject to the following conditions of approval:

PLANNING:

A1. Development of this site shall be in compliance with the attached exhibits (Exhibits A through D), except as conditioned. Any modification to the project shall be subject to review by planning staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.

A2. Obtain all necessary building permits prior to construction.

A3. The number of beds shall not exceed ninety-three (93).

A4. Landscaping plans shall be submitted to the Building Division - Site Conditions Unit for review and approval by the Site Conditions Unit and the Landscape Architecture Section. The scope of the review shall include plant species selection, landscape materials, irrigation system, and calculation to ensure that

the 50% shading requirement is met. In order to provide adequate surveillance opportunities, all plants and shrubs are to be maintained at maximum height of thirty inches (30"). Decorative planting shall be maintained so as not to obstruct or diminish lighting level throughout the project.

A5. Lighting:

a. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists, adjacent properties, or the general public. All fixtures should be placed in a manner that avoids glare when observed from the street or other public areas.

b. All open parking lots shall be provided with a minimum intensity of 1.5 foot-candles per square foot of lighting from one half-hour before sunset until one half-hour after sunrise. All lighting devices shall be equipped with weather and vandal resistant covers. Lighting shall be engineered so as not to produce direct glare or “stray light” on adjacent properties.

c. Aisles, passageways and recesses related to and within the building complex shall be illuminated with an intensity of at least seventy-five one-hundredths (.75) minimum maintained footcandle of light as measured at ground level during the hours of darkness. These lighting devices shall be protected by weather and vandal resistant covers.

d. Applicant shall submit a lighting plan to Current Planning for review prior to the issuance of building permits.

A6. All mechanical equipment shall be screened. All rooftop mechanical and communications equipment shall be completely screened from view from public streets by the building parapet, screen wall, and architectural projections which are integral to the building design.

A7. The proposal is required to meet the Sacramento City Code regulations, regarding bicycle parking (Section 17.64.050). Bicycle parking shall be located in a secure area located in close proximity to public view.

A8. The applicant shall provide a maximum of fifty-seven (57) on-site parking spaces.

A9. All building numbers and street addresses shall be clearly visible from all public or private access streets. The street and building numbers shall be no less than four inches in height and of a contrasting color to their background.

A10. The applicant shall provide copies of the Affidavit of Zoning, adopted Ordinance, and adopted Resolutions, including all project conditions of approval, as a coversheet(s) to the building permit submittal.

A11. The applicant shall construct a six foot high solid masonry wall along the western and eastern property lines.

A12. The applicant shall install triple-pane windows along the entire eastern elevation of the residential care facility.

A13. The applicant shall install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph), on all residential units within five-hundred (500') feet of the western edge of the pavement for the Interstate-5 mainline.

DEPARTMENT OF TRANSPORTATION:

A14. Construct standard improvements as noted in these conditions pursuant to section16.48.110 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Maple Tree Way per City standards and to the satisfaction of the Department of Transportation.

A15. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Transportation. The proposed driveway is considered a commercial driveway per City Code.

A16. The site plan shall conform to A.D.A. requirements in all respects.

A17. The applicant shall install appropriate signage to restrict any vehicles from entering the proposed trash pickup area off Maple Tree way where a proposed gate will be installed to the satisfaction of the Department of Transportation.

A18. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance). With a maneuvering variance, the proposed 24-foot drive isle width is acceptable to the Department of Transportation.

A19. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Transportation.

FIRE:

A20. All turning radii for fire access shall be designed as 35' inside and 55' outside.

A21. Dead ends exceeding 150 feet in length require an approved Fire Department turnaround (45' radius cul-de-sac or city standard hammerhead). *Applicant will*

be required to provide minimum of (2) Fire Department turnarounds due to depth and limited access.

A22. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more.

A23. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3

A24. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105.

A25. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.

A26. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4

A27. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1) *The west side of the structure isn't meeting this requirement. Applicant shall install a dry standpipe system to serve the west side of the building to the satisfaction of the Fire Department. Standpipe and FDC that serves this system shall be appropriately labeled.* ***The standpipe system shall be installed so that all portions of the west side of the building are covered.***

A28. Provide appropriate Knox access for site

A29. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.

A30. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet.

A31. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant.

A32. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. Fire control rooms shall be located within the building at a location approved by the Chief, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. CFC 903.8

A33. Provide at least 5' setback for second story bedroom windows to allow for fire ladder rescue operations. Provide clear access to buildings openings, free to landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department. CFC 504.1

A34. Gates servicing the delivery area shall be provided with an approved Knox padlock.

UTILITIES:

A35. A water main extension is required in Maple Tree Way. The location, design and construction of the water main shall be to the satisfaction of the Department of Utilities. (Note: There is an existing 8" water main just north of the project site in Maple Tree Way.)

A36. Only one domestic water service is allowed per parcel. Any new domestic water services shall be metered. Excess domestic water services shall be abandoned to the satisfaction of the Department of Utilities.

A37. A separate metered irrigation service is required.

A38. Per City Code 13.80.190, each parcel shall have separate sanitary sewer services. Sewer services shall be located to the satisfaction of the Department of Utilities.

A39. A sewer main extension is required in Maple Tree Way. (Note: The closest sewer main is the existing 6" sewer main located just north of the project site in the intersection of Maple Tree Way and Alder Tree Way.)

A40. A sewer study for this project must be completed by the applicant and approved by the Department of Utilities. The sewer study shall verify that the existing 6" sewer line has capacity for this project. If the existing sewer line does not have capacity, then the applicant shall upsize the line as needed to the satisfaction of the Department of Utilities.

A41. An onsite drainage system is required and shall connect to the existing 48" storm drainage systems by means of a storm drain service tap. All onsite shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual). New service connection to the existing 48" storm drainage main shall be made at the public street ROW.

A42. All lots shall be graded so that drainage does not cross property lines.

A43. Per City Code, the applicant may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of the drainage across the property. The project shall construct the required public and/or private

infrastructure to handle off-site runoff to the satisfaction of the Department of Utilities. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

A44. Finished lot pad elevation shall be a minimum of 1.5 feet above the controlling overland release elevation and a minimum of 1.2 feet above the highest adjoining back of sidewalk elevation. Finished lot pad elevations shall be accepted by the Department of Utilities.

A45. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.

A46. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans and prepare plans to control urban runoff pollution from the project site during construction.

A47. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is greater than an acre, both source controls and onsite treatment control measures are required. Onsite treatment control measures may affect site design and site configuration and therefore should be considered during the early planning stages. Improvement plans must include on-site treatment control measures. Refer to the "Stormwater Quality Design Manual" dated May 2007 for appropriate source control and onsite treatment control measures.

PARK PLANNING & DEVELOPMENT SERVICES:

A48. Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at $195,869. This is based on 62 multi-family units at the rate of $ 3,058 per unit for a subtotal of $189, 596; and on 17,425.02 square feet of memory care and support services square footage at the Retail/Commercial Services/ Other Rate of $0.36 per square foot for a subtotal of $6,273. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is <u>submitted</u> for building permit.

TRANSPORTATION – ENGINEERING SERVICES – ELECTRICAL SECTION:

A49. This project does not require street lighting. There is an existing street lighting system around this project area. Improvements of right-of-way may require

modification to the existing system. Electrical equipment shall be protected and remain functional during construction.

ADVISORY NOTES:

UTILITIES:

A50. Many projects within the City of Sacramento require onsite booster pumps for fire suppression and domestic water systems. During the early planning stages of the project and prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression systems.

A51. Be advised that an onsite fire loop may be required. The second point of connection for the fire loop will require the applicant to secure an easement from the adjacent properties.

A52. Onsite sewer system is in the Building Department's jurisdiction. The applicant should satisfy Building Department's requirements.

A53. There is existing 48" drainage main along the west property line of the subject project. Prior to design, the applicant should field verify the exact location of the main and plot it on the construction plan. The applicant is responsible for the protection and repair of the existing drainage main during construction of the proposed structure. Contact Underground Service Alert at 1-800-642-2444, 48 hours before work is to begin.

A54. The proposed project is located in the Flood zone designated as **Shaded X** zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective December 8, 2008. Within the Shaded X zone, there are no requirements to elevate or flood proof.

Exhibit A – Site Plan & First Floor Plan

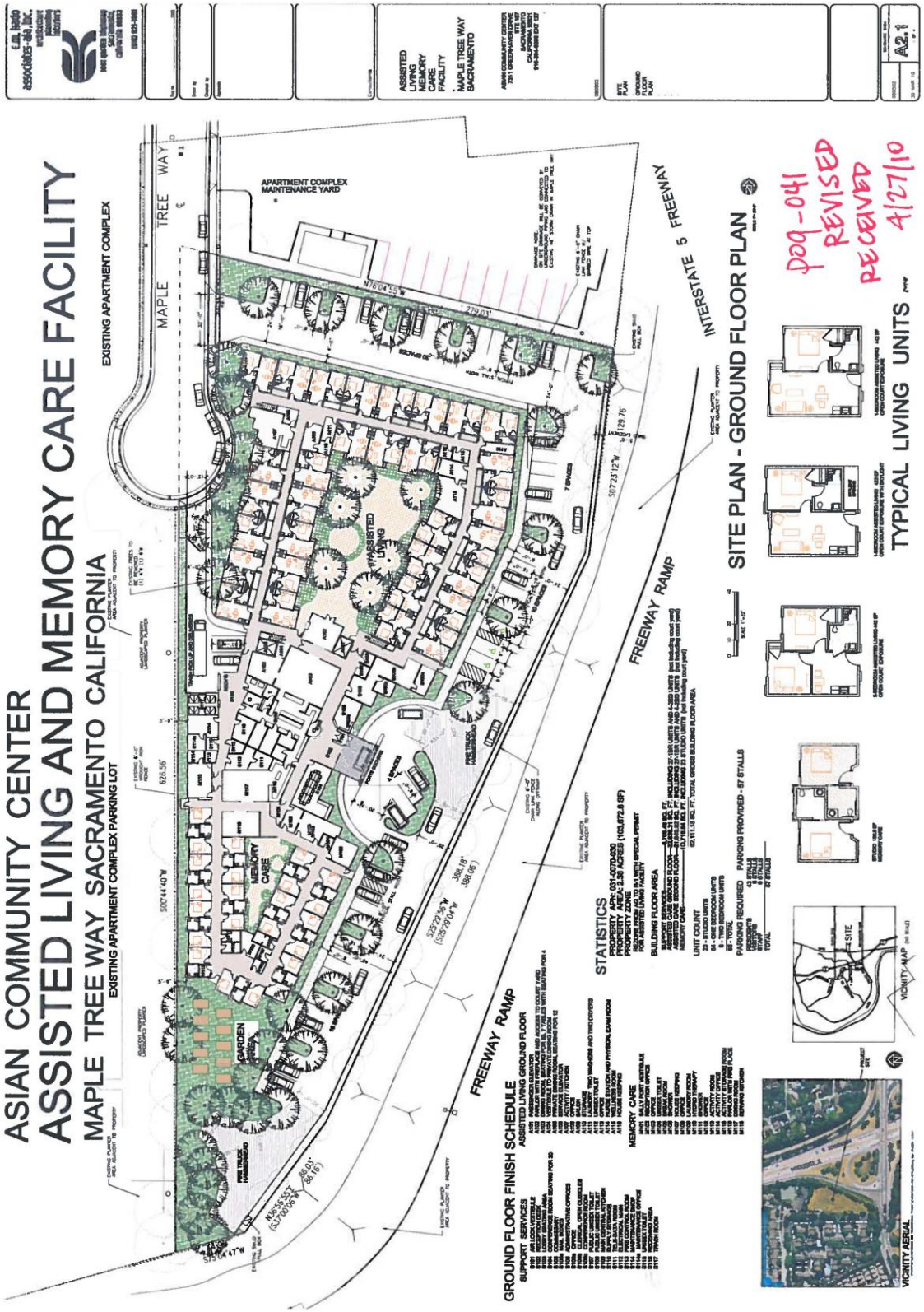


Exhibit B – Second Floor Plan

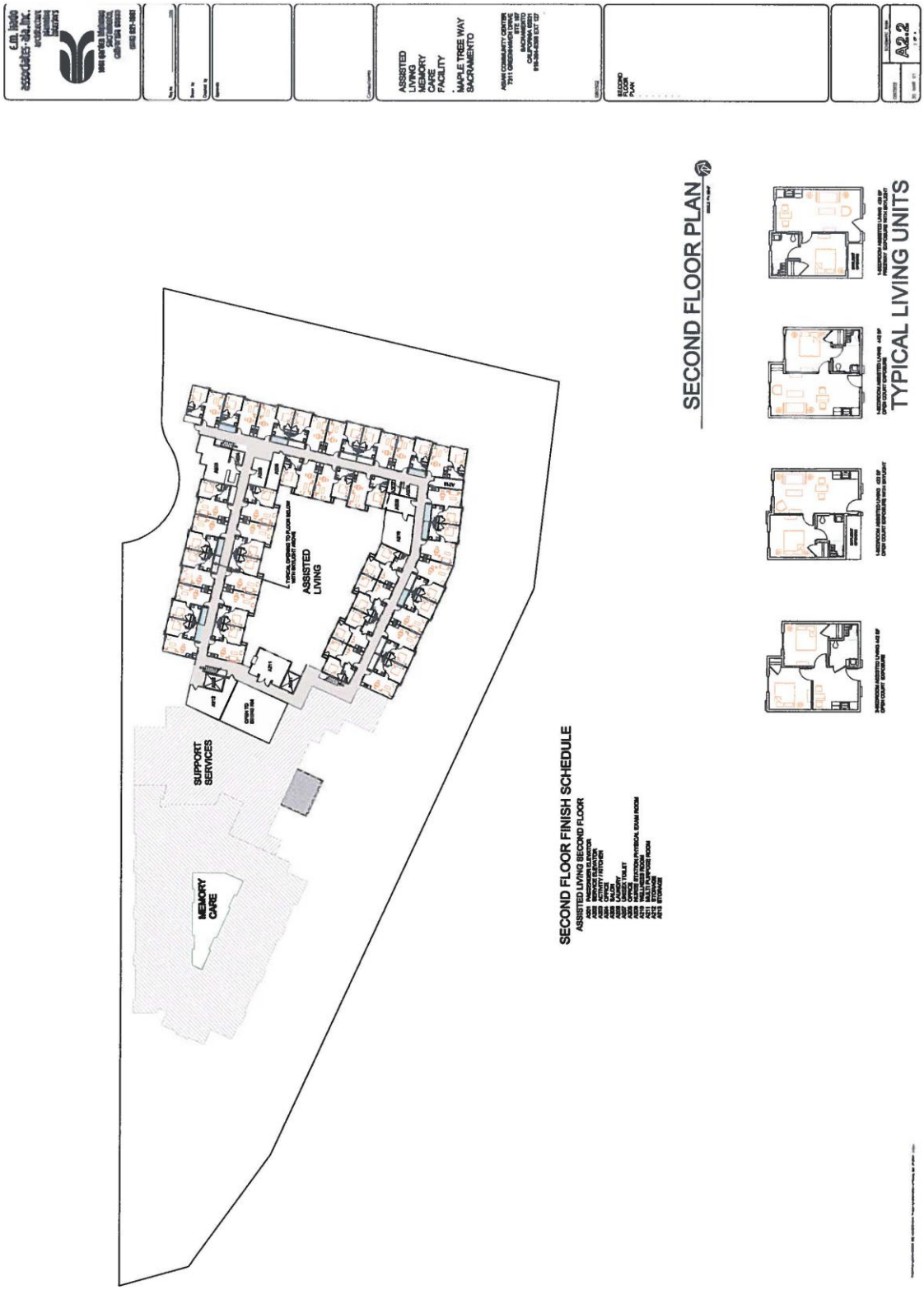


Exhibit C – Exterior Elevations

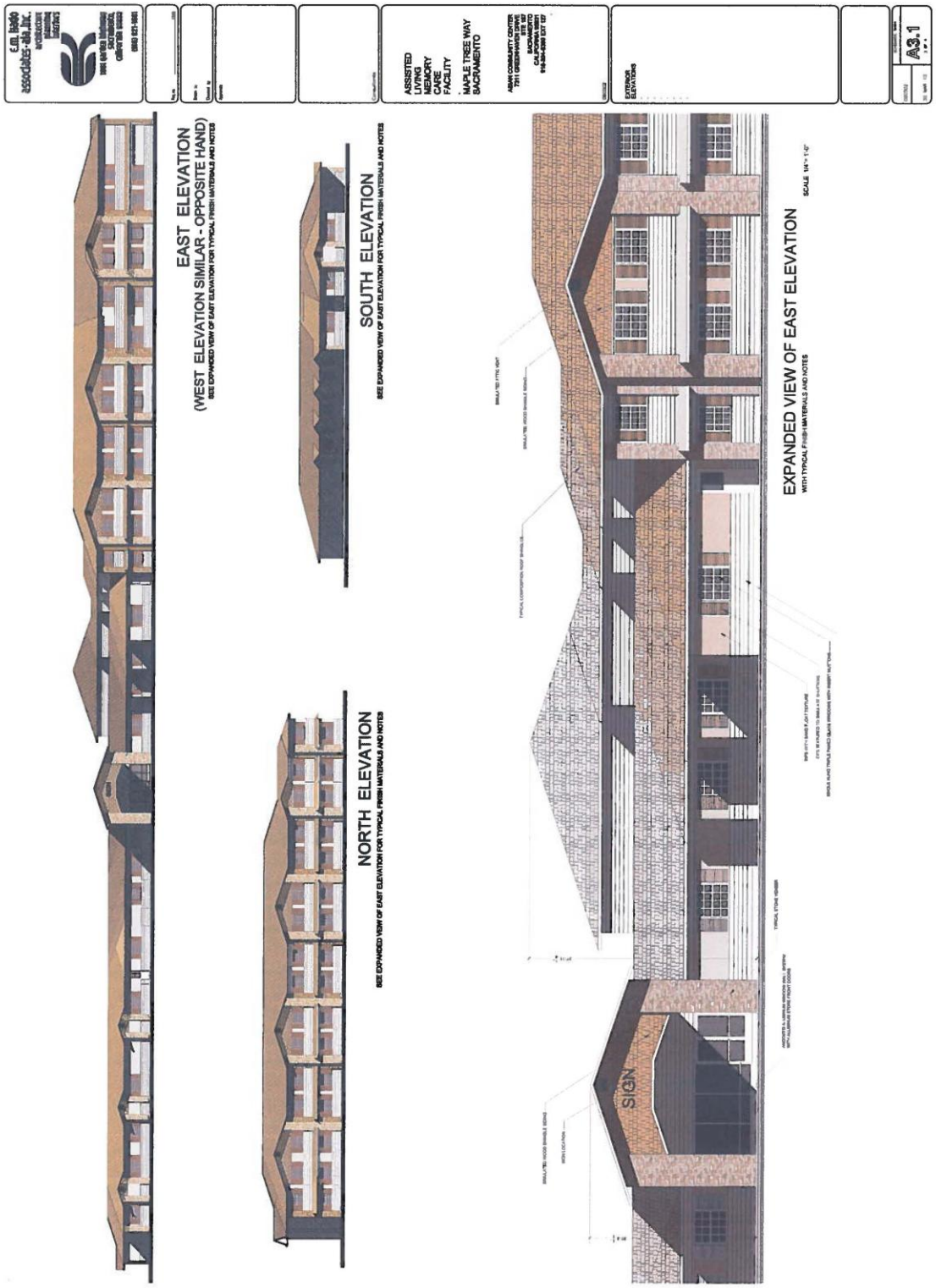
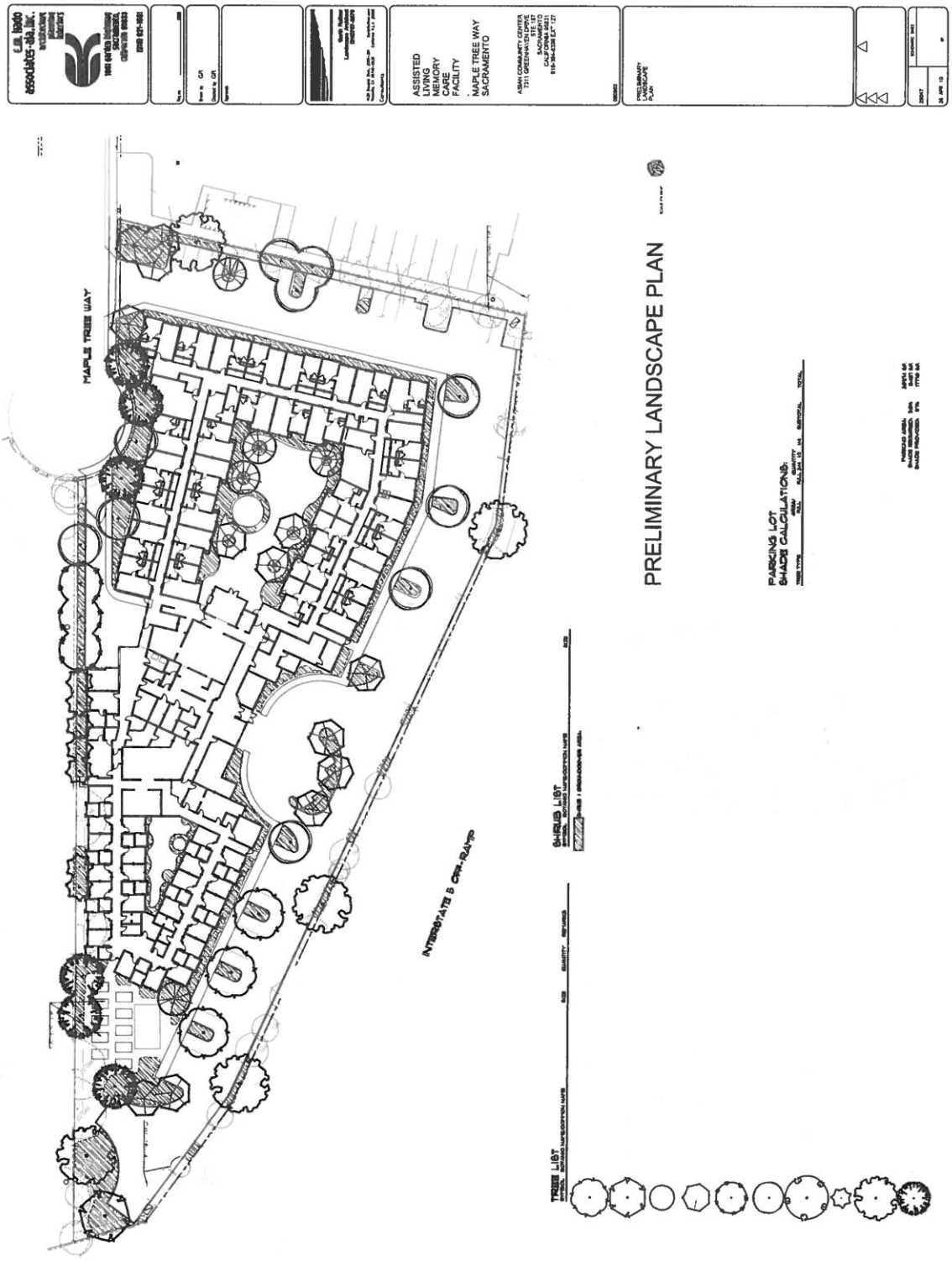
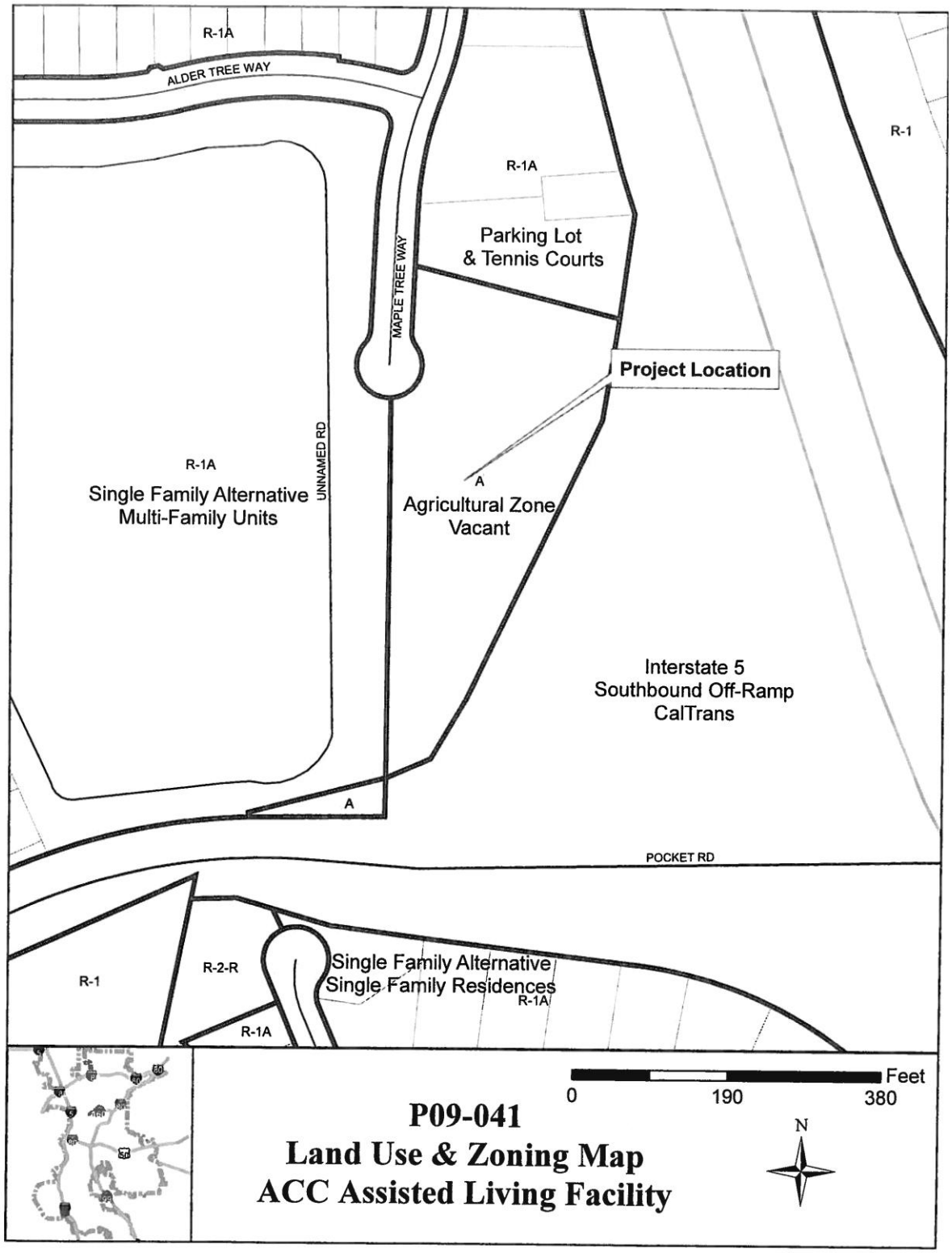


Exhibit D – Landscape Plan



Attachment 5 – Land Use & Zoning Map



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REPORT TO PLANNING COMMISSION City of Sacramento

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
July 22, 2010

To: Members of the Planning Commission

Subject **Clearwire on Main Avenue (P10-031)**

A request to install three new microwave dishes and three panel antennas at the top of an existing 71 foot high transmission tower in the Standard Single Family Residential (R-1) Zone.

A. **Environmental Determination**: Categorical Exemption per CEQA Guidelines Section 15301;

B. **Special Permit** to install three new microwave dishes and three panel antennas at the top of an existing 71 foot high PG&E transmission tower.

Location/Council District

475 Main Avenue, Sacramento

Assessor's Parcel Number 226-0230-003-0000

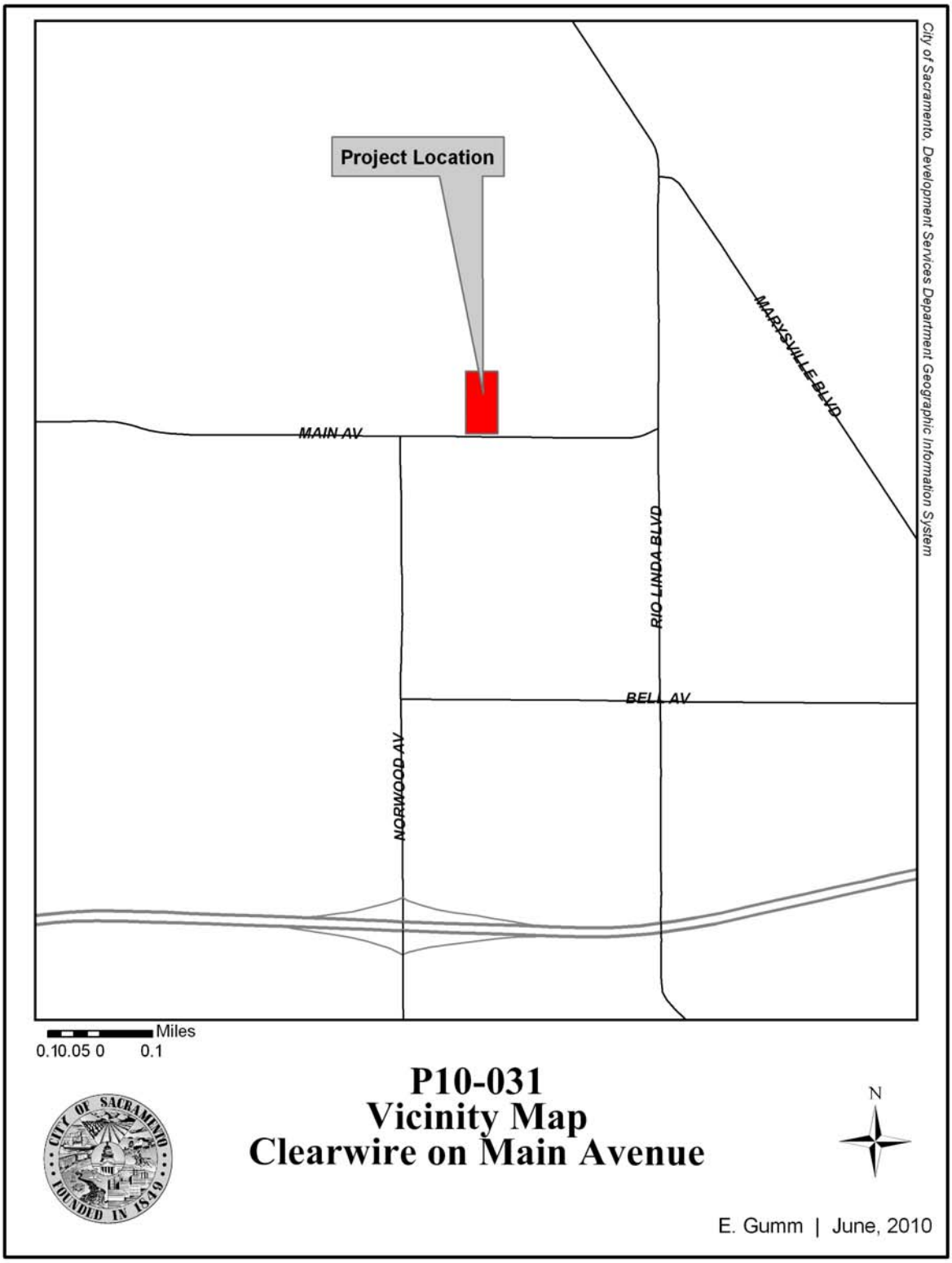
Council District 2

Recommendation

Staff recommends the Planning Commission approve the Special Permit request based on the findings and subject to the conditions listed in Attachment 1. The Planning Commission has final approval authority over items A-B above, and its decision is appealable to City Council. **Staff is not aware of any issues and the project is considered non-controversial.**

Staff Contact	Elise Gumm, LEED AP, Associate Planner, (916) 808-1927; Lindsey Alagozian, Senior Planner, (916) 808-2659
Applicant	Clear Wireless, c/o: Jillian Faria, (916) 214-7178 4412 Harlin Drive, Sacramento, CA 95826
Owner	Biscos Traian / Alexandrina 6900 W 4th Street, Rio Linda, CA 95673

Vicinity Map



Summary

The applicant is proposing to install three (3) panel antennas, up to three (3) parabolic antennas (microwave dishes), and its related equipment on an existing PG&E transmission tower in the Standard Single Family Residential (R-1) zone. The existing tower height is approximately 71 feet. The proposed project will increase the existing tower by approximately twelve feet to an overall height of 83 feet. All related equipment will be constructed on a 10'x10' concrete pad under the tower.

Staff notified all property owners within 500 feet of the site for this public hearing and received no opposition at the time of writing of this report. Staff finds that the proposal is consistent with the applicable policies of the General Plan and the City's Guidelines for Telecommunications Facilities.

Table 1: Project Information	
General Plan designation:	Suburban Low Density Residential
Existing zoning of site:	R-1 (Standard Single Family Residential zone)
Existing use of site	Single Family Residential / PG&E Transmission Tower
Property area:	5.00± acres

Background Information

Two tentative maps were approved to create 18 single family residential lots on the subject property, back in 1999 and 2006, respectively (P91-271 & P05-056). The project (P05-056) approved on August 24, 2006 is still active. In 2000, the Zoning Administrator also approved a Special Permit for Deep Lot Development to allow the conversion of 630 square feet of the existing 1,680 square feet storage building into a secondary residential unit. The project site currently contains two detached residential units and a PG&E tower.

Public/Neighborhood Outreach and Comments

The project was routed to the Robla Park Community Association and staff has not received any comments from this neighborhood association. The Planning Commission meeting was also noticed to the property owners within a 500 foot radius of the subject site. At the time of writing of this report, staff has not received any comments, and staff is not aware of any opposition to the project.

Environmental Considerations

The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that it is exempt from the provisions of the California Environmental Quality Act (CEQA) under Class 1, Section number 15301 which consists of the operation, repair or minor alteration of existing public or private structures or facilities involving negligible or no expansion of capacity of an existing use beyond that existing at the time of the lead agency's determination.

Policy Considerations
General Plan

The subject site is designated Suburban Low Density Residential on the 2030 General Plan Land Use and Urban Form Diagram. The proposal is located on an existing transmission tower and has been designed and conditioned so that it will have a minimal visual impact on the surrounding area. The proposal is consistent with the General Plan Policy which encourages cooperation with service providers to ensure access to and availability of a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies throughout the city (Policies U 7.1.1). The project will improve wireless network capacity and coverage for both residential and business customers in the area.

Guidelines for Telecommunications Facilities
The Guidelines for Telecommunication Facilities, adopted by the City Council on April 29, 1997, emphasize minimizing the visibility of new telecommunication facilities through construction and design techniques. The proposed antennas and associated equipment, collocating on an existing transmission tower, are consistent with the applicable policies as described in the Guidelines for Telecommunications Facilities. Key objectives for the City were outlined to maximize the number of “invisible” telecommunications facility sites. The proposed antennas located on top of an existing structure represent a preferred siting location as the new antennas do not require the construction of a new monopole.

Project Design
The applicant is proposing to utilize an existing transmission tower north of Main Avenue at an existing single family parcel to collocate telecommunication antennas. The project requires a Special Permit based on the fact that the proposed parabolic antennas are not considered to be exempt. The project includes three panels and three parabolic antennas to be mounted at the top of an existing PG&E tower. As a result, the overall height of the tower will increase from 71 feet to 83 feet. The existing residential units on the subject site are approximately 140 feet and 110 feet away from the transmission tower, respectively. The antennas will be conditioned to be painted with a non-reflective paint to match the existing PG&E tower, and the related equipment will be installed within the tower footprint on a concrete pad. Staff has no issues with the proposed antennas and the proposed height of the tower.

The equipment cabinet will be located on a concrete pad beneath the transmission tower. The facility will be surrounded by wood fencing of six feet in height. Lighting at the equipment area is conditioned to be activated only when the facility is being serviced by the representative of Clearwire.

Land Use
The City of Sacramento encourages the placement of wireless facilities with minimal visual impacts and provides guidelines for the design of wireless facilities. The current Zoning Code, Chapter 17.24, footnote 58, c, viii, allows panel antennas

placed on transmission towers as a matter of right and they are exempted from planning entitlements if the proposal does not increase the existing structure more than 12 feet in height. However, the proposed parabolic antennas are not the exempted panel antennas; thus, the project requires a Special Permit subject to Zoning Code, Chapter 17.24, footnote 58, d, v, (B). City staff encourages carriers to consider siting on existing infrastructure, such as transmission towers. Staff supports the proposed project based on its design, location, and its consistency with the City's Guidelines for Telecommunications Facilities.

The Zoning Code allows telecommunication facilities in residential zones and collocation on an existing transmission tower is a preferred siting option. Staff is in support of the project because it is consistent with the General Plan Policy of promoting and supporting communications facilities within the City as well as the Guidelines for Telecommunication Facilities.

Access, Circulation and Parking

The applicant proposes to use the existing driveway to access the wireless internet facility equipment for regular maintenance and repairs. The residential unit has its own driveway, which will not be used for purposes of accessing the tower.

Respectfully submitted by: _____
ELISE GUMM, LEED AP
Associate Planner

Approved by: _____
LINDSEY ALAGOZIAN
Senior Planner

Recommendation Approved:

_____
GREG BITTER, AICP
Principal Planner

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Staff Report		Page 1
Attachment 1	Recommended Findings and Conditions	Page 7
Exhibit A	Site Plan	Page 10
Exhibit B	Enlarged Site Plan	Page 11
Exhibit C	Elevations	Page 12
Exhibit D	Propagation Map	Page 14
Exhibit E	Simulation Photos	Page 15
Attachment 2	Vicinity Map	Page 17
Attachment 3	Land Use and Zoning Map	Page 18

Attachment 1 Recommended Findings of Fact and Conditions of Approval

Findings of Fact

A. Environmental Determination: Exemption

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under **Class 1**, **Section 15301, Existing Facilities** of the California Environmental Quality Act Guidelines as follows:

This project consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

B. The **Special Permit** to install 3 panels antennas, up to 3 parabolic antennas, and its related equipment to the top of an existing PG&E transmission tower, is approved subject to the following Findings of Fact:

1. The project, as conditioned, is based upon sound principles of land use in that:

   a. The project will utilize an existing transmission tower;

   b. The proposed telecommunication antennas, dish and equipment meet all development standards for the site including Title 17 zoning Code requirement and are consistent with the City's Guidelines for Telecommunication Facilities; and

   c. The project will not adversely affect the surrounding land uses in that the visual impacts are nominal and the wireless network capabilities for South Sacramento are enhanced greatly.

2. The project, as conditioned, will not be detrimental to the public welfare, safety, or result in the creation of a public nuisance in that:

   a. The antennas are proposed in a location that will not interfere with existing land uses or future uses on the subject parcel and the surrounding area; and

   b. The proposed telecommunications equipment will be required to comply with building codes and safety standards in its construction through the building permit process.

3. The project is consistent with the General Plan Suburban Low Density Residential Land Use Designation as well as the General plan Land Use and Utilities policies. The project is also consistent with the telecommunication policy of siting telecommunication facilities on existing transmission towers.

Conditions of Approval

B. The **Special Permit** to install 3 panel antennas, up to 3 parabolic antennas, and its related equipment to the top of an existing PG&E transmission tower, is hereby approved subject to the following conditions of approval:

PLANNING

B1. The applicant shall obtain all necessary building permits prior to commencing construction.

B2. The applicant shall obtain all necessary federal telecommunications permits prior to commencing construction.

B3. Size and location of antennas shall conform to the approved plans as shown on the attached exhibits and as conditioned to revise. Any modification to the project shall be subject to review and approval by Planning staff (and may require additional entitlements) prior to the issuance of building permits. A total of six telecommunications antennas (three panel antennas and three microwave dishes) and three BTS units are approved.

B4. The applicant shall use non-reflective paint and materials to match the transmission tower at the point of attachment and connection points on all sides and on all equipment, cables, connections, panels and any other appurtenance.

B5. Should the operation of this telecommunications facility be discontinued, the applicant(s) shall be responsible for the removal of all equipment, including, but not limited to the: top hat array, antennas, equipment and cabinet(s), cable(s) and conduit, concrete pad(s), foundation, telephone and power lines to the facility, access gates, and fencing materials, within six (6) months of the cessation of facility operations.

B6. All cable runs shall be in weather–proof conduit or shall run underground;

B7. No telecommunications equipment shall be visible above the proposed wood fencing except the GPS antenna.

B8. In order to secure and partially screen the facility a new 6’ tall wall fence shall be constructed around the perimeter of the lease area as shown on the attached

exhibits. The fence and gate(s) shall be maintained in a graffiti free and sound structural condition for the duration of the operation of the facility.

B9. No barbed, razor, or other prohibited wire material shall be used in or on this site.

B10. All graffiti and trash/garbage shall be removed in a timely manner.

B11. Lighting shall affect only the lease area and the light standard shall not exceed 15 feet in height, shall be vandal resistant and shall be shielded from the adjacent properties and roadways so as not to create glare for the adjacent properties. The lighting shall also reflect away from City streets. A maximum lighting of 1.5 foot-candles per square foot of lease area is allowed for the site.

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Exhibit A Site Plan

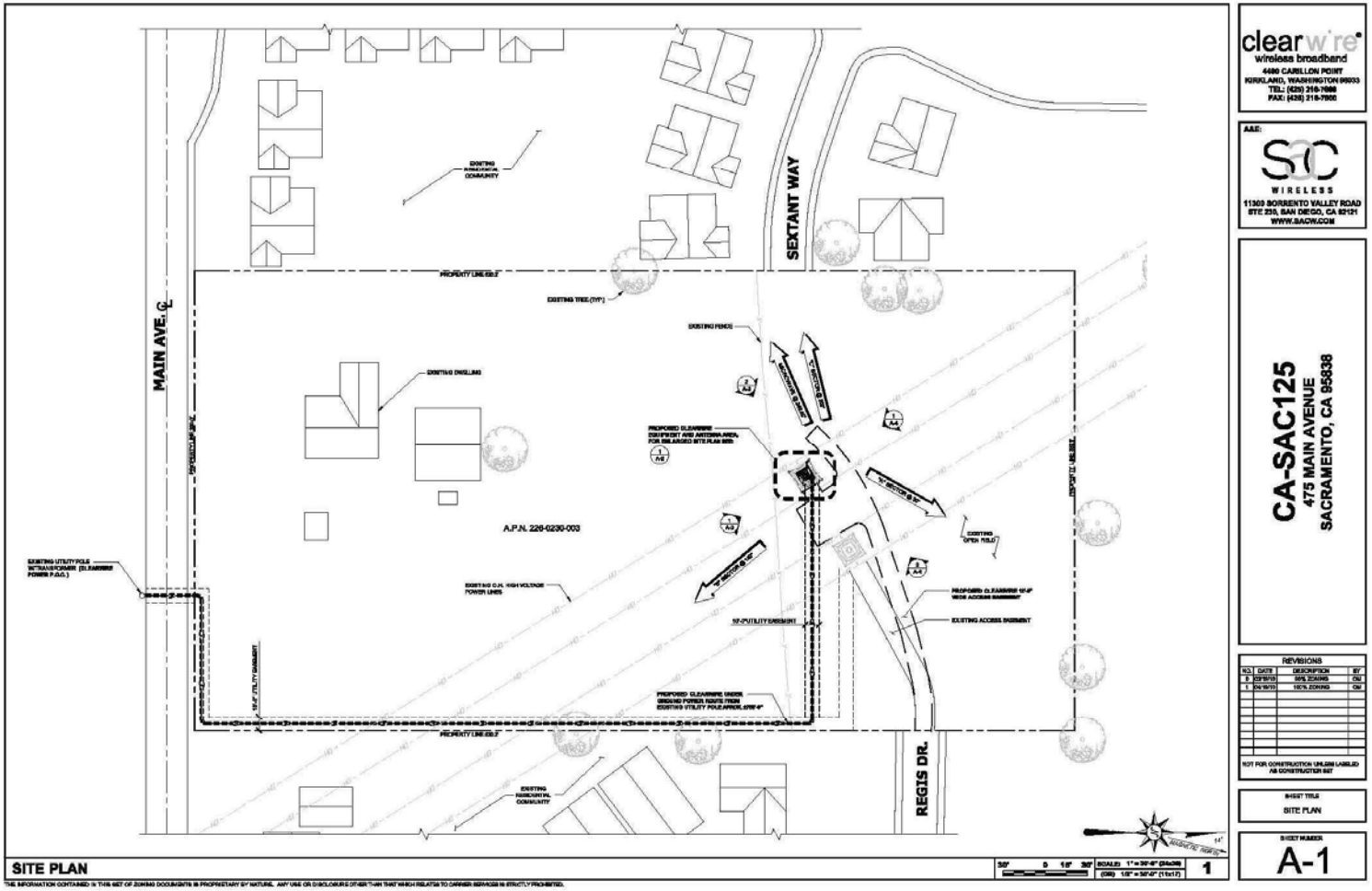
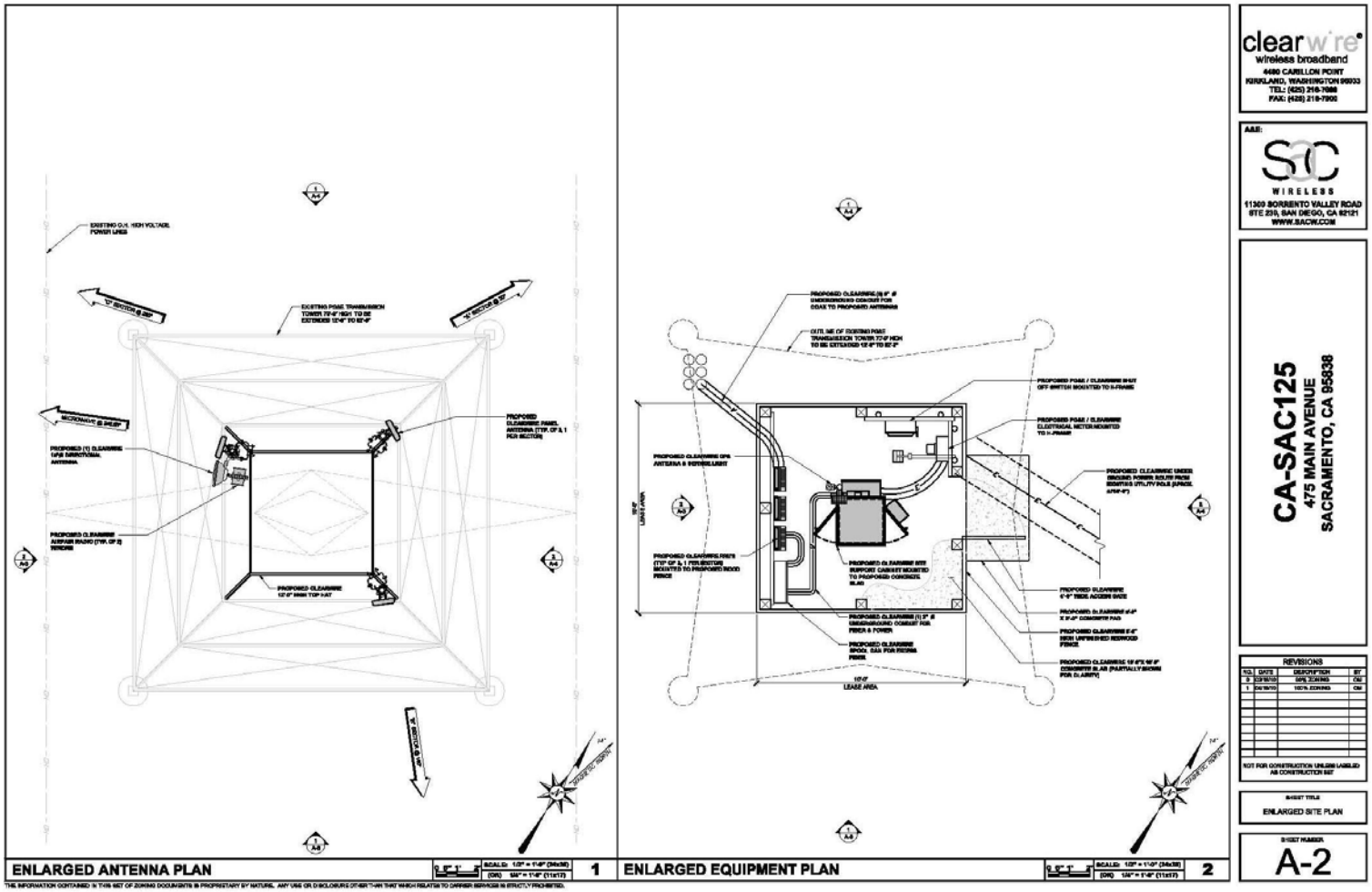


Exhibit B Enlarged Site Plan



Clearwire on Main Avenue (P10-031)

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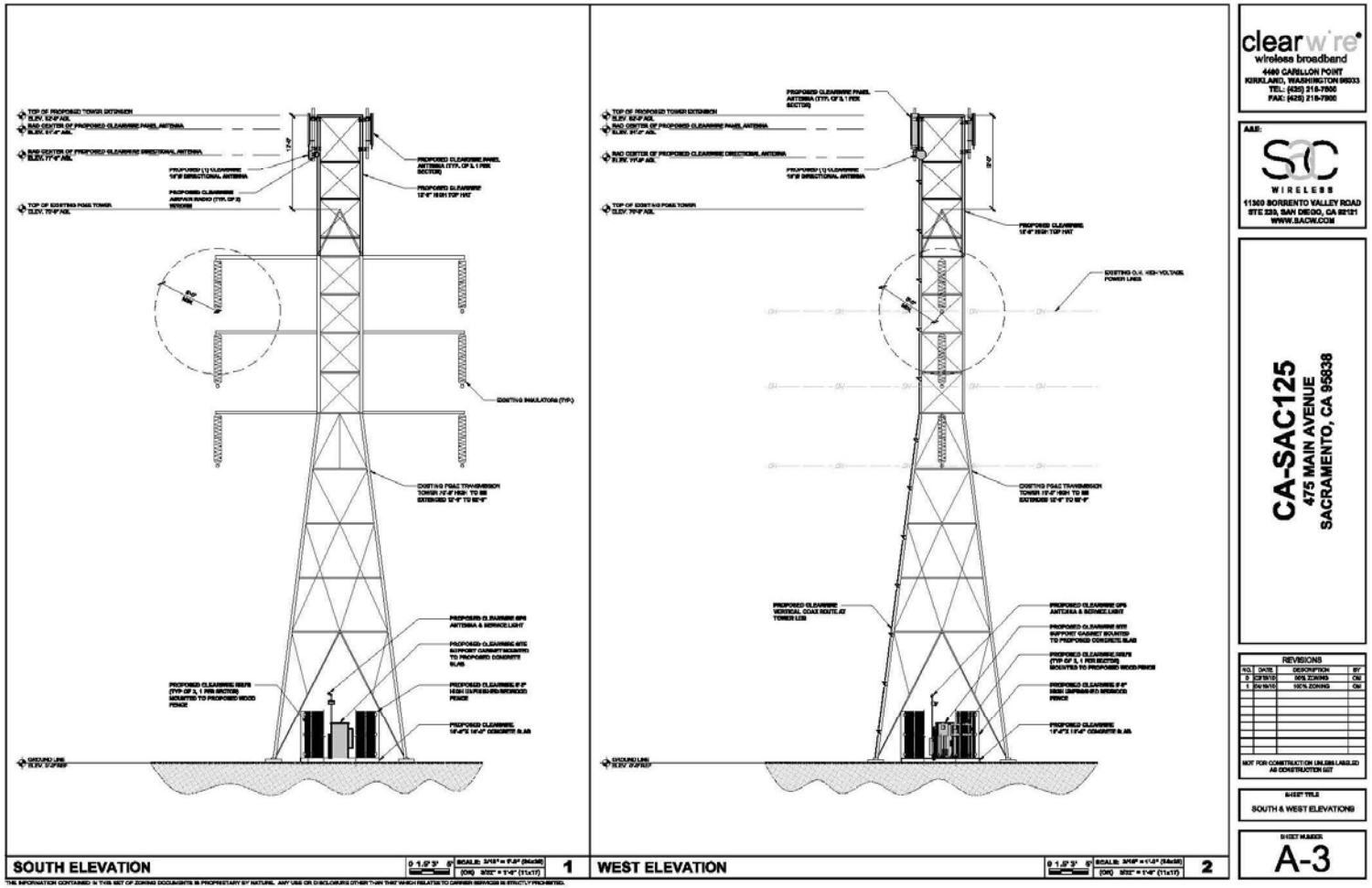
Exhibit C Elevations



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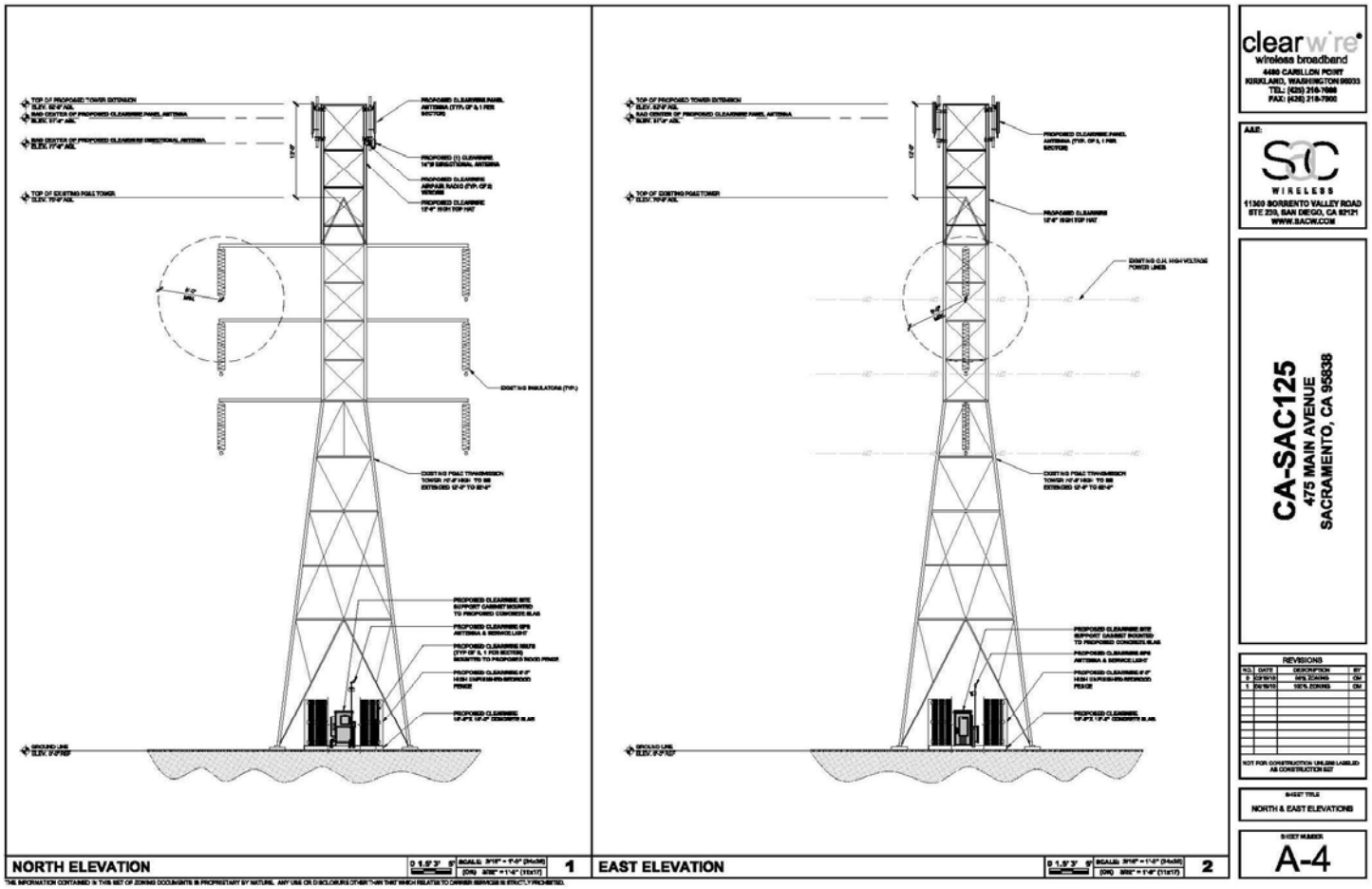

Clearwire on Main Avenue (P10-031)

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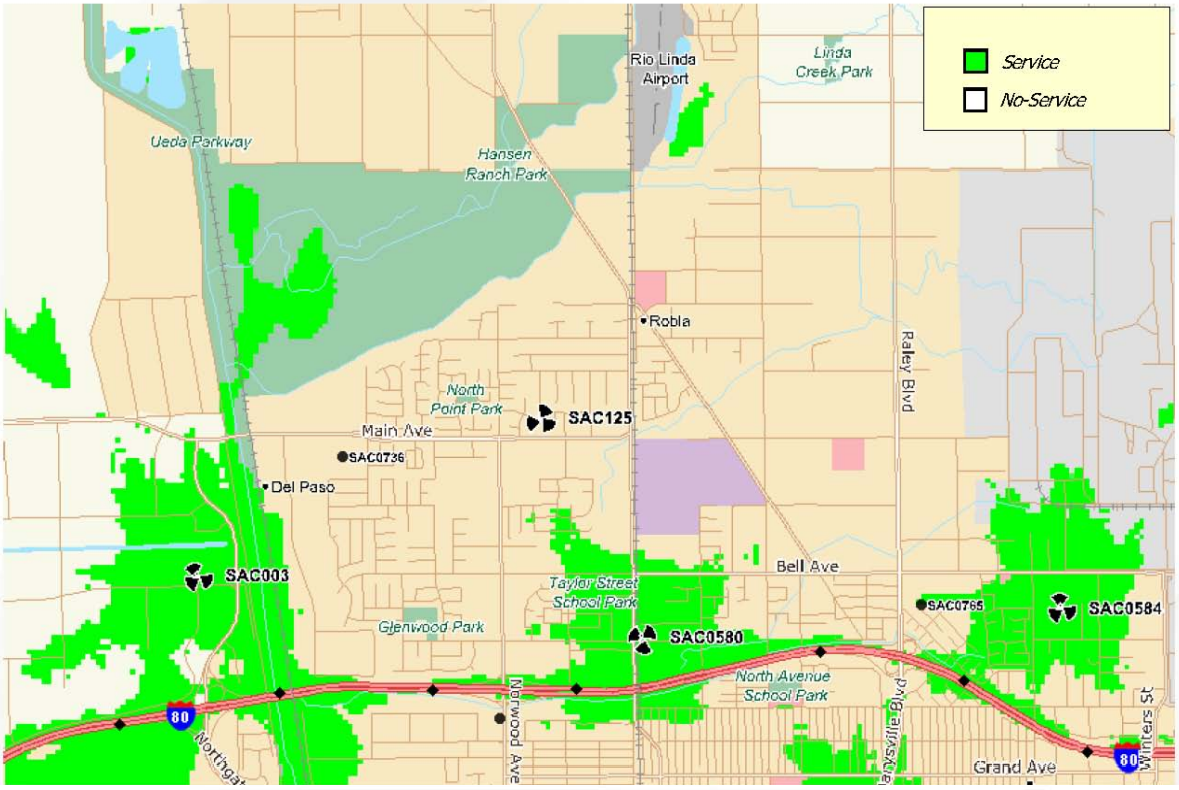
Exhibit D Propagation Map

Composite Coverage without Site CA-SAC125



Composite Coverage with Site CA-SAC125

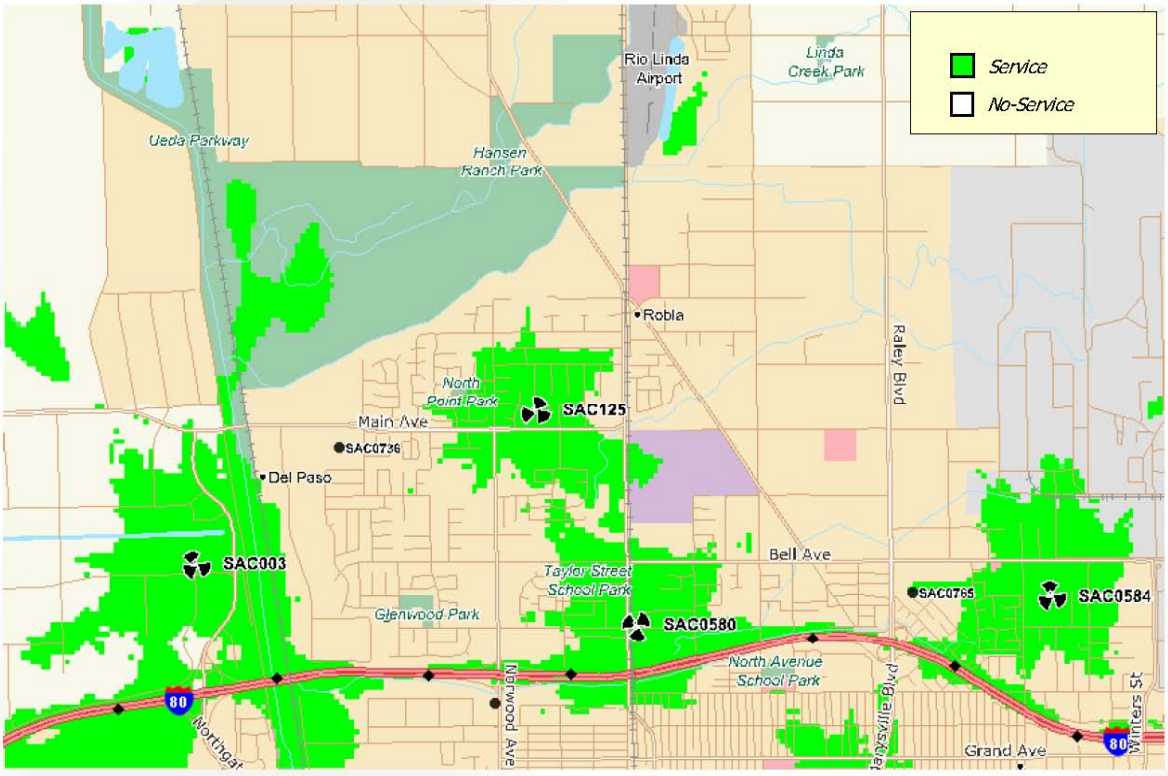


Exhibit E Simulation Photos

PROPOSED THREE PANEL ANTENNAS, & ONE DIRECTIONAL ANTENNA MOUNTED ON 10' EXTENSION

PROPOSED EQUIPMENT MOUNTED BEHIND NEW WOOD FENCE

clearwire wireless broadband

CA-SAC125

SAC WIRELESS

PHOTOSIMULATION

Exhibit E Simulation Photos

PROPOSED THREE PANEL ANTENNAS, & ONE DIRECTIONAL ANTENNA MOUNTED ON 10' EXTENSION

PROPOSED EQUIPMENT MOUNTED BEHIND NEW WOOD FENCE

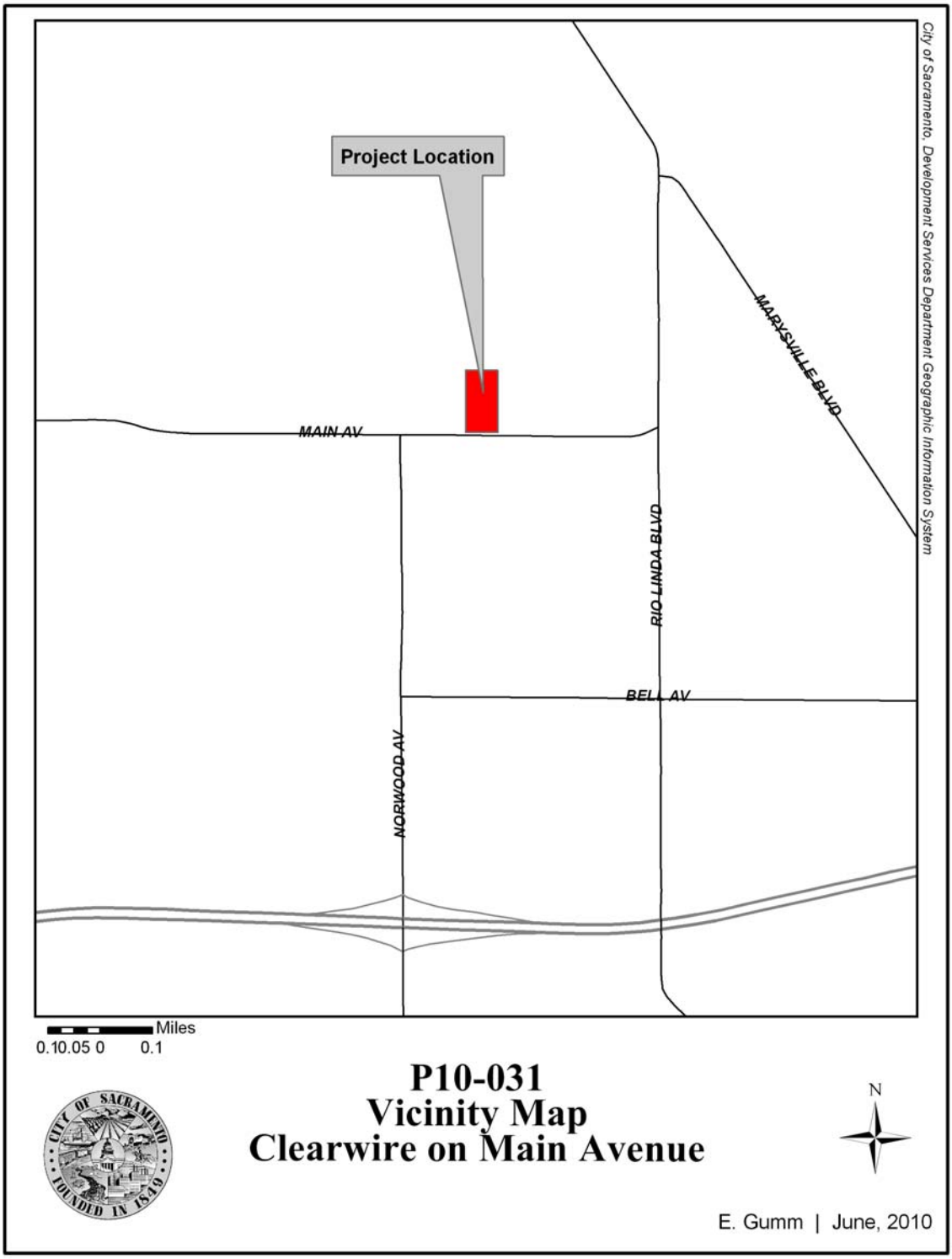
clearwire
wireless broadband

CA-SAC125

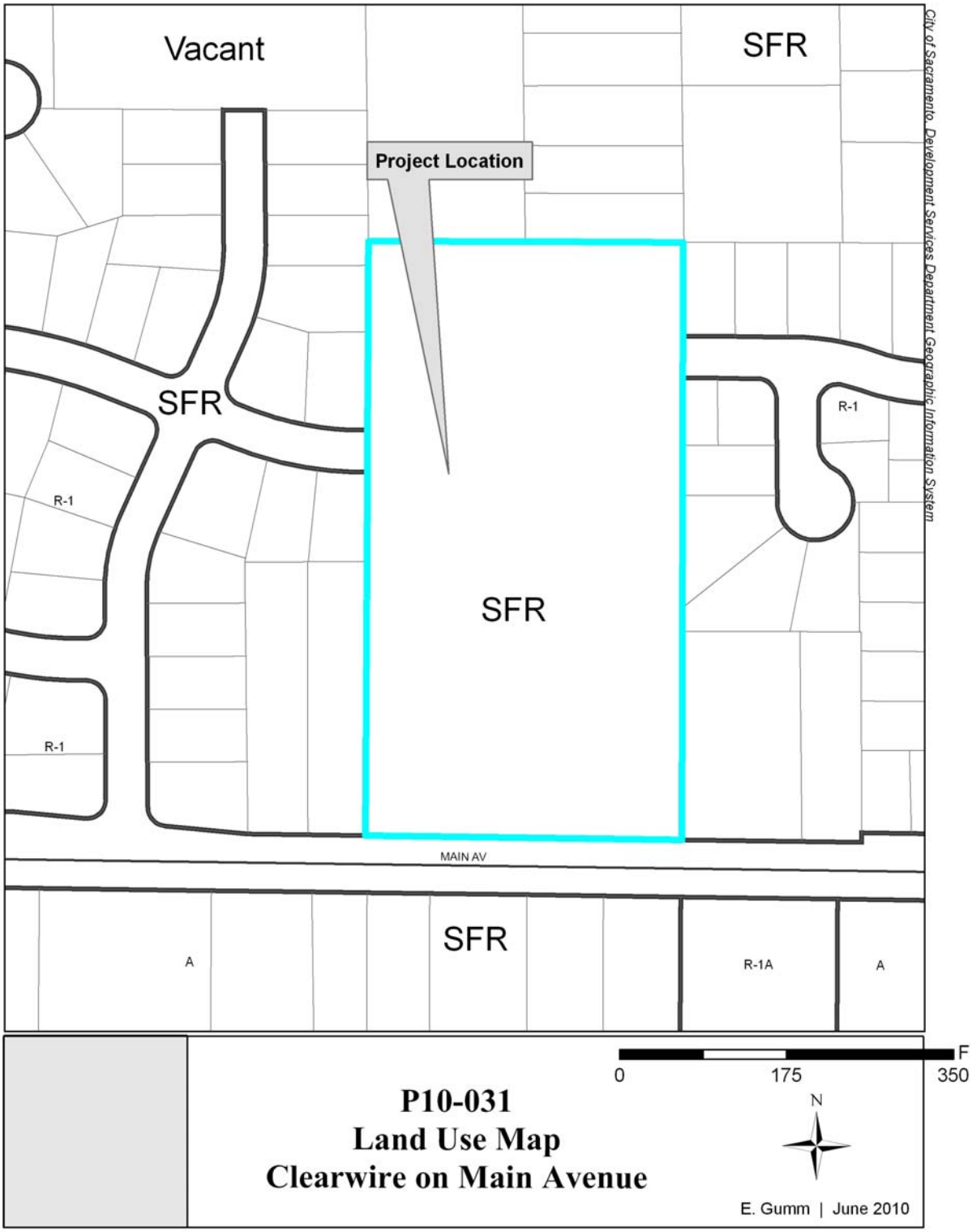
SAC WIRELESS

PHOTOSIMULATION

Attachment 2 Vicinity Map



Attachment 3 Land Use and Zoning Map



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REPORT TO PLANNING COMMISSION City of Sacramento

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
July 22, 2010

Members of the Planning Commission

Subject: Seven Lakes Planned Unit Development Guidelines Amendment. A request to amend the Seven Lakes Planned Unit Development (PUD) Guidelines to reduce the required parking for commercial land uses for those parcels within the Seven Lakes PUD. (P10-035)

A. **Environmental Determination**: Exempt per CEQA Guidelines Section 15305.

B. **Planned Unit Development Guidelines Amendment** to change the required parking for commercial land uses within the Seven Lakes PUD.

Location/Council District:

49 Bicentennial Circle, Sacramento, CA 95826

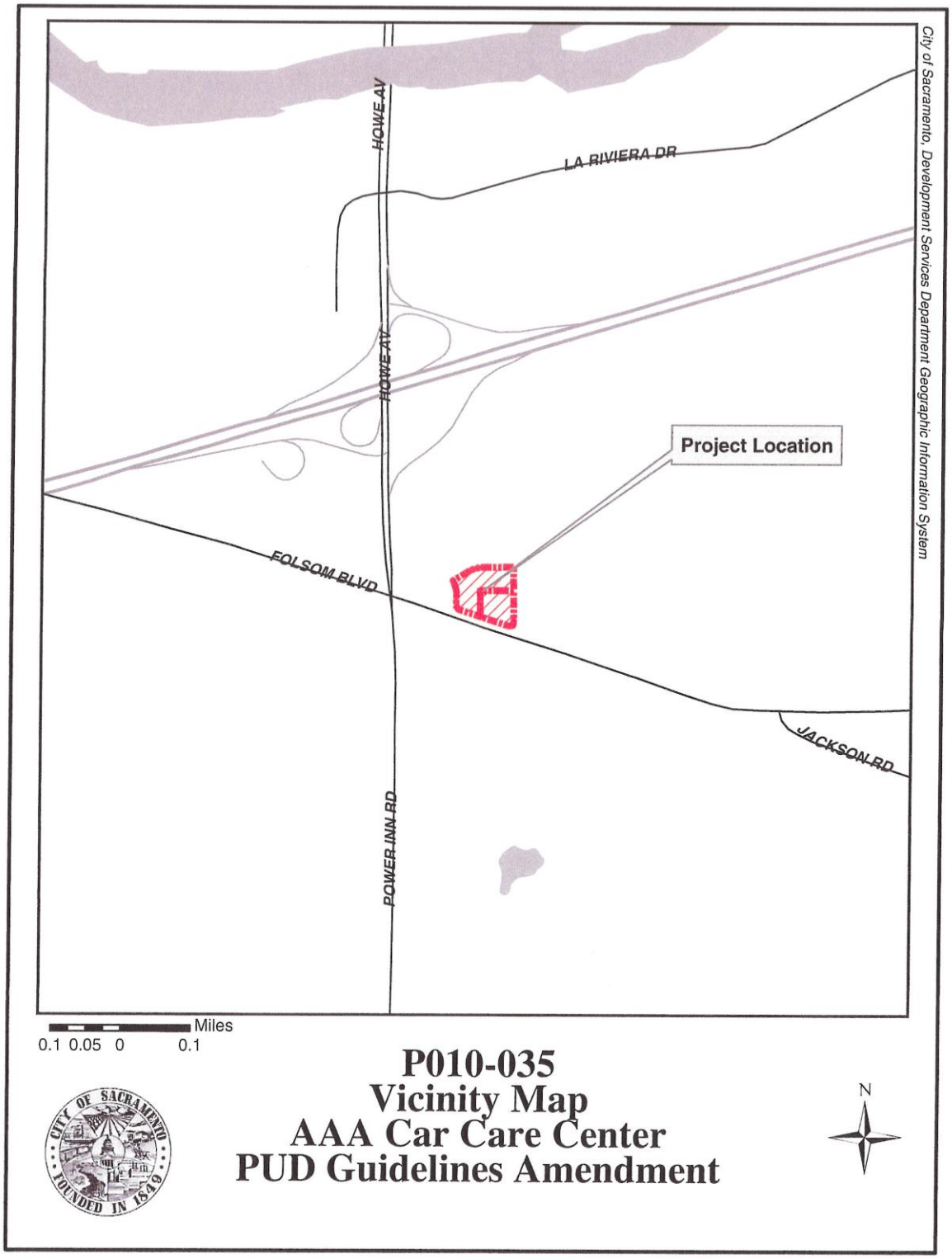
Assessor's Parcel Numbers: 079-0420-019

Council District 6

Recommendation: Staff recommends the Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. The Commission has final approval authority over items A and B above, and its decision may be appealed to City Council.

Contact: Heather Forest, Associate Planner, (916) 808-5008 and Stacia Cosgrove, Senior Planner, (916) 808-7110

Applicant: Peter Shutts, A.I.A., 4133 Mohr Avenue, Suite H, Pleasanton, CA 94566, (925) 484-0903


HOWE AV
LA RIVIERA DR
HOWE AV
Project Location
FOLSOM BLVD
JACKSON RD
POWER INN RD
City of Sacramento, Development Services Department Geographic Information System
Miles
0.1 0.05 0 0.1
P010-035
Vicinity Map
AAA Car Care Center
PUD Guidelines Amendment
N

Owner: Patricia Morris, AAA Northern California, Nevada, & Utah, 3055 Oak Road, Walnut Creek, CA 94597, (925) 279-4190

Summary: The applicant is requesting the approval of a PUD Guidelines Amendment to change the required parking for commercial land uses to conform with the parking standards as set forth in the Zoning Code, within the Seven Lakes PUD. At the time of writing the report, **there are no outstanding issues associated with the project**.

Table 1 Project Information
General Plan designation: Urban Corridor Low
Existing zoning of site: General Commercial (C-2-PUD)
Existing use of site: AAA Car Care Center and Office
Property area: 2.6± acres

Background Information:

The Seven Lakes Planned Unit Development (PUD), associated PUD Guidelines, and PUD Schematic Plan were approved by the Planning Commission on June 23, 1977. The original PUD was comprised of residential, commercial, and office land uses, with the subject site zoned for Office uses.

In 1999, the California State Automobile Association (hereafter, AAA) received approvals of a Rezone to General Commercial (C-2-PUD), a Special Permit to construct a 14,666 square foot auto service and repair center (AAA Car Care Center), and a Variance to reduce the required parking for the Care Care Center from 73 to 69 spaces (File # P99-116).

Currently, the AAA site consists of two parcels: one 1.5 acre parcel developed with the AAA office building, and the other a 2.3 acre parcel developed with the AAA car care center. The previous project (P99-116) was conditioned to provide an access easement for parking and maneuvering between the two parcels. The applicant would like to adjust the lot line between the two parcels resulting in insufficient parking for the Car Care Center use. The Seven Lakes PUD guidelines require substantially more parking for commercial uses (1:200), e.g. the Car Care Center, than does the general City Code (1:500).

Public/Neighborhood Outreach and Comments:

The project was routed to the College Glen Neighborhood Association and all property owners within a 500-foot radius of the project site. The College Glen Neighborhood Association stated that they had no comments regarding the proposed project and City staff has not received any other comments regarding the project.

Environmental Considerations:

The City of Sacramento's Environmental Planning Services (EPS) has determined that the proposed project is exempt from the provisions of the California Environmental Quality Act (CEQA Section 15305) as the project involves a minor alternation in land use limitations that does not result in any changes to land use or density.

Policy Considerations:

2030 General Plan

The 2030 General Plan Update was adopted by City Council on March 3, 2009. The 2030 General Plan's goals, policies, and implementation programs define a roadmap to achieving Sacramento's vision to be the most livable city in America. The 2030 General Plan Update designation of the subject site is Urban Corridor Low, which is defined as:

> "Urban Corridor Low includes street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses. The streetscape is appointed with landscaping, lighting, public art, and other pedestrian amenities. (p. 2-88)"

The allowed uses within the Urban Corridor Low designation as described in the 2030 General Plan includes service and office uses, which exist on the project site. The shared access easement between the two parcels ensures that the following General Plan policy is supported:

- *Shared Parking, Driveways, and Alley Access:* The City shall encourage the creation of shared parking and driveways as alleys along arterial corridors in order to minimize driveways and curb cuts. (Policy LU 6.1.9)

The proposed project meets the intent of the 2030 General Plan land use designation of Urban Corridor Low as the site is already developed and a change to the parking ratios does not impact the existing conditions or site operations.

Project Design:

<u>Land Use/Zoning:</u>

PUD Guidelines Amendment

The applicant is requesting to amend the parking standards for commercial land uses within the Seven Lakes Planned Unit Development Guidelines. When adopted in 1977, the Seven Lakes PUD Guidelines stipulated at least one (1) parking space per 200 square feet of gross floor area for commercial uses. The Car Care Center is the only commercially developed site within the Seven Lakes PUD. The site was developed

using the original standards and thus, the 14,788 square foot car care site has 69 on-site parking spaces (four of the required spaces were waived with the original entitlements in 1999). City Zoning Code section 17.64.020 stipulates a minimum 1 parking space per 500 square feet of gross floor area for auto uses. The applicant is requesting to amend the PUD parking standards to that of the City Zoning Code, so that a 1 space per 500 gross square feet is the required minimum, and thus 30 on-site parking spaces are required, as shown in the table below:

Table 2

Parking Requirement Analysis

Use	**Building Size**	**Current Parking Requirements**		**Proposed Parking Requirement**	
		Required	Provided	Required	Provided
Office	19,937 sqft	50 spaces= 1:400 minimum	88 spaces	No change proposed	114 spaces (addition of 26 spaces due to lot line adjustment)
Car Care Center	14,788 sqft	69 spaces*= 1:200 minimum	69 spaces	30 spaces= 1:500 minimum	43 spaces= 1:343 (reduction of 26 spaces due to lot line adjustment)

* Previous entitlement approved to allow parking reduction from 73 to 69 spaces (P99-116)

City staff supports the requested PUD Guidelines Amendment as the original parking standards resulted in an overabundance of parking for commercial land uses. In addition, since the adoption of the Seven Lakes PUD, the Regional Transit Light Rail has begun service directly across the street from the PUD, providing an alternative means of transportation from the automobile to and from the project site. Staff visited the subject site mid-week during morning business hours and did not observe the parking lot adjacent to the office building being more than 60% occupied. Staff also noted that the car care center parking lot is inaccessible and vacant at this time, as AAA no longer operates within the building.

Recommendation:

Staff finds that the proposed PUD Guidelines Amendment is consistent with the 2030 General Plan Designation, and will bring the site parking ratio in conformity with the commercial standards as set forth in the Zoning Code, which will be adequate to service this location. Furthermore, the site and existing operations will not change as a result of the amendment.

Respectfully submitted by: _____
HEATHER FOREST
Associate Planner

Recommendation Approved:

_____
STACIA COSGROVE
Senior Planner

Recommendation Approved:

_____
GREGORY W. BITTER, AICP
Principal Planner

Table of Contents:

Attachment 1	Recommended Findings and Conditions
Exhibit A	Site Plan
Exhibit B	PUD Guidelines Amendment Text
Attachment 2	Land Use & Zoning Map

Attachment 1
Recommended Findings of Fact and Conditions of Approval
Seven Lakes Planned Unit Development Guidelines Amendment

Findings Of Fact

A. Environmental Determination: Exemption

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under CEQA Guidelines Section 15305, Class 5, Minor Alterations to Land Use as follows:

This project consists of a minor alteration in land use limitations that does not result in any changes in land use or density, including minor lot line adjustments.

B. The **PUD Guidelines Amendment** to change the required parking for commercial land uses within the Seven Lakes PUD is **approved** based on the following Findings of Fact:

1. The PUD amendment conforms to the General Plan goals and policies related to Urban Corridor Low land use designation;

2. The PUD amendment does not change the type or intensity of land use on the subject property or within the PUD;

3. The PUD amendment meets the purposes and criteria stated in the City Zoning Ordinance to promote an integrated and well-designed development; and

4. The PUD amendment will not be injurious to the public welfare, nor to other property in the vicinity of the development in that any new development will be subject to all applicable development standards within the Zoning and Building codes.

Conditions of Approval:

B. The PUD Guidelines Amendment to change the required parking for commercial land uses within the Seven Lakes PUD is approved subject to the following conditions:

1. This approval constitutes an amendment to the Seven Lakes PUD Guidelines to defer to the parking requirement for Commercial Services set in the City Code, Title 17.

ADVISORY NOTES – PLANNING:

1. The applicant shall record the property line adjustment as shown on the attached exhibit.

Exhibit A – Site Plan

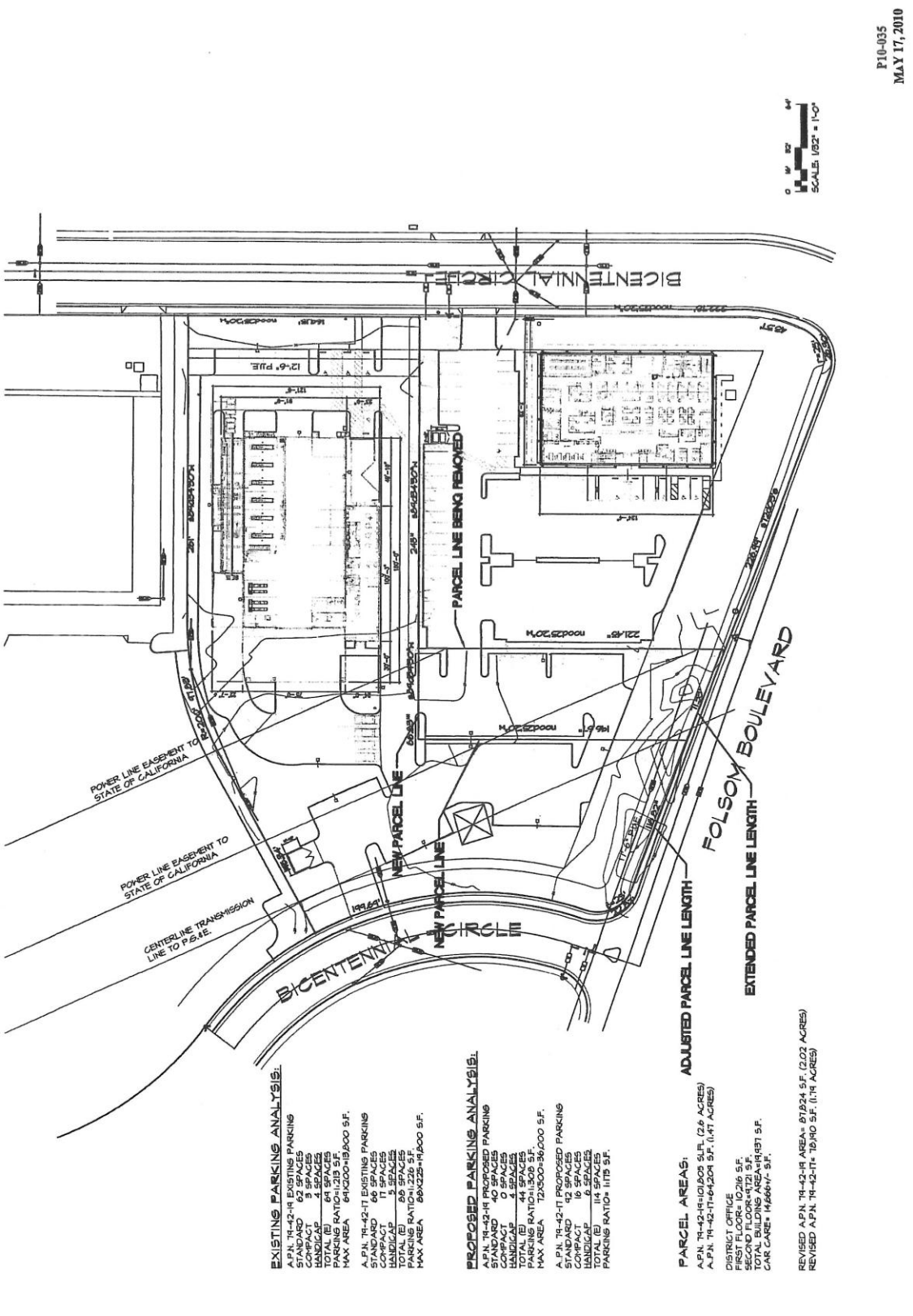
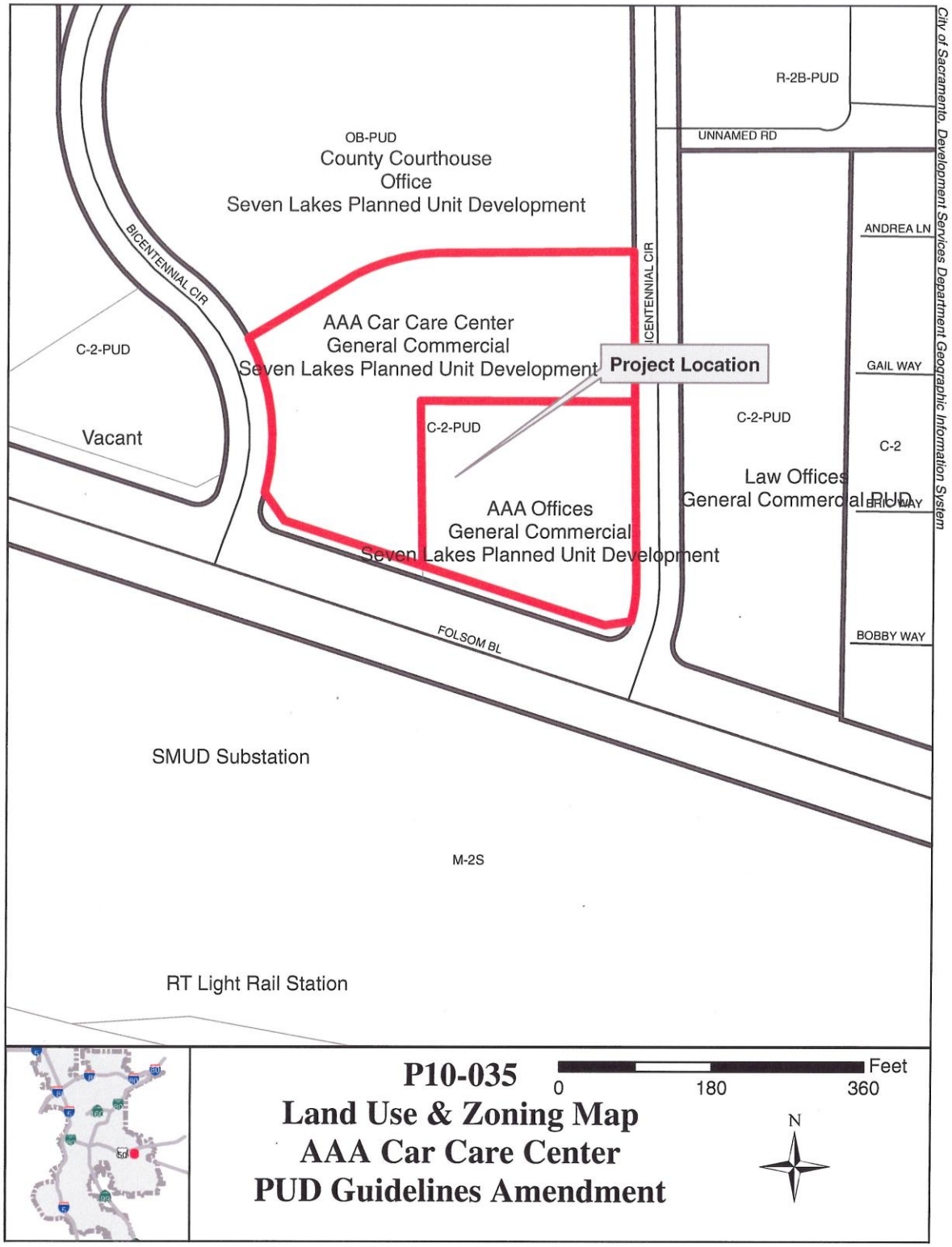


Exhibit B – PUD Guidelines Amendment Text

The Seven Lakes Planned Unit Development Guidelines shall be amended as follows:

Section 3(D)(1): Parking Area Standards shall have the "Commercial" parking requirement eliminated/deleted from the text.

Attachment 2 – Land Use & Zoning Map



Return to Agenda

8

REPORT TO PLANNING COMMISSION City of Sacramento

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
July 22, 2010

To: Members of the Planning Commission

Subject: Natomas High School Cellular Modification (Z10-022)

A request for a Special Permit Modification in order to eliminate a previously approved antenna shroud and to raise the height location for a previously approved telecommunications antennas installation project.

A. Environmental Determination: Exempt CEQA Guidelines section 15301;

B. Special Permit Modification to install three (3) panel antennas, three (3) microwave dishes, and related equipment at the 81 foot centerline elevations on an existing 100' stadium light tower, on an approximately 57.24 acre parcel in the Agricultural (A) zone.

Location/Council District:

3301 Fong Ranch Road, Sacramento, CA 95834

Assessor's Parcel Number: 225-0170-063-0000

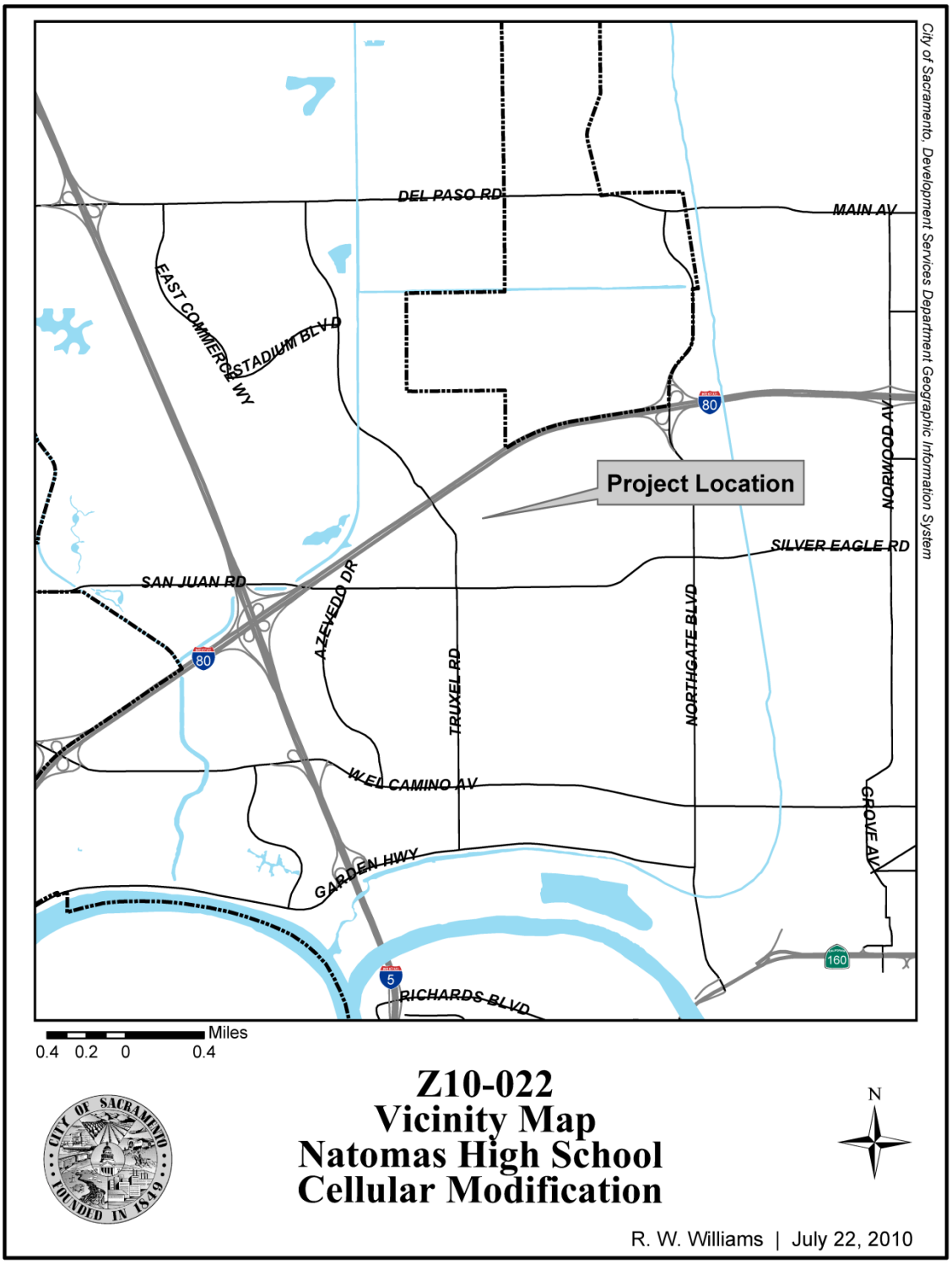
Council District 1

Recommendation: Staff recommends the Commission deny the request based on the findings listed in Attachment 1. The Commission has final approval authority over items A-B above, and its decision is appealable to City Council.

Contact: Robert W. Williams, Associate Planner, (916) 808-7686,
Sandra Yope, Senior Planner, (916) 808-7158.

Applicant: Jillian Faria for ClearWire, (916) 214-7178,
4412 Harlin Drive, Sacramento, CA 95826

Owner: Natomas Unified School District, (916) 567-5457,
1515 Sports Drive, Suite 1, Sacramento, CA 95834


City of Sacramento, Development Services Department Geographic Information System
DEL PASO RD
MAIN AV
EAST COMMERCE WY
STADIUM BLVD
80
NORWOOD AV
Project Location
SILVER EAGLE RD
SAN JUAN RD
AZEVEDO DR
TRUXEL RD
NORTHGATE BLVD
W EL CAMINO AV
GROVE AV
GARDEN HWY
160
5
RICHARDS BLVD
Miles
0.4 0.2 0 0.4
N
Z10-022
Vicinity Map
Natomas High School
Cellular Modification
R. W. Williams | July 22, 2010

Summary: The applicant is proposing to modify a previously approved special permit minor modification that was approved by the Zoning Administrator on August 6, 2007 (Z07-084). That project was for the installation of three (3) new flat panel microwave dish antennas and three (3) standard flat panel antennas, with all antennas to be placed within an antenna shroud, at the 68 foot centerline elevation on an existing 100' stadium light tower. This equipment has not been installed. The new proposal consists of three (3) 42" panel antennas and three (3) 26" in diameter microwave dishes (instead of the previously approved flat microwave dishes). The proposal does not have a shroud covering and the antennas are proposed to be moved up by thirteen feet to the 81 foot centerline elevations.

Staff does not support this request at this time. Staff believes that the proposed antennas are visually obtrusive as they do not meet the "close proximity" standards of the Guidelines for Telecommunications Facilities. Staff notified all property owners within 500 feet of the site of this public hearing and, at the time of the writing of this report, has not received any calls of concern from the surrounding neighborhood.

Table 1: Project Information
General Plan designation: Public/Quasi-Public (PUB)
Community Plan Area: South Natomas
Existing zoning of site: Agricultural (A).
Existing use of site: High School with Football Stadium
Property area: 57.24 acres

Background Information: On October 25, 2001, the Planning Commission approved a Special Permit to replace a 100-foot stadium light tower with a new stadium light tower of the same height, and to add six antennas (P01-086). This special permit expired because work was not commenced within the (then) two year time frame. On December 9, 2004 the Planning Commission approved new Special Permit to replace the existing 100-foot stadium light tower with a new 100-foot light for the collocation of three antenna arrays of three panel antennas each for a total of nine panel antennas. This project included the initial installation of one set of panel antennas at 86 foot centerline elevation, (and two future arrays below at the 76 foot and 66 foot elevations), and to erect an equipment shelter adjacent to the light tower (P04-166). This stadium light tower was subsequently constructed initially with the top array and middle array was added in 2005.

The applicant is now requesting to modify the project which was approved by Z07-084, in order “to allow ClearWire utilize a higher centerline and to better incorporate antenna array with current wireless installations”.

Public/Neighborhood Outreach and Comments: The notice of the Zoning Administrator hearing of June 24 2010 was sent to all property owners within three hundred feet of the project site, as well as the Natomas Community Association, the Gardenland/Northgate Neighborhood Association, and the North Natomas Community

Association. City staff did not receive any phone calls or comments on the proposed project, prior to that hearing. Additionally, all property owners within five hundred feet of the project site and the above neighborhood associations received notice of the Planning Commission hearing. City staff has not received any phone calls or comments from the neighborhood concerning this project.

Environmental Considerations: The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that the project is exempt under the provisions of the California Environmental Quality Act (CEQA) Class 1, Section number 15301. However, staff is recommending denial of the Special Permit modification request. The California Environmental Quality Act (CEQA) does not apply to projects that are denied by the public agency. Therefore, if staff's recommendation is accepted, no action or further findings pursuant to CEQA are required.

Policy Considerations*:*

2030 General Plan: The subject site is designated Public/Quasi-Public (PUB) in the 2030 General Plan. The General Plan promotes working with service providers to ensure access and availability of a wide range of state of the art telecommunication systems and services for households businesses, institutions, and public agencies throughout the city (U7.1.1). Though the existing stadium pole meets the intent of the General Plan to promote access to telecommunication services, the proposed antennas are inconsistent with the City's Telecommunications Design Guidelines. Staff believes that the cellular provider can provide more slim line design than has been submitted with this application.

Guidelines for Telecommunications Facilities: The Guidelines for Telecommunication Facilities, adopted by the City Council on April 29, 1997, emphasize minimizing the visibility of new telecommunication facilities through construction and design techniques. One of the key objectives of the design guidelines is for carriers to consider using "close proximity/bi-polar or tight antenna arrays" that are the preferred type, over the "top-hat" antenna arrays. The existing pole has a "close proximity" panel design.

Project Design: The existing stadium light pole is located on the site of Natomas High School, at the existing football field with an equipment compound located at the base of the pole (see Exhibits 1B through 1D). The original antenna design that was approved by the planning commission called for three sets of three panel antennas each at the 86, 76, and 66 foot elevations for a total of nine panel antennas (see Exhibit 1O). All of these panel antennas were proposed to be the "tight array" type. The top array was installed during construction, and the middle array was added later. The bottom array was never installed.

The previously approved modification that was approved by the zoning administrator (Z07-084) was to modify the proposed bottom array to allow the addition of the microwave dish antennas to the panel antennas (see Exhibits 1L through 1N). The

shroud addition may have been requested as a revision by staff in order to decrease the visibility of the dish antennas from nearby residential areas.

The current proposed design would be much wider on the pole, mostly due the fact that there is less than six feet of length between the two existing arrays. In order to place the all of the equipment at this elevation, the equipment will need to be mounted on bars and pipes extending out from the stadium pole (see Exhibit s 1E through 1H).

This application was submitted as a minor modification to special permit, which would not have required a public hearing. However, when the current proposal was submitted, staff had concerns about the increased visibility of the proposed antenna array. Staff was concerned that the new proposal was not consistent with the intent of the original slim line antenna project that had been approved by the planning commission. Staff asked the applicant to consider some type of covering shroud. However due to the width that would be required for such a covering, after further review by staff, this proposal not considered to be a practical solution.

Since staff was not supportive of the applicant's proposed project, the proposed minor modification could not be approved has a staff level project. The applicant chose to have the project elevated to a public hearing before the zoning administrator (a major modification), rather than withdrawing the project.

Zoning Administrator Hearing: A public hearing before the Zoning Administrator was held on July 1, 2010. At the hearing, staff continued to voice their concerns about the proposed design of the project. After listening to staff concerns and testimony from the applicant, the Zoning Administrator chose to elevate the project to the planning commission for a decision. The Zoning Administrator is seeking policy guidance from the Planning Commission regarding the aesthetics of these proposed designs. We have received numerous applications where the dish array is much more visibly obtrusive then the panels, particularly on a slim line line pole design. The proposed design does not appear to meet the Planning Commission's original intent. The Zoning Administrator elevated the proposed project for the Planning Commission to make the policy decision on design for these situations.

Land Use

In order to locate microwave dishes on an existing stadium light tower previously approved by the Planning Commission for telecommunications antennas, a Special Permit Modification is required (Zoning Code Section 17.24.050 footnote 58(d)(v)(b)). In evaluating Special Permit modification proposals of this nature, the Commission is required to make the following findings:

A. A special permit shall be granted upon sound principles of land use.

> Based on the City's Facility Location & Design Guidelines section of the Guidelines for Telecommunications Facilities the carriers should consider using "close proximity/bi-polar or tight antenna arrays" configurations on monopoles instead of "traditional top hat" antenna arrays. The existing pole was approved by the Planning Commission with a tight antenna array design. Staff believes the current proposal is contrary to these design guidelines.

B. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

> The installation of the dish antennas will result in the creation of a visual nuisance. The stadium light tower was originally approved to be a slim line design.

Summary: While the proposed project complies with the 2030 General Plan and the Zoning Code, staff feels that the project does not comply with the City's Guidelines for Telecommunications Facilities, or the slim line design intent that was reviewed by the planning commission when the stadium light pole was originally approved.

Staff recommends the planning commission deny the proposed project, based on the findings of fact listed in Attachment 1.

Respectfully submitted by: Robert W. Williams
ROBERT W. WILLIAMS
Associate Planner

Recommendation Approved:

Joy Patterson
for SANDRA YOPE
Senior Planner

Attachments:

Attachment 1	Recommended Findings of Fact for Denial
Exhibit 1A	Title Sheet
Exhibit 1B	Overall Site Plan
Exhibit 1C	Site Plan
Exhibit 1D	Equipment Plan and Detail
Exhibit 1E	Antenna Plan and Details
Exhibit 1F	Elevations
Exhibit 1G	Photo simulation - View 1
Exhibit 1H	Photo simulation - View 2
Exhibit 1I	Propagation Map with Candidate
Exhibit 1J	Propagation Map without Candidate
Exhibit 1K	Guidelines for Telecommunications Facilities
Exhibit 1L	Z07-084 Previously Approved Elevations
Exhibit 1M	Z07-084 Previously Approved Antenna Layout
Exhibit 1N	Z07-084 Previously Approved Photo simulation
Exhibit 1O	P04-166 Previously Approved Elevation
Attachment 2	Aerial 1
Attachment 3	Aerial 2
Attachment 4	Land Use & Zoning Map

Attachment 1
Recommended Findings of Fact for Denial
Natomas High School Cellular Modification (Z10-022)
3301 Fong Ranch Road

Findings Of Fact

A. Environmental Determination: Exemption
Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under CEQA Guidelines Section 15301, Class 1, Existing Facilities as follows: This project consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

B. The **Special Permit Modification** to install three (3) panel antennas, three (3) microwave dishes, and related equipment at the 81 foot centerline elevation on an existing 100' stadium light tower, on an approximately 57.24 acre parcel in the Agricultural (A) zone is denied subject to the following Findings of Fact:

1. The proposed project is not based upon sound principles of land use in that the proposed antenna installation is inconsistent with the City's Guidelines for Telecommunication Facilities.
2. The proposed project would be detrimental to the public health, safety and welfare in that the proposed installation of the dish antennas will result in the creation of a visual nuisance. The stadium light tower was originally approved to be a slim line design and the proposed installation does not visually minimize the proposed wireless equipment on the existing pole.

Natomas High School Cellular Modification (Z10-022)

Exhibit 1A – Title Sheet

clearwire®

CA-SAC005A-NATOMAS HIGH SCHOOL

3301 FONG RANCH ROAD
SACRAMENTO, CA 95837

CROWN CASTLE®

SOUTH NATOMAS
BU# 839482

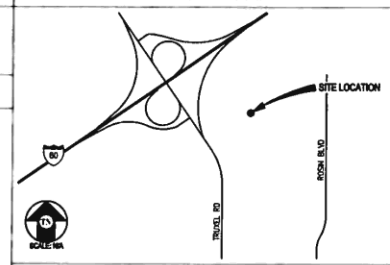
PROJECT DESCRIPTION

A COLLOCATION ON AN (E) UNMANNED TELECOMMUNICATION FACILITY CONSISTING OF RELOCATING PREVIOUSLY APPROVED (3) (P) CLEARWIRE ANTENNAS, (3) (P) CLEARWIRE RRU'S, & (3) (P) CLEARWIRE MICROWAVE DISHES TO AN (E) MONOPOLE, & ADDING (1) (P) CLEARWIRE EQUIPMENT CABINET TO A (P) 7'X7' CLEARWIRE LEASE AREA.

PROJECT INFORMATION

SITE NAME:	NATOMAS HIGH SCHOOL	SITE #:	CA-SAC005A
COUNTY:	SACRAMENTO	JURISDICTION:	CITY OF SACRAMENTO
APN:	225-0170-063	POWER:	SMUD
SITE ADDRESS:	3301 FONG RANCH ROAD SACRAMENTO, CA 95837		
CURRENT ZONING:	A		
CONSTRUCTION TYPE:	II		
OCCUPANCY TYPE:	U		
PROPERTY OWNER:	NATOMAS UNIFIED SCHOOL DISTRICT 1515 SPORTS DR #13 SACRAMENTO, CA 95834		
APPLICANT:	CLEARWIRE 3117 FITE CIRCLE, SUITE 102 SACRAMENTO, CA 95827		
LEASING CONTACT:	ATTN: JENNIFER WALKER (916) 601-1123		
ZONING CONTACT:	ATTN: JENNIFER WALKER (916) 601-1123		
CLEARWIRE CONSTRUCTION CONTACT:	ATTN: RUSSELL MIX (916) 869-2865		
CONSTRUCTION MANAGER:	RON ALBIN (530) 908-2841		
CROWN CASTLE CONSTRUCTION MANAGER:	JIM YOUNG (205) 403-7945		
CROWN CASTLE PROPERTY SPECIALIST:	LAURA FAZZINI (925) 737-1069		
LATITUDE: LONGITUDE:	N 38.632214° NAD 83 W 121.496239° NAD 83		
AMSL:	±12'		

VICINITY MAP



DRIVING DIRECTIONS

FROM: 3117 FITE CIRCLE, SUITE 102, SACRAMENTO, CA 95827
TO: 3301 FONG RANCH ROAD, SACRAMENTO, CA 95837

1. HEAD SOUTHWEST ON FITE CIR TOWARD HORN RD	0.2 MI
2. TURN LEFT AT HORN RD	0.2 MI
3. TURN RIGHT TO STAY ON HORN RD	472 FT
4. TURN LEFT AT FOLSOM BLVD	0.4 MI
5. TURN LEFT AT BRADSHAW RD	0.3 MI
6. MERGE ONTO US-50 W VIA THE RAMP TO SACRAMENTO	9.5 MI
7. TAKE THE EXIT ONTO I-5 N TOWARD REDDING	3.4 MI
8. TAKE EXIT 521B FOR W EL CAMINO AVE	0.3 MI
9. TURN RIGHT AT W EL CAMINO AVE	0.7 MI
10. TURN LEFT AT TRUXEL RD	1.2 MI

END AT: 3301 FONG RANCH ROAD, SACRAMENTO, CA 95837

ESTIMATED TIME: 21 MINUTES ESTIMATED DISTANCE: 16.3 MILES

CODE COMPLIANCE

ALL WORK & MATERIALS SHALL BE PERFORMED & INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES:

1. 2007 CALIFORNIA ADMINISTRATIVE CODE (INCL. TITLES 24 & 25)
2. 2007 CALIFORNIA BUILDING CODE
3. 2007 CALIFORNIA ELECTRICAL CODE
4. 2007 CALIFORNIA MECHANICAL CODE
5. 2007 CALIFORNIA PLUMBING CODE
6. 2007 CALIFORNIA FIRE CODE
7. LOCAL BUILDING CODES
8. CITY/COUNTY ORDINANCES
9. ANSI/EIA-TIA-222-G

ALONG WITH ANY OTHER APPLICABLE LOCAL & STATE LAWS AND REGULATIONS

HANDICAP REQUIREMENTS

THIS FACILITY IS UNMANNED & NOT FOR HUMAN HABITATION. HANDICAPPED ACCESS & REQUIREMENTS ARE NOT REQUIRED IN ACCORDANCE WITH CALIFORNIA STATE ADMINISTRATIVE CODE, TITLE 24 PART 2, SECTION 1105B.3.4.2, EXCEPTION 1

SHEET INDEX

SHEET	DESCRIPTION	REV
T-1	TITLE SHEET	–
A-1	OVERALL SITE PLAN	–
A-2	SITE PLAN	–
A-3	EQUIPMENT PLAN & DETAIL	–
A-4	ANTENNA PLAN & DETAILS	–
A-5	ELEVATIONS	–

APPROVAL

RF

LEASING

ZONING

CONSTRUCTION

CLEARWIRE

BACKHAUL

PG&E

NATOMAS HIGH SCHOOL
CA-SAC005A
3301 FONG RANCH ROAD
SACRAMENTO, CA 95837

ISSUE STATUS

Δ	DATE	DESCRIPTION	BY
	02/12/10	ZD 90%	–
	02/23/10	ZD 100%	–
	–	–	–
	–	–	–
	–	–	–
	–	–	–

DRAWN BY: J. BURRELL
CHECKED BY: L. HOUGHTBY
APPROVED BY: B. McCOMB
DATE: 02/23/10

Streamline Engineering
CONSULTING DESIGNS
11765 Atwood Rd. Suite 20 Auburn CA 95603
Office: 530.823.8123 Fax: 530.823.8783
Cell: 530.401.1130
E-Mail: larry@streamlineeng.com

clearwire®
4400 CARILLON POINT
KIRKLAND, WA 98033

SHEET TITLE:
TITLE

SHEET NUMBER:
T-1

Exhibit 1B – Overall Site Plan

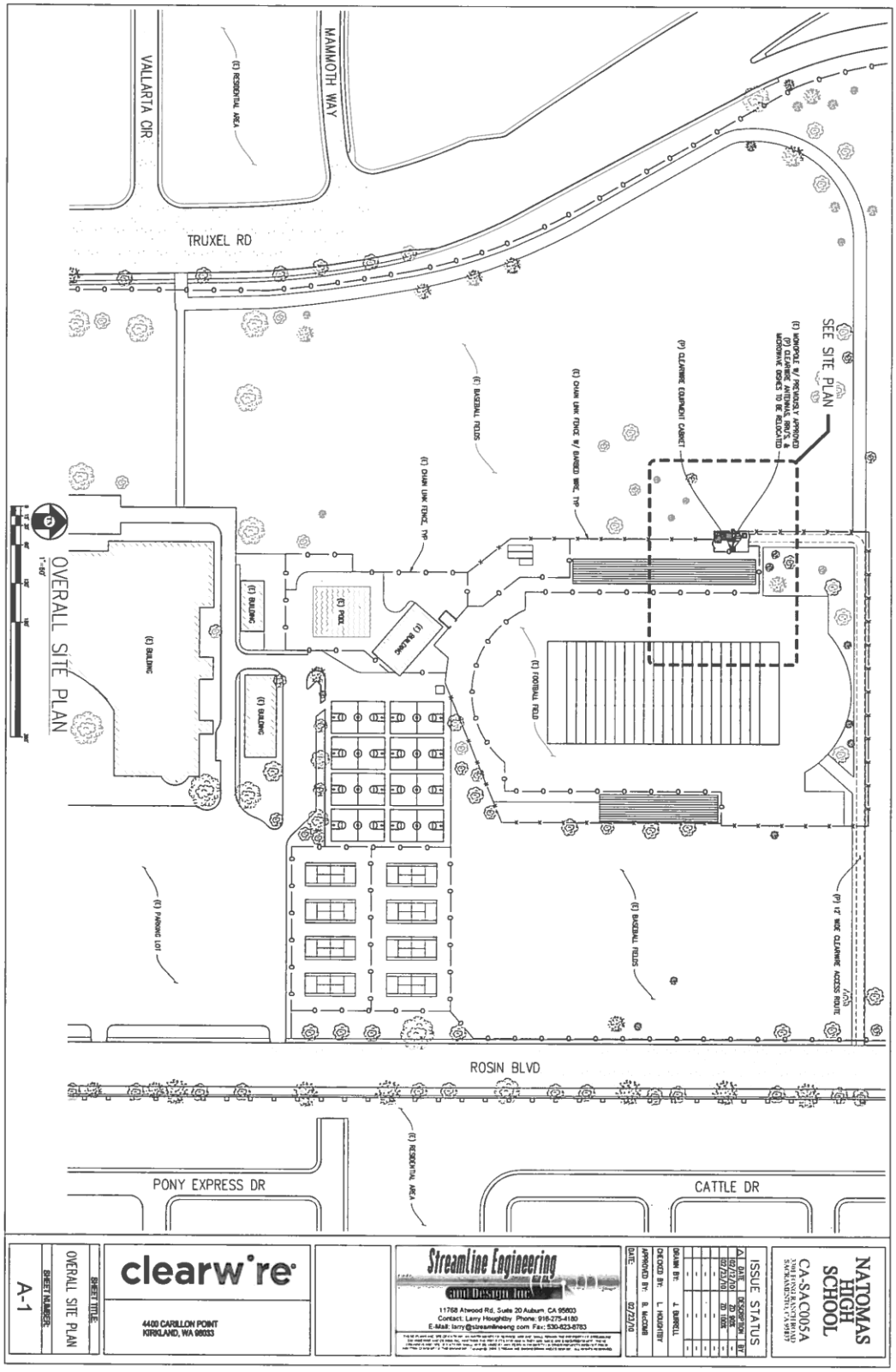


Exhibit 1C –Site Plan

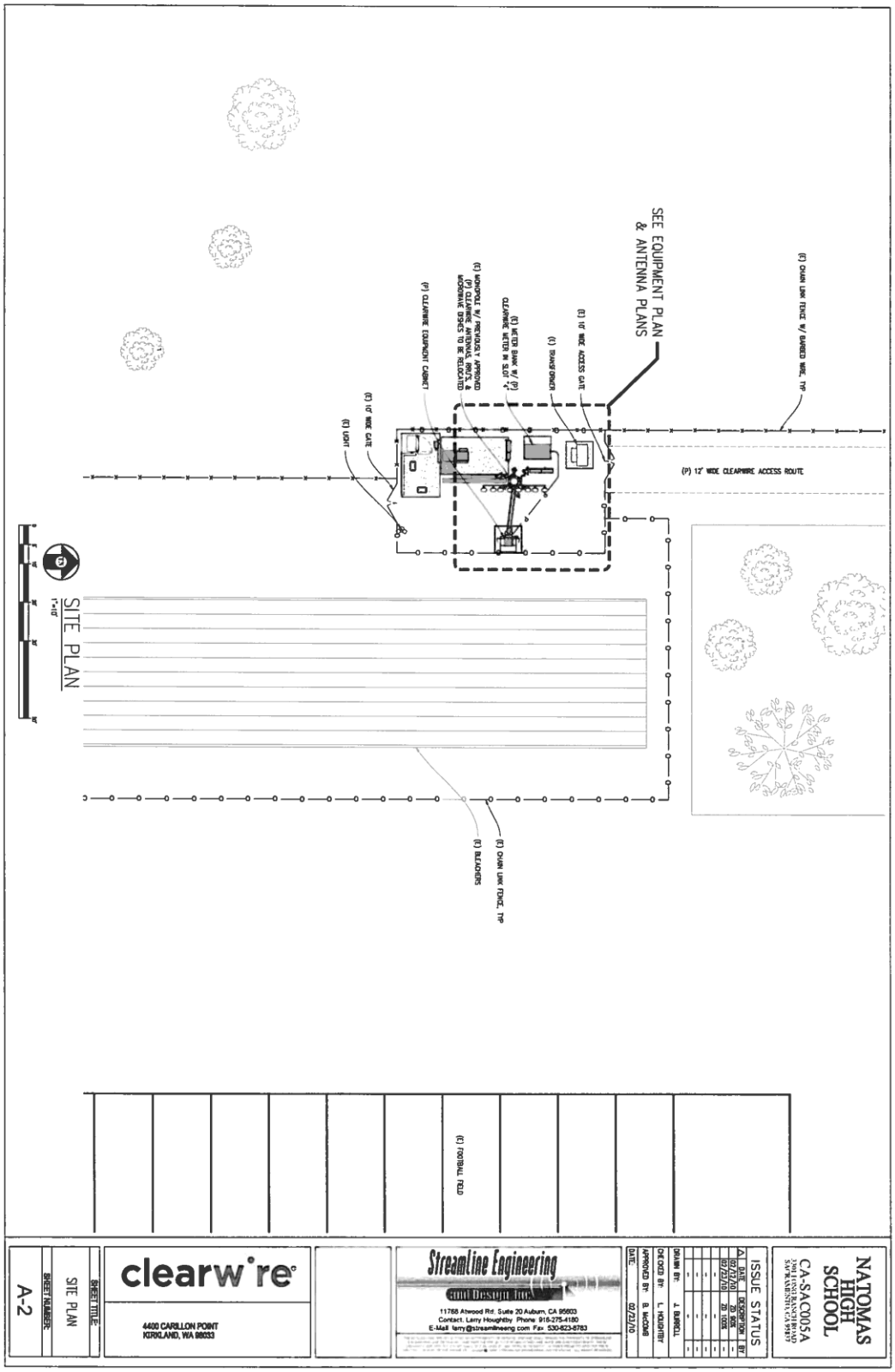


Exhibit 1D – Equipment Plan and Detail

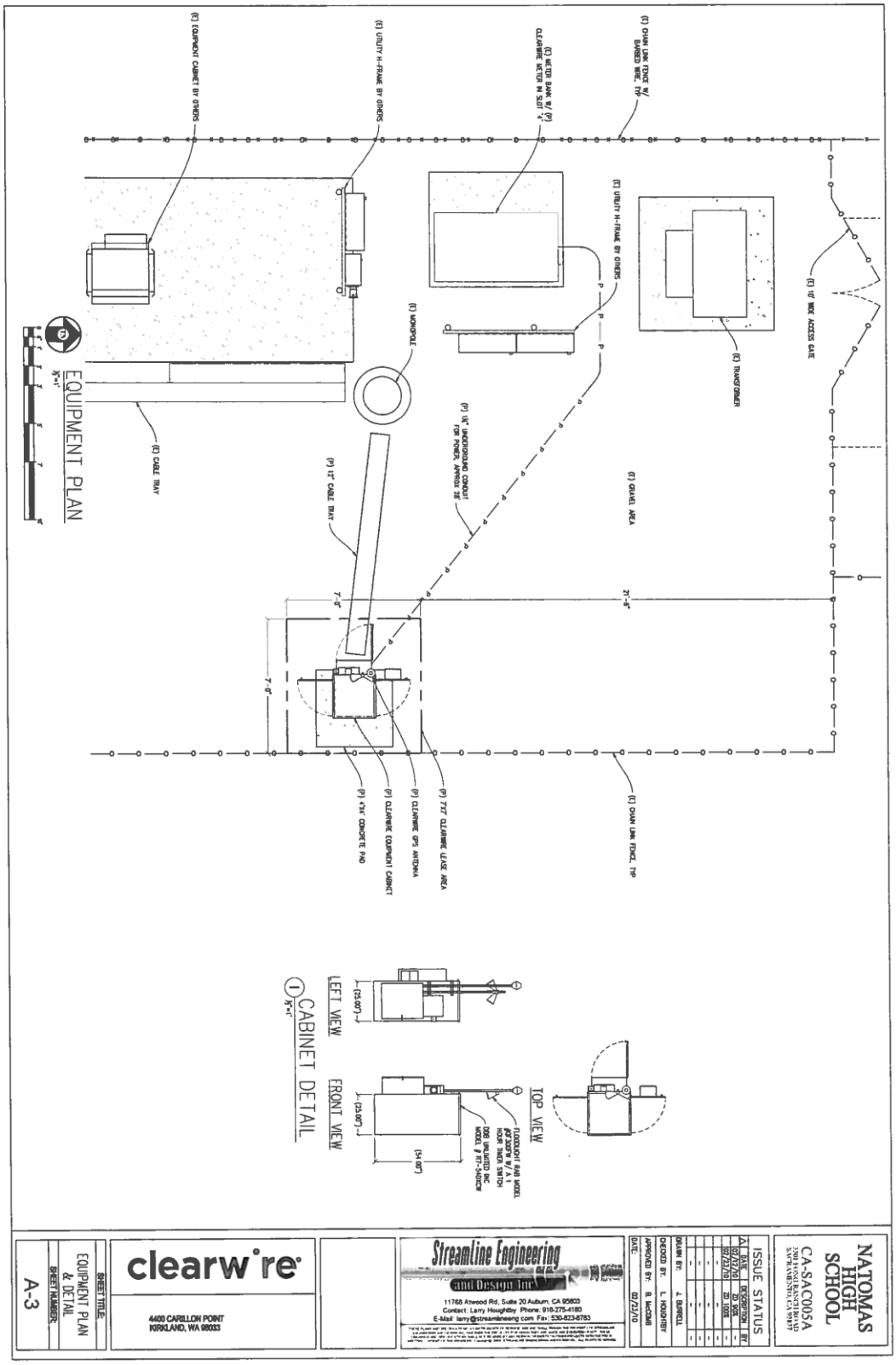


Exhibit 1E – Antenna Plan and Details

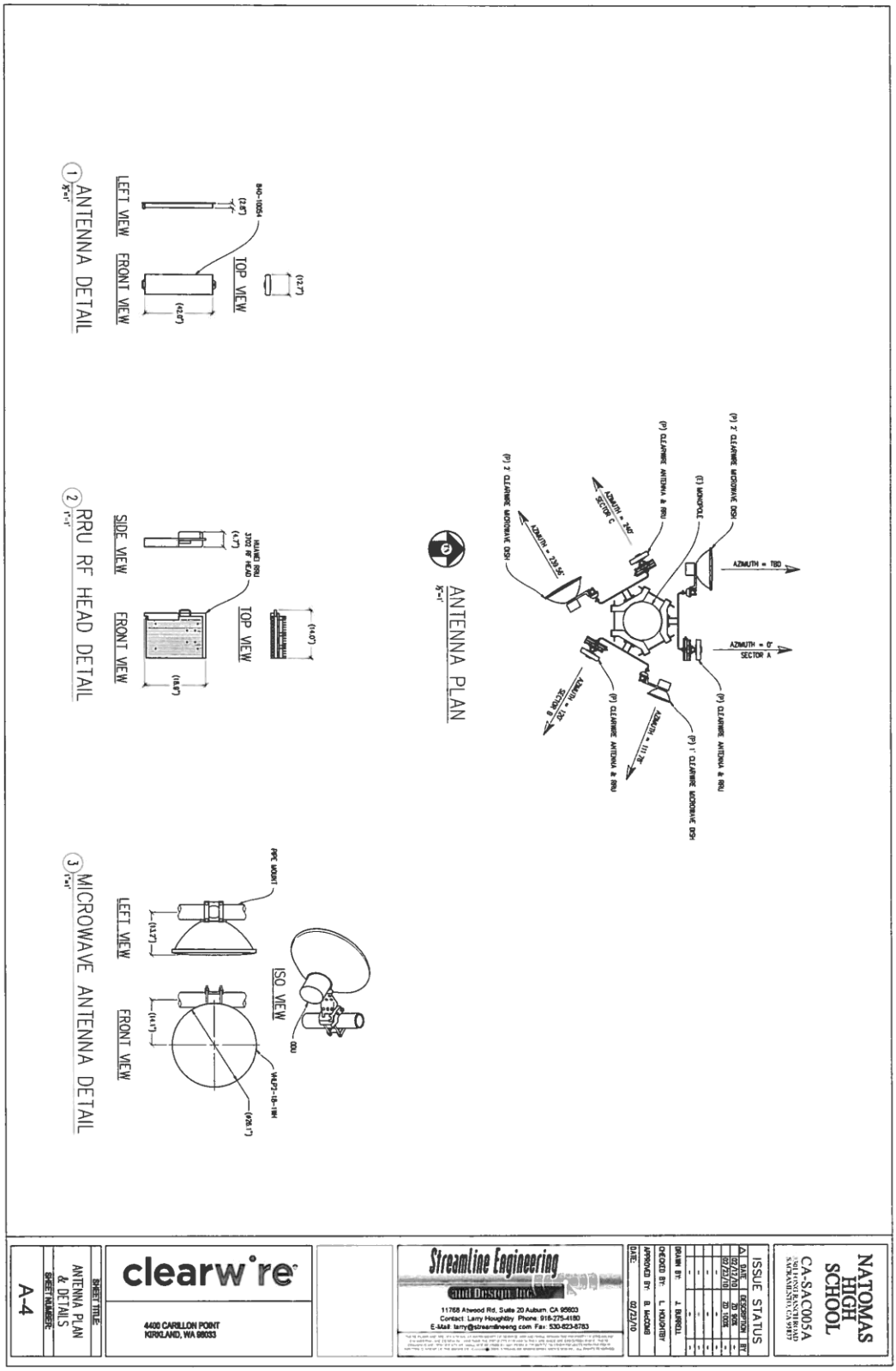


Exhibit 1F – Proposed Elevations

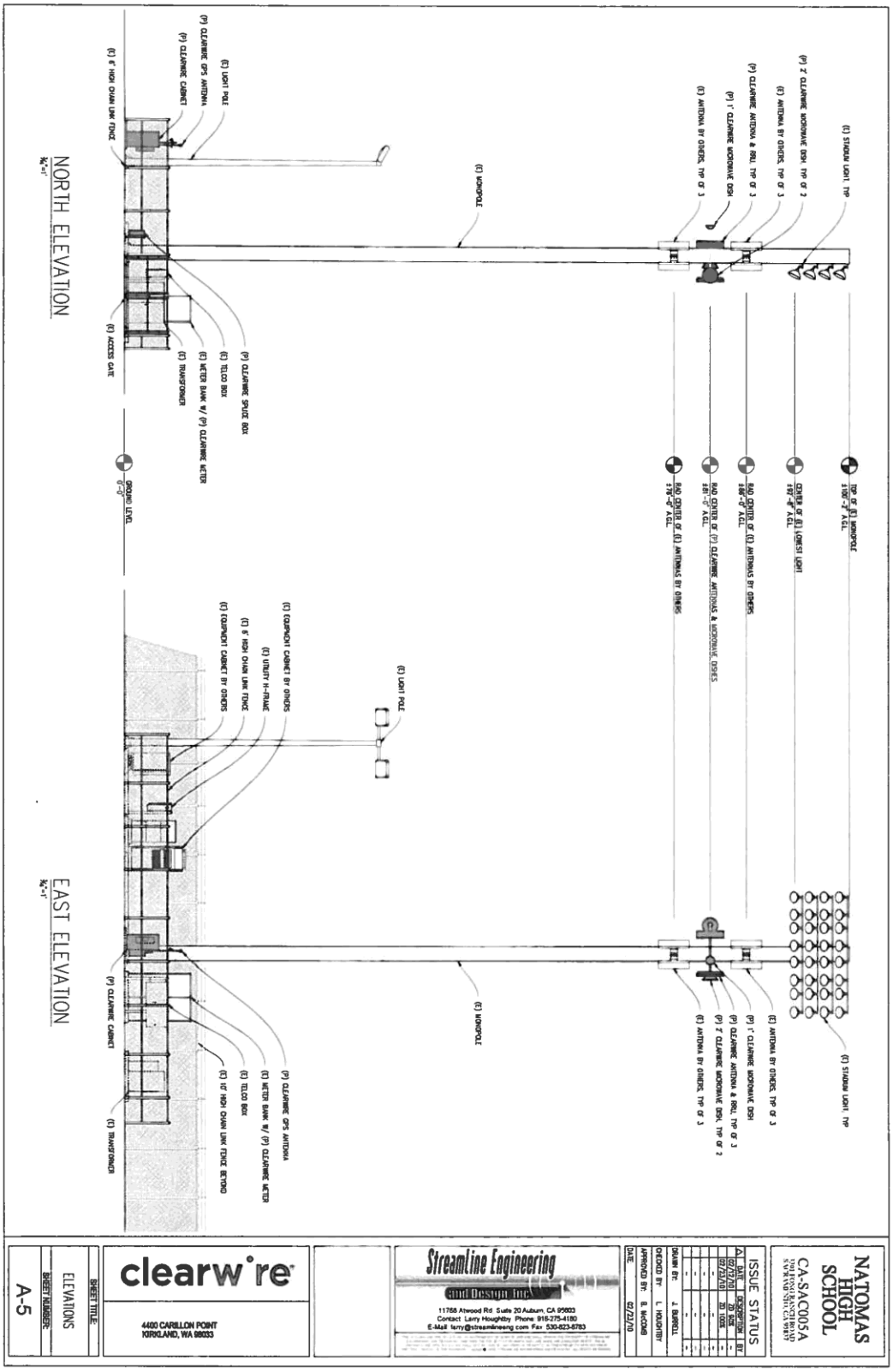


Exhibit 1G – Photo simulation View 1

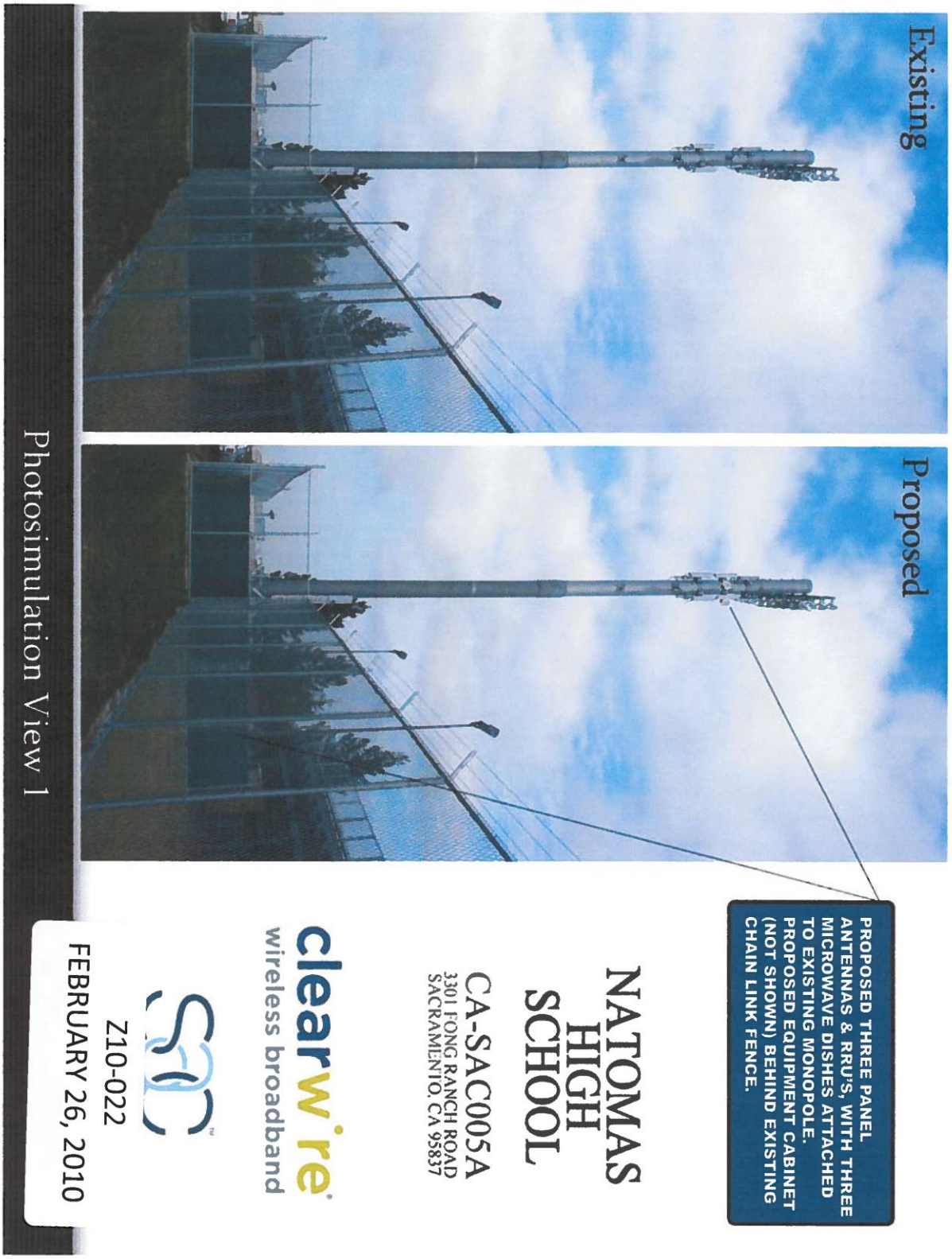


Exhibit 1H – Photo simulation View 2

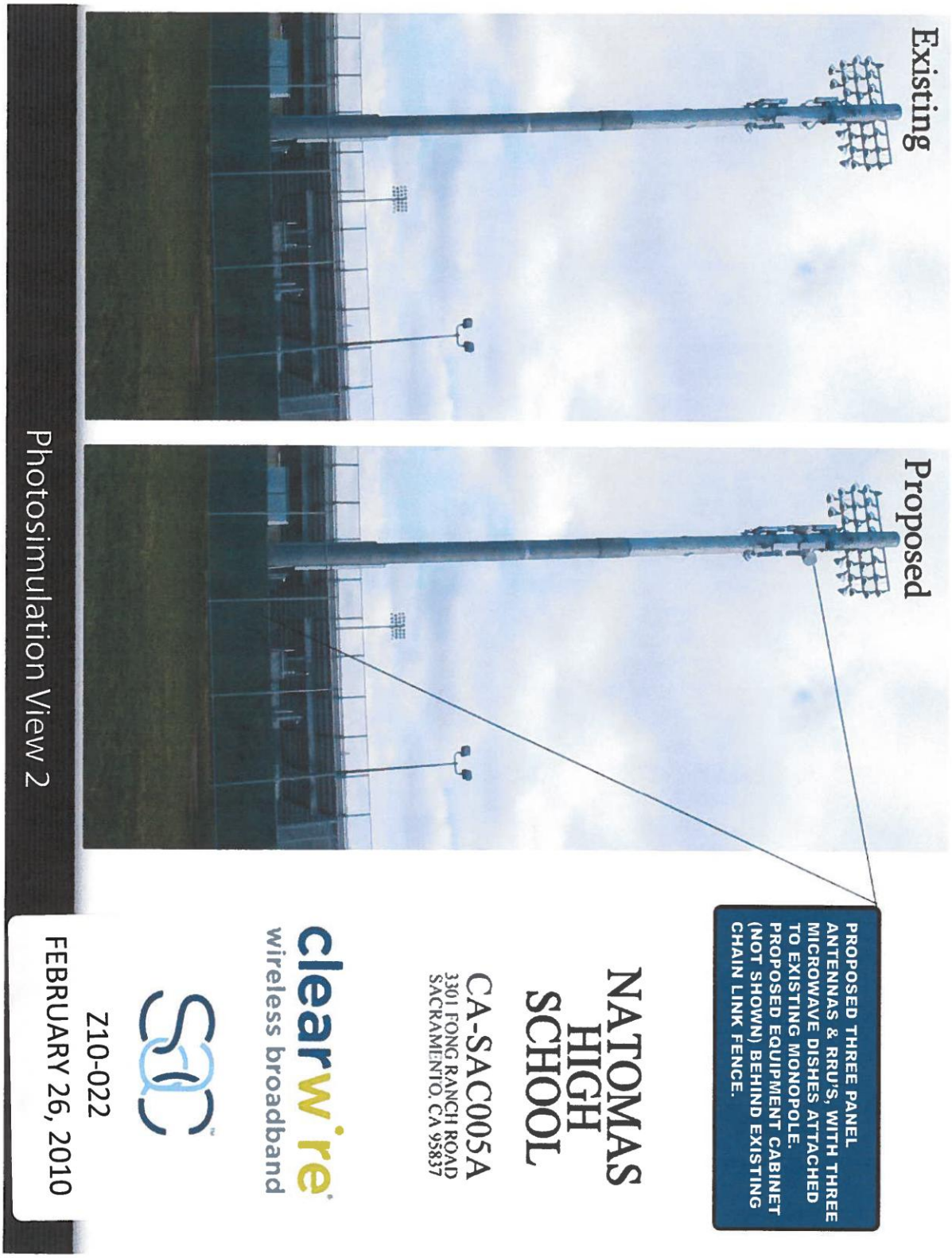


Exhibit 1I –Propagation Map with Candidate

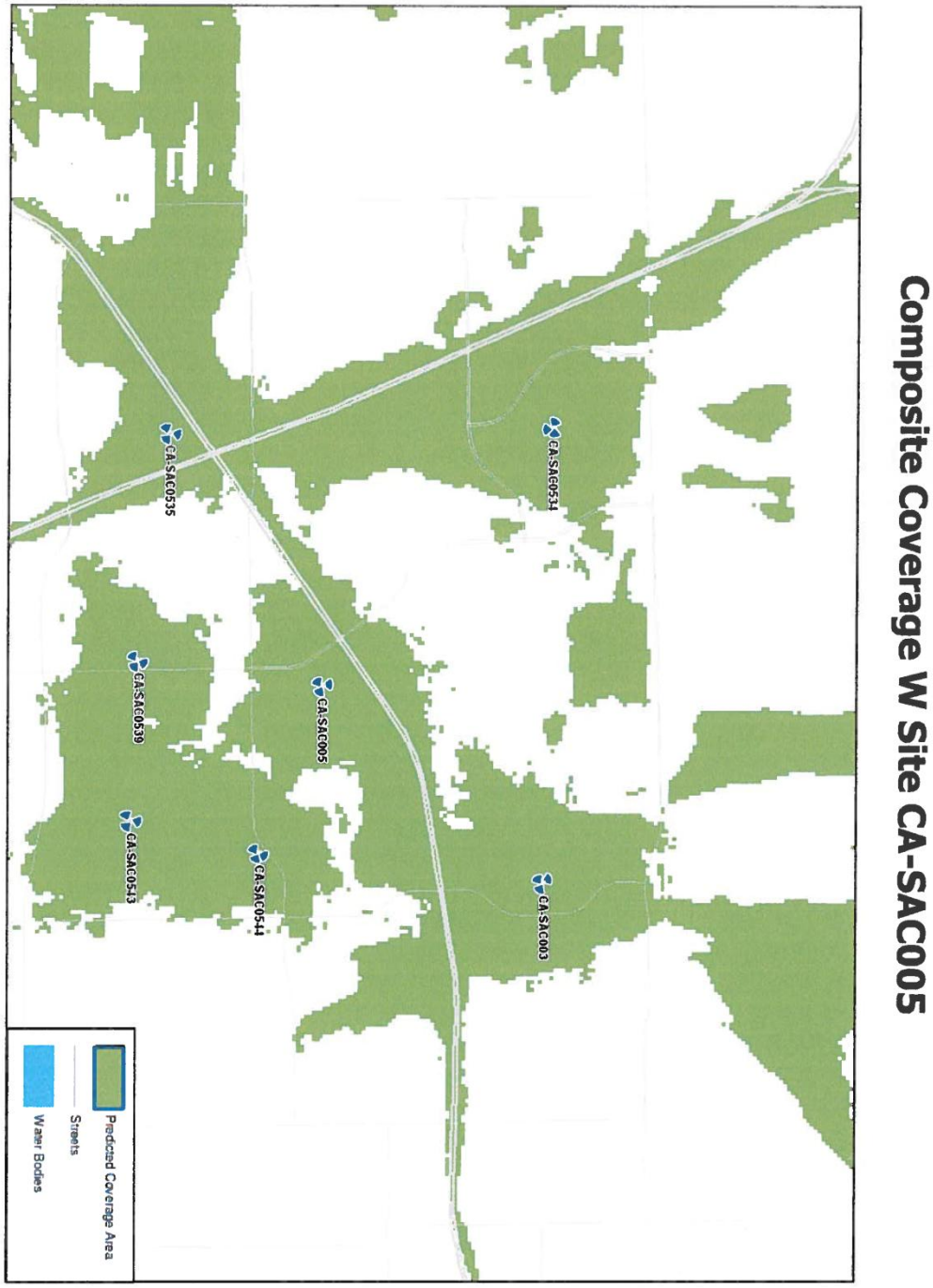


Exhibit 1J –Propagation Map without Candidate

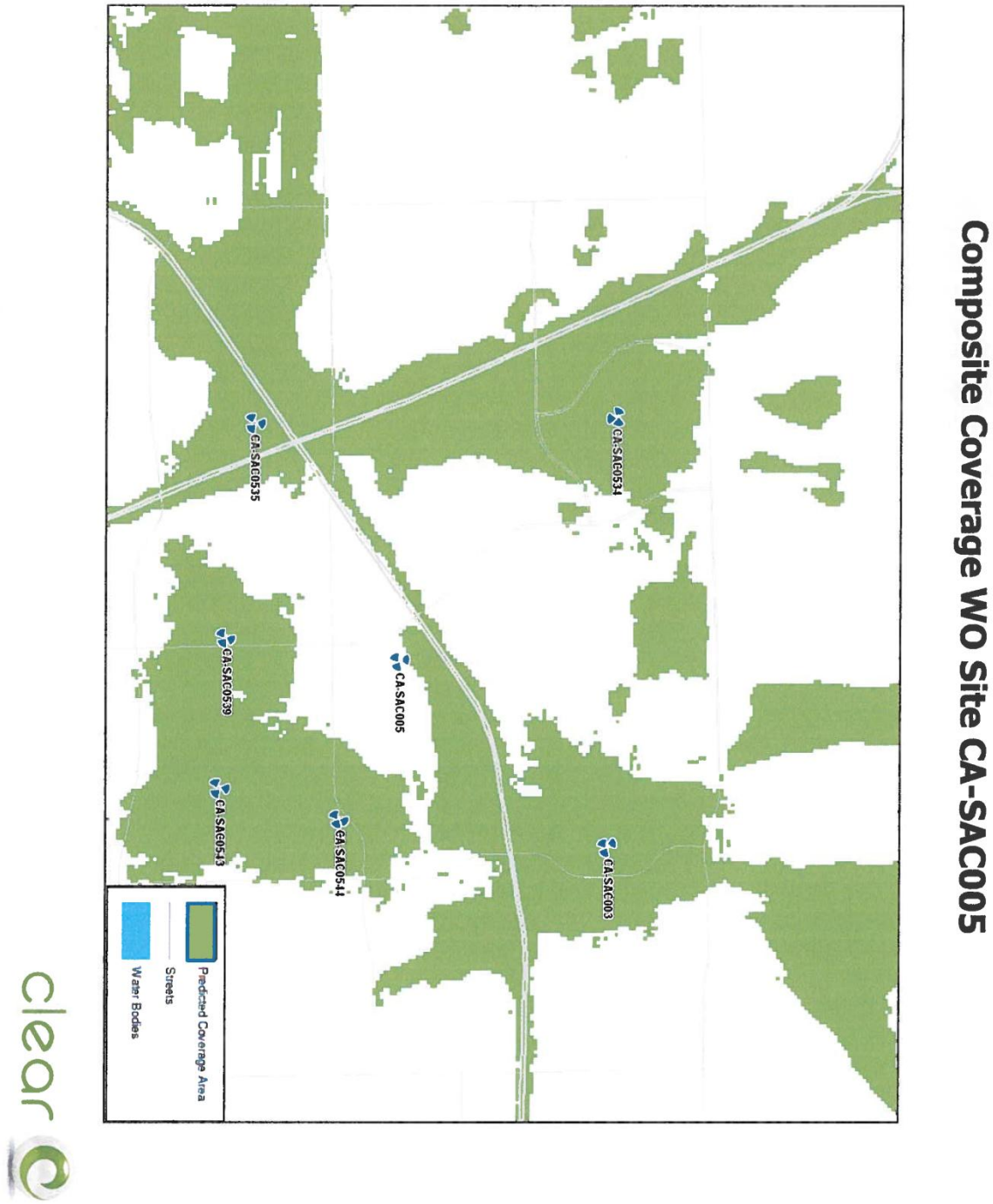


Exhibit 1K – Guidelines for Telecommunications Facilities

Guidelines for Telecommunications Facilities

http://www.cityofsacramento.org/dsd/planning/long-range/planning-library/telecommunications-facilities.cfm

Background

- Zoning Ordinance Amendment and Policies adopted by the City Council on April 29, 1997
- Policies were created through an 18 month process of regular meetings between City and County Planning Staff, wireless carrier representatives, and community group representatives.
- Policies provide location criteria and guidelines for evaluating proposed telecommunication facilities project requests for which planning entitlements are required.
- Policies recognize dramatic changes and growth in the telecommunications industry and the value of the increased services gained by the City's business community and private citizens.
- Key objectives for the City are to maximize the number of "invisible" telecommunications facility sites, provide locational opportunities on City owned property or right-of-ways, encourage co-location of facilities, and maximize the proliferation of monopoles.

Facility Siting Highlights

Siting Preferences (Listed in order of preference)

- Located completely within an existing or constructed structure.
- Existing structures (public or private) that allow a facade mounted antenna
- Existing structures (public or private) which require a modification of the structure architecturally or in height in order to mount antennas (includes roof mounts)
- Collocation on existing poles or light standards at a lower height
- Collocation on existing poles or light standards at a higher height
- New monopole (whether co-developed or single carrier)

Facility Location & Design Guidelines

- Antenna panels should match the building colors and/or architectural character so as to not be visible.
- Antennas should be screened with stealthing materials so as not to be visible (as much as possible).

Exhibit 1K (cont.) – Guidelines for Telecommunications Facilities

- Roof mounted antennas should be located in the center of the roof or as close to the center of the roof as possible. Projections above the roof should be "invisible" to pedestrians passing the site from the opposite side of the street. Although the current standard allows a maximum projection height of 12 feet; the intent is not to interpret that height as a solution for a building that is not as tall as is needed to serve the carrier.
- Carriers should consider constructing new parapets or structures on building roof tops that are in keeping with the building architecture so that roof mounts can actually be constructed as facade mounts.
- Monopoles should be constructed of materials that match the prevalent poles and/or buildings and landscaping in the area or provide stealthing for the pole (i.e. wood, metal, palm/pine tree). Also carriers should consider using "close proximity/bi-polar or tight antenna arrays" configurations on monopoles instead of "traditional top hat" antenna arrays.
- Monopoles should be painted to match either the sky line (dull matte gray) or other prevalent architectural or natural features (i.e. trees).
- Antennas that are collocated on another facility should be designed to coordinate and compliment the existing design of the facility.
- Carriers should consider enclosing the antennas within another structure such as a sign or an architectural feature.
- Carriers should avoid sites that will require monopoles to be painted or lighted per FAA standards.
- Carriers should consider siting as much as possible on existing infrastructure such as highway structures, transmission towers/poles, light standards etc.
- Carriers should consider the distance from residentially zoned properties when considering the placement of additional antennas on an existing monopole (or other collocation), or when installing a facade mounted antenna. The objective is to have the facility be invisible when viewed from the residentially zoned property.
- Carriers should include landscaping in proposals to better screen equipment building or cabinets.
- Carriers should locate all equipment shelters or cabinets to the rear of existing buildings away from the streetscape view.
- New telecommunications towers in sensitive areas may be subject to a term limit or required periodic review as part of the conditioning of any approved entitlements.

Exhibit 1L – Z07-084 Previously Approved Elevation

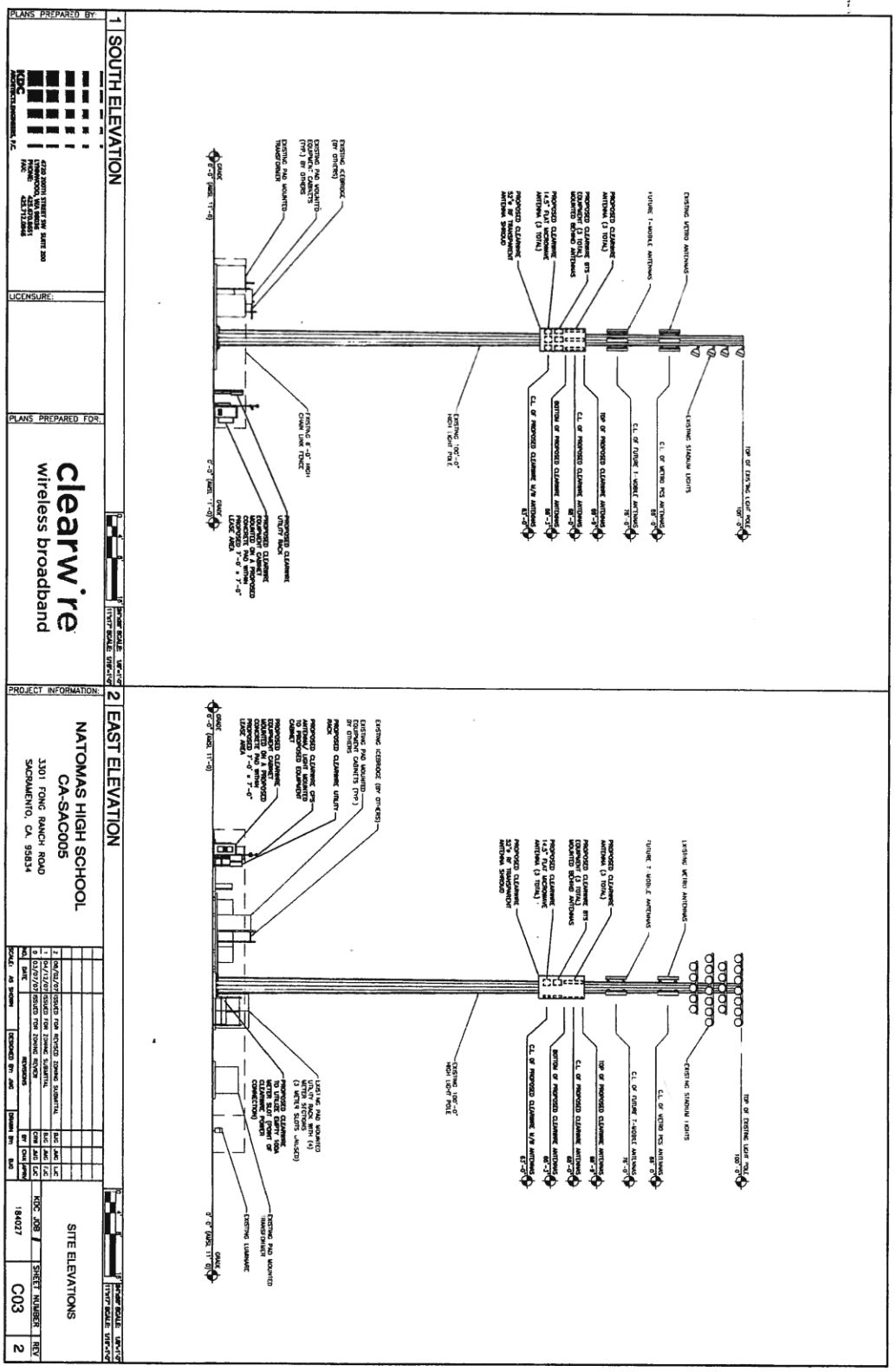


Exhibit 1M – Z07-084 Previously Approved Antenna Layout

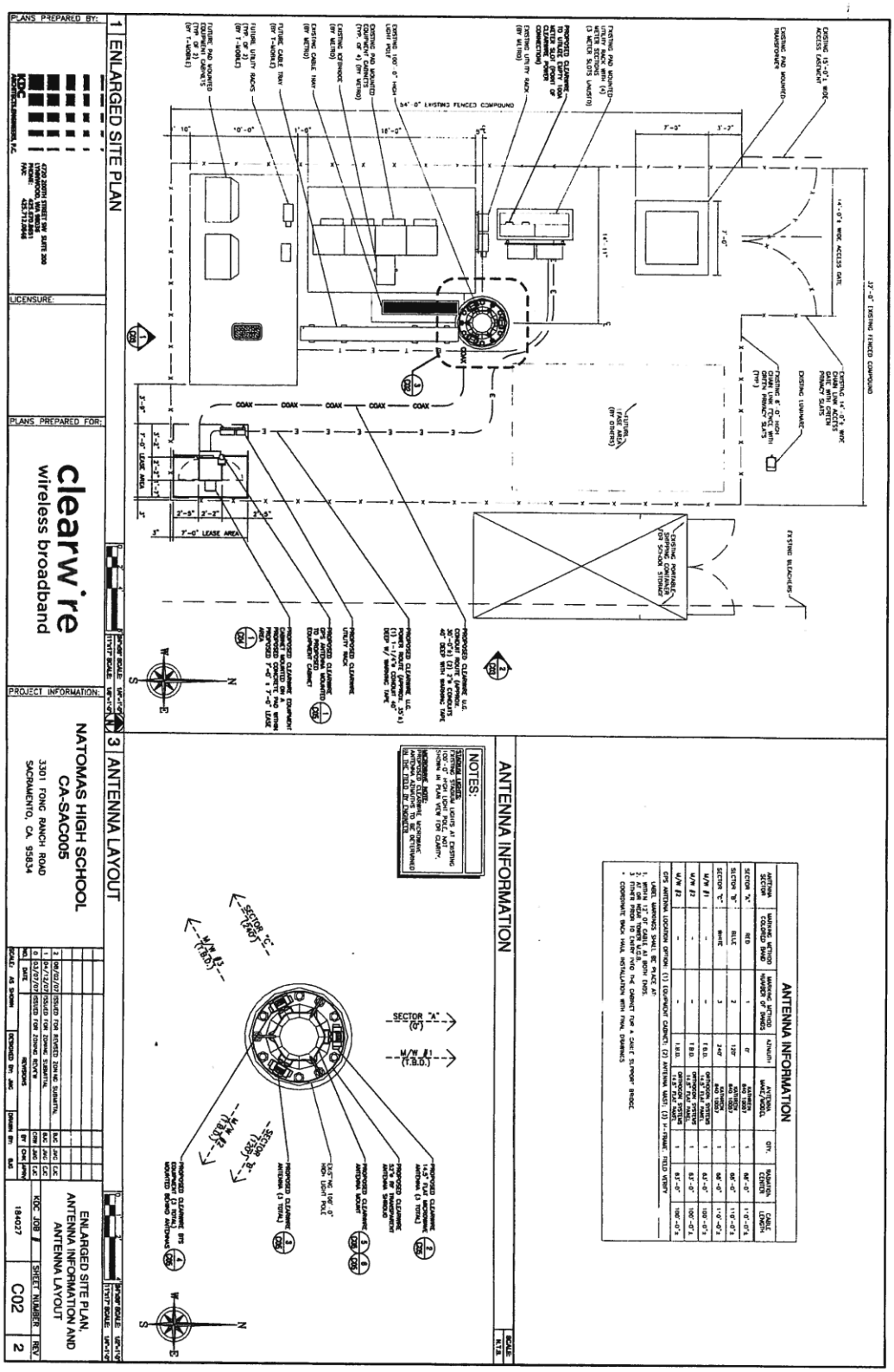


Exhibit 1N – Z07-084 Previously Approved Photo simulation

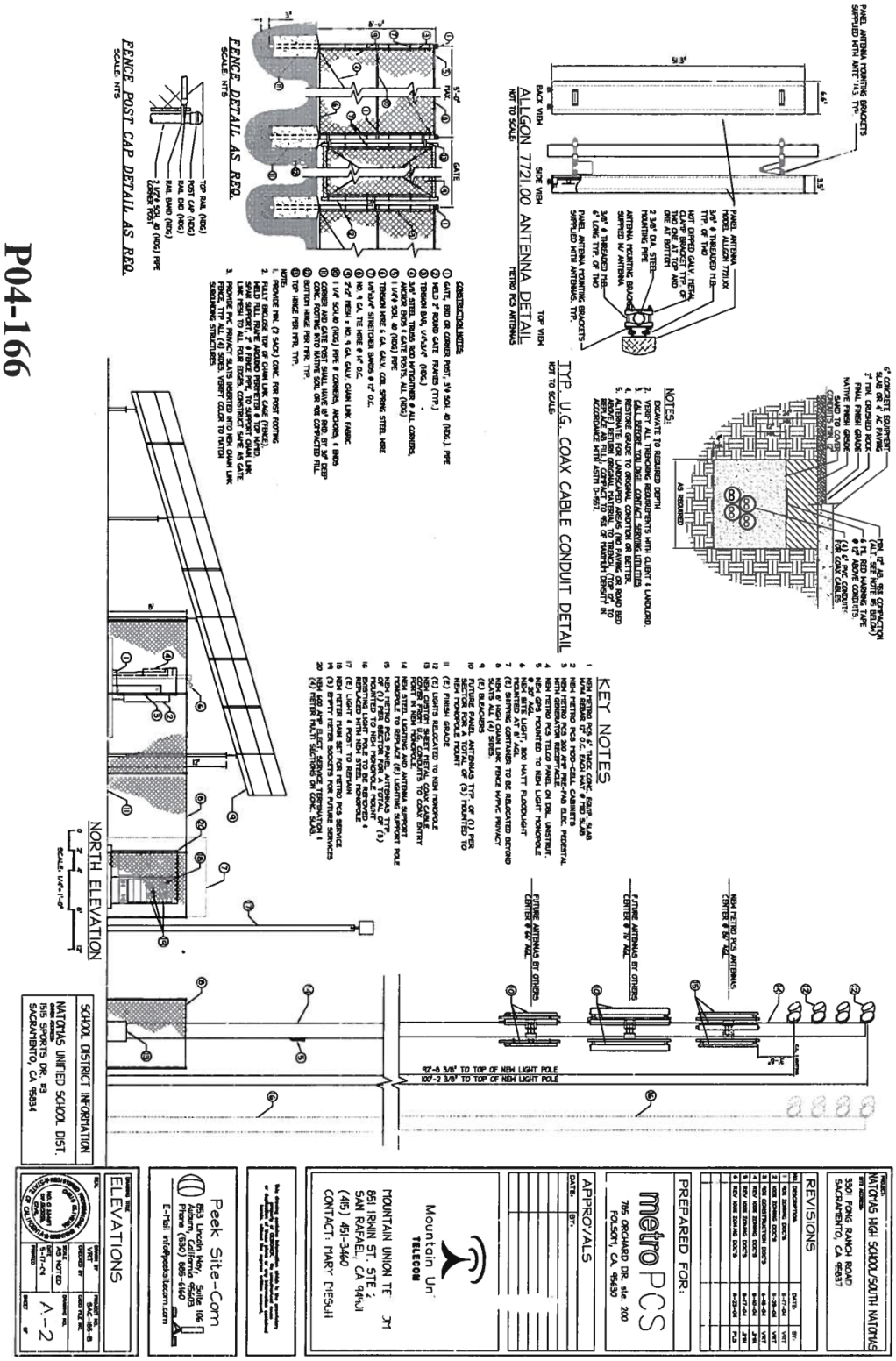
KDC
ARCHITECTS.ENGINEERS, P.C.
4720 200TH STREET SW SUITE 200
LYNNWOOD, WA 98036
PHONE: 425.670.8651
FAX: 425.712.0846

clearwire
wireless broadband
CA-SAC005 VIEW 3
NATOMAS HIGHSCHOOL

EXISTING VIEW

PROPOSED VIEW

Exhibit 1O – P04-166 Previously Approved Elevation



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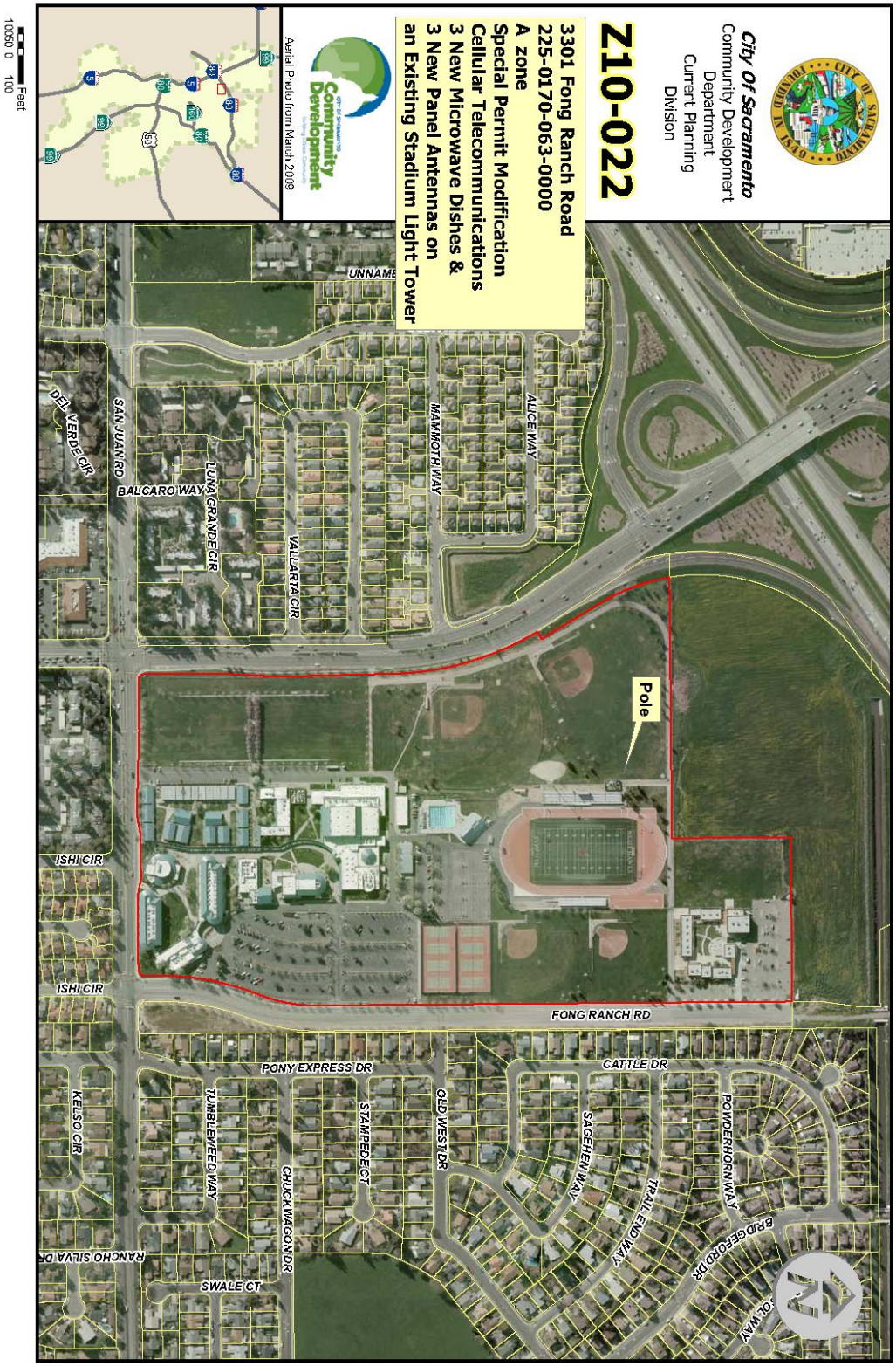
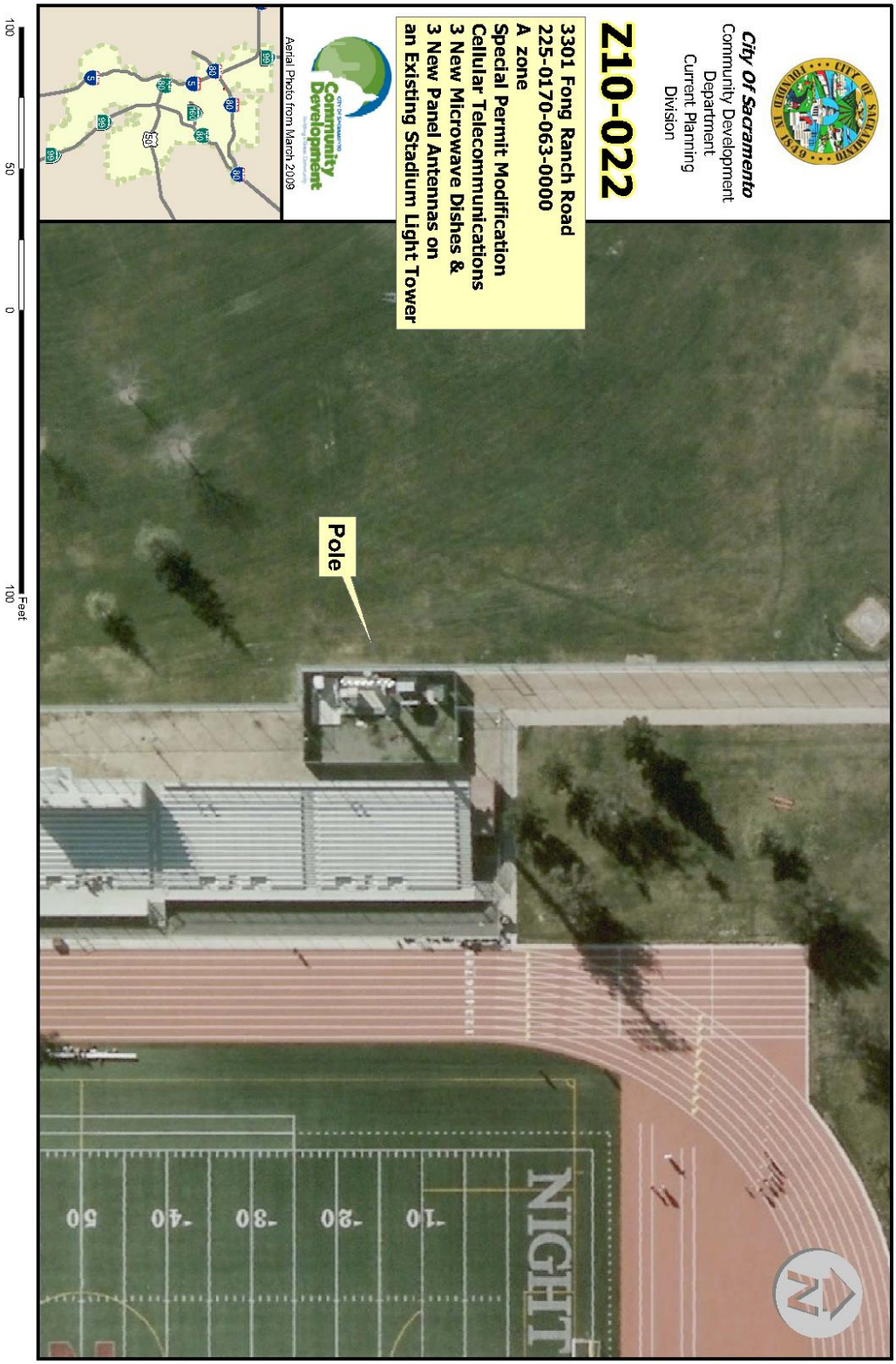
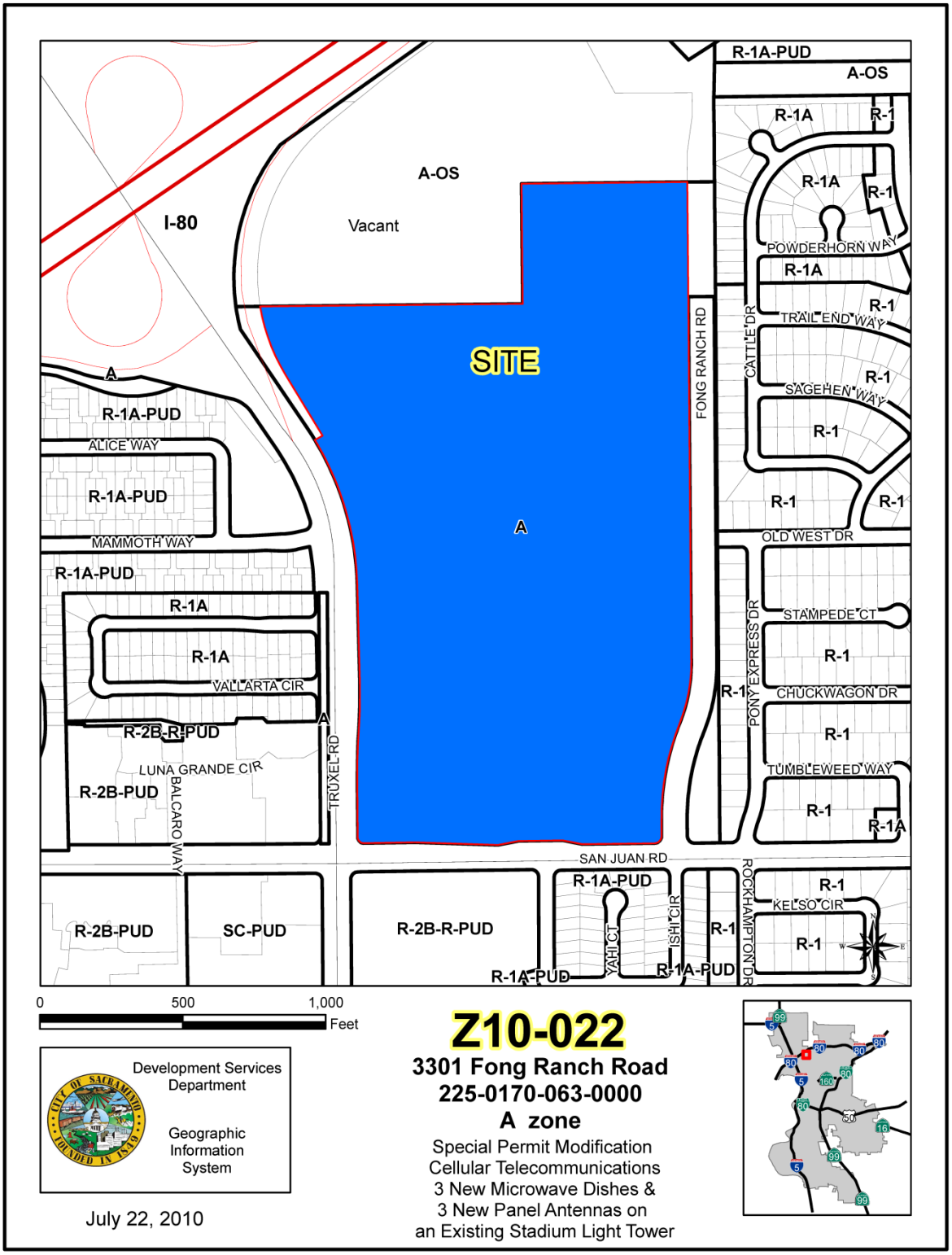
Attachment 2 – Aerial 1



Attachment 3 – Aerial 2



Attachment 4 – Land Use & Zoning Map



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REPORT TO PLANNING COMMISSION City of Sacramento

9

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:

	65th Street/Elvas Avenue		Folsom Boulevard	
	14th Ave to J (NB)	J to 14th Ave (SB)	59th to Howe (EB)	Howe to 59th (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

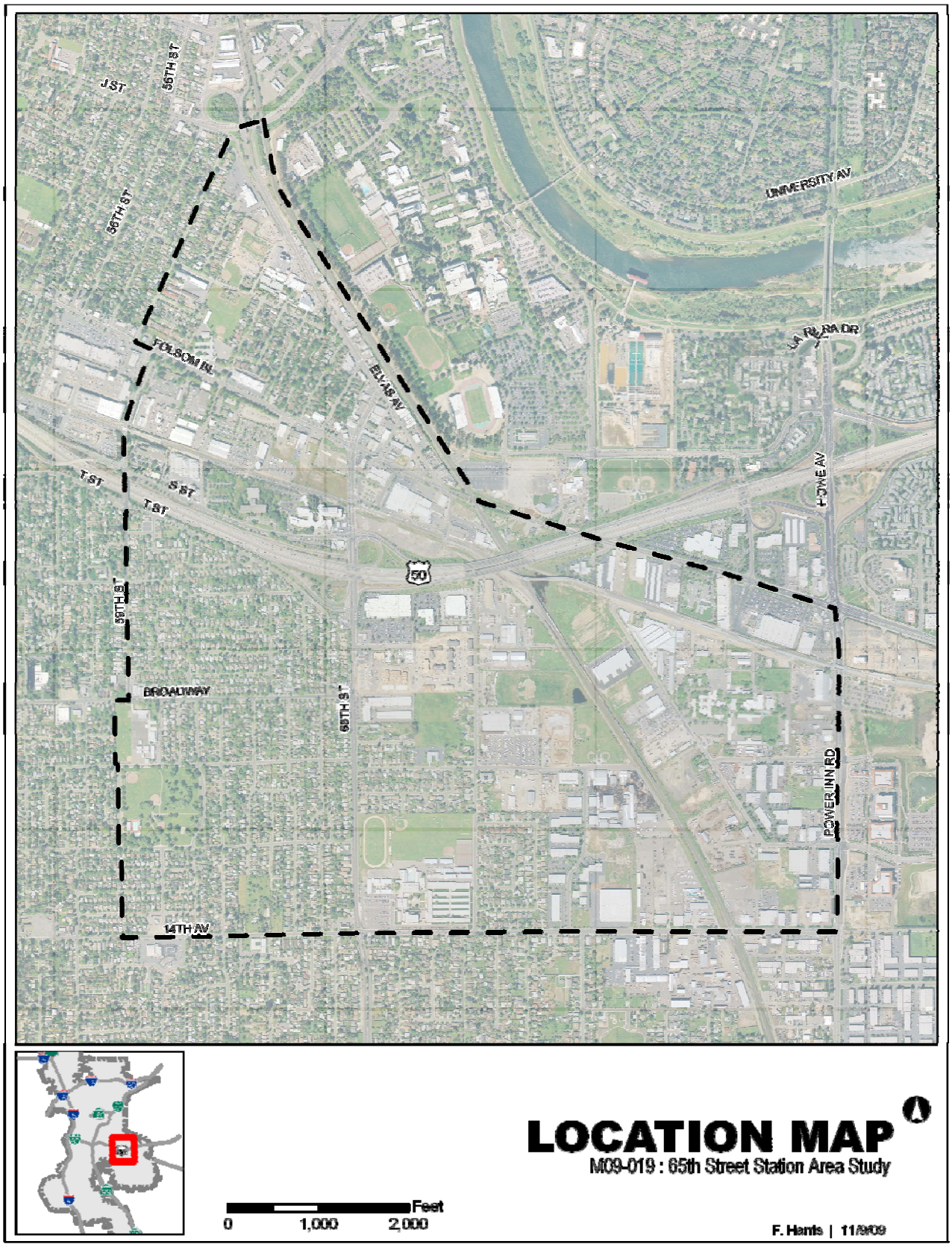
Recommendation Approved:

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 65th Street/University Transit Village Plan	Page 120
Attachment 7	Resolution Repealing the South 65th Street Area Plan	Page 122
Attachment 8	Executive Summary	Page 123
Attachment 9	65th 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 MOBILITIY 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, 14thAvenue to the south, and 59thStreet 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 59th 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.	✓	✓	✓	✓
4th 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 14th Avenue.	✓	✓	✓	✓
69th 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 65th Street to a new intersection at Redding Avenue.		✓		✓
Broadway would be extended with two lanes eastward from 65th Street through a new grade-separated crossing of the UPRR to a new intersection at Ramona Avenue.			✓	
65th 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 "68th Street" would be constructed parallel to 67th Street and roughly equidistant between 67th and 69th from Elvas Avenue and Q Street and relinquishing Elvas Avenue between 68th Street and Folsom Boulevard.			✓	✓
67th Street would be extended from Folsom Boulevard to Elvas Avenue.			✓	✓
Folsom Boulevard would be reduced from four lanes to three lanes from 59th Street to 67th 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 65th 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 65th Street/University Transit Village to State University Drive on the CSUS campus.		✓		
A new bicycle/pedestrian/tram tunnel extension of 67th Street north of Elvas Avenue would be provided to directly connect the 65th Street/University Transit Village to State University Drive on the CSUS campus.			✓	✓
Class II bicycle lanes would be added on:				
65th Street from 14th Avenue to Folsom Boulevard	✓	✓	✓	✓
Redding Avenue 14th Avenue to Folsom Boulevard	✓	✓	✓	✓
Ramona Avenue 14th Avenue to Folsom Boulevard	✓	✓	✓	✓
59th Street from Broadway to Folsom Boulevard	✓	✓	✓	✓
58th Street north of Folsom Boulevard	✓	✓	✓	✓
4th Avenue between 65th Street and Ramona Avenue	✓			
San Joaquin Street from 65th Street to its eastern terminus	✓			
Elvas Avenue west of 65th Street	✓			
Folsom Boulevard from 59th Street to Power Inn Road	✓	✓		
Power Inn Road from 14th Avenue to Folsom Boulevard		✓		
Elvas Avenue Folsom Boulevard to 59th Street		✓	✓	✓
69th Street/Redding Avenue transition		✓		
4th Avenue from 65th 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 59th Street to Redding Avenue		✓		✓
San Joaquin Street from 65th Street to Power Inn Road		✓		✓
8th Avenue from 59th Street to 65th Street		✓		✓
61st Street from 8th Avenue to 11th Avenue		✓		✓
60th Street from Broadway to 8th Avenue		✓		✓
11th Avenue from 59th Street to 61st Street		✓		✓
68th Street connection between Folsom Boulevard and Q Street			✓	✓
Stadium Drive from Folsom Boulevard to State University Drive East	✓	✓	✓	✓
Q Street between 65th Street and Redding Avenue			✓	✓
4th Avenue between 65th Street and Redding Avenue			✓	
Broadway from 59th Street to Ramona Avenue			✓	
San Joaquin Street from 65th Street to current terminus (just east of Business Drive)			✓	
14th Avenue from 65th 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 65th Street.	✓	✓	✓	✓
Provided to extend 4th Avenue eastward from Redding Avenue to Ramona Avenue with a new grade separated crossing of the UPRR tracks.		✓		
Provided to extend 69th 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	✓	✓	✓	✓
4th Avenue	✓	✓	✓	✓
San Joaquin Street east of Redding Avenue	✓	✓	✓	✓
Elvas Avenue	✓	✓	✓	✓
65th Street	✓	✓	✓	✓
The following intersections would have traffic signals added:				
60th Street/Folsom Boulevard		✓		
61st Street/Folsom Boulevard			✓	✓
63rd Street/Folsom Boulevard	✓			
67th Street/Folsom Boulevard	✓			
68th Street/Folsom Boulevard			✓	✓
Folsom Boulevard/Elvas Avenue/Redding Avenue/69th Street		✓	✓	✓
Stadium Drive/Ramona Avenue Extension/Folsom Boulevard	✓	✓	✓	✓
Ramona Avenue Extension (south)/14th Avenue	✓	✓	✓	✓
On-street parallel parking (both sides of street) would be added on:				
Elvas Avenue from 61st Street to Folsom Boulevard		✓	✓	✓
Folsom Boulevard from 65th Street to Elvas Avenue		✓		
Folsom Boulevard (from 59th Street to Elvas Avenue/68th Street)			✓	✓
Q Street from 67th Street to Redding Avenue		✓	✓	✓
Broadway from 65th 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		✓	✓	✓
65th Street from Q Street to Elvas Avenue		✓	✓	✓
66th Street from Elvas Avenue to Folsom Boulevard		✓	✓	✓
67th Street from Folsom Boulevard to Q Street – west side of street only		✓	✓	✓
Redding Avenue (from 4th 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 14th Avenue.		✓	✓	✓
69th 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 65th Street to a new intersection at Redding Avenue.		✓		✓
Broadway,[1] extended with two lanes eastward from 65th Street through a new grade-separated crossing of the UPRR to a new intersection at Ramona Avenue.			✓	
65th Street,[1] extended with two travel lanes northward from Elvas Avenue under the UPRR tracks to a new intersection with State University Drive.		✓		
67th Street, extended from Folsom Boulevard to Elvas Avenue.			✓	✓
New two-lane "68th Street", constructed parallel to 67th Street and roughly equidistant between 67th and 69th from Elvas Avenue and Q Street and relinquishing Elvas Avenue between 68th 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 also,* 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 give 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 waddles 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 unders 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.

<u>Initial Study – Item 10, Hazards</u>

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 censors, 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.

<u>Initial Study – Item 15, Cultural Resources</u>

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):

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					
4.1-1 Construction of the proposed project would generate emissions of ozone precursors.	**Scenarios 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.	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.	Project contractor	Prior to construction	City of Sacramento Community Development Department, SMAQMD
	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	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.	Project contractor	Prior to and monthly during construction	City of Sacramento Community Development Department, SMAQMD

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	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 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.	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.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	d) Limit vehicle idling time to five minutes or less.	Limit vehicle idling time.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	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.	Pay into SMAQMD's construction mitigation fund to offset construction-generated emissions of NO_x.	Project contractor	Prior to issuance of first grading permit	City of Sacramento Community Development Department, SMAQMD
4.1-2 Construction and demolition activities associated with the proposed Project would generate emissions of particulate matter.	**Scenarios 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	Comply with SMAQMD Rule 403, Fugitive Dust.	Project contractor	Prior to and during construction	City of Sacramento Community Development Department, SMAQMD

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	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:				
	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.	All disturbed areas shall be watered with sufficient frequency as to maintain soil moistness.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	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.	All unpaved roads shall be effectively stabilized of dust emissions.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	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.	Transported materials shall be covered and effectively wetted.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	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.	Limit or remove the accumulation of project-generated mud or dirt from adjacent public streets.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	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.	Storage piles shall be effectively stabilized of fugitive dust emissions.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	f) On-site vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).	Limit speed on unpaved roads to 15 mph.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	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.	Install wheel washers to remove accumulated dirt from trucks and equipment.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	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.	Install sandbags or other erosion control measures to prevent silt runoff.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	i) Excavation and grading activities shall be suspended when winds exceed 20 mph.	Suspend excavation and grading when winds exceed 20 mph.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	j) The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.	Limit areas simultaneously subject to excavation and grading.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD

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65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
4.3 Transportation and Circulation					
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.	**Scenarios 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.	Require all future development within the project area to participate in the 65th Street Station Area Finance plan.	City of Sacramento Department of Transportation	At the time of issuance of building permits.	City of Sacramento Community Development Department
	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.	Require all future development within the project area to participate in the 65th Street Station Area Finance plan.	City of Sacramento Community Development Department	At the time of issuance of building permits.	City of Sacramento Community Development Department
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.	**Scenarios B, C, or C-Prime** 4.3-2 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).			
4.3-3 Under Existing plus Project conditions, the existing freeway system would be adversely affected under project Scenarios B and C.	**Scenarios 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.	Require all future development within the project area to participate in the 65th Street Station Area Finance plan.	City of Sacramento Community Development Department	At the time of issuance of building permits.	City of Sacramento Community Development Department

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65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
4.3-6 Under Existing plus Project conditions, the existing transit system would be adversely affected under Scenarios B and C.	**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.	Implement transit signal priority. OR Create flex lanes that use peak hour parking restrictions.	City of Sacramento Department of Transportation City of Sacramento Department of Transportation	Prior to the extension of 65th Street north into the CSUS campus. Prior to the extension of 65th Street north into the CSUS campus.	City of Sacramento Department of Transportation City of Sacramento Department of Transportation
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.	**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: • 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;	Prepare a detailed Traffic Management Plan.	City of Sacramento Department of Transportation	Before issuance of construction permits for any transportation improvements or any development projects in the project area.	City of Sacramento Department of Transportation, Regional Transit, City of Sacramento Police Department, City of Sacramento Fire Department.

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65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	• 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.				

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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.	**Scenarios B, C, or C-Prime** 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.	**Scenarios 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.	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
	b) Implement Mitigation Measure 4.3-1(a).	See Mitigation Measure 4.3-1(a) and (b).			
	c) Implement Mitigation Measure 4.3-1(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.	**Scenarios B, C, or C-Prime** 4.3-10 Implement Mitigation Measure 4.3-3.	See Mitigation Measure 4.3-3.			

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65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
4.3-11 Under Cumulative plus Project conditions, the existing transit system would be adversely affected under Scenarios B and C.	**Scenarios B, C, or C-Prime** 4.3-11 a) Implement Mitigation Measure 4.3-6 (a) and (b).	See 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.	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.	City of Sacramento Department of Transportation	Prior to implementation of any proposed transportation improvements in the project area.	City of Sacramento Department of Transportation.
Initial Study					
Item 5: Water					
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.)?	**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.	Demonstrate that Sump 113 has adequate capacity to handle additional runoff generated by the roadway improvements.	Project contractor	Prior to issuance of a grading permit for the realignment of 69th Street to connect Elvas Avenue with Redding Avenue.	City of Sacramento Department of Utilities.

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	Scenarios 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.	Prepare a construction flood management plan.	City of Sacramento Department of Transportation	Prior to issuance of a grading permit for the new railroad undercrossing.	City of Sacramento Department of Utilities.
	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.	Ensure that the project area would continue to have the minimum flood protection required by City regulations.	City of Sacramento Department of Utilities	Prior to the development of any new railroad undercrossing.	City of Sacramento Department of Utilities.

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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 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? **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?**	**Scenarios 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.	Prepare a water quality mitigation plan for each project component.	City of Sacramento Department of Transportation	Prior to issuance of a grading permit.	City of Sacramento Department of Utilities
Would the proposal result in or expose people to potential impacts involving changes in currents, or the course or direction of water movements?					
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?					

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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)?	**Scenarios 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.	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

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	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.	Conduct surveys for these special-status plant species.	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
	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.	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.	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
	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.	Populations shall be clearly marked in the field.	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

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65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	• 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.	Consult with CDFG and/or U.S. Fish and Wildlife Service if special-status plant populations cannot be avoided.	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
	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	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.	City of Sacramento Department of Transportation	Prior to issuance of grading permits.	City of Sacramento Community Development Department, USFWS

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	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.				

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	- 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.	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.	City of Sacramento Department of Transportation, USFWS	Prior to issuance of grading permits.	City of Sacramento Community Development Department, USFWS

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65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	• 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.				

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	• Water quality in the avoided wetlands shall be protected using erosion control techniques, such as silt fencing or straw waddles 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 waddles during any construction activities.	Project contractor	Ongoing during construction	City of Sacramento Community Development Department
	Scenarios B, C, or C-Prime 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.	Retain a qualified biologist to conduct a focused survey for bats and potential roosting sites.	City of Sacramento Department of Transportation	Prior to any building demolition	City of Sacramento Community Development Department
	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	Evict bats if found roosting at the site outside of nursery season. Monitor if found during the nursery season.	City of Sacramento Department of Transportation	Prior to any building demolition	City of Sacramento Community Development Department

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	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 shallbe 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 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.	Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International and in consultation with CDFG.	City of Sacramento Department of Transportation	Prior to any building demolition	City of Sacramento Community Development Department, CDFG
	Scenarios B, C, or C-Prime MM-7 The City of Sacramento shall ensure that all project improvements comply with the following requirements:				

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	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.	Retain a qualified biologist to conduct focused preconstruction surveys for protected birds 30 days prior to any construction activities.	City of Sacramento Department of Transportation	Prior to construction.	City of Sacramento Community Development Department
	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	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.	City of Sacramento Department of Transportation	Prior to construction.	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
	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.	Retain a qualified biologist to monitor the nest site to determine if construction activities are disturbing the adult or young birds, if necessary.	City of Sacramento Department of Transportation	During construction.	City of Sacramento Community Development Department, CDFG/USFWS
Would the proposal result in impacts to locally designated species (e.g., heritage or City street trees)?	**Scenarios 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.	Prepare tree survey or arborist report if any trees are proposed to be removed.	City of Sacramento Community Development Department	Prior to construction.	City of Sacramento Community Development Department
	b) If no heritage and/or City street trees are present, no further mitigation is required.	No action is required.	City of Sacramento Community Development Department	After a tree survey or arborist report is prepared.	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
	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.	Preserve trees by installing temporary fencing.	Project contractor	During construction.	City of Sacramento Community Development Department
	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.	Obtain a permit under Chapter 12.64.050 of the Sacramento City Code.	Project contractor	Prior to construction or ground disturbance.	City of Sacramento Community Development Department
Would the proposal result in impacts to wetland habitat (e.g., marsh, riparian and vernal pool)?	**<u>Scenarios B, C, or C-Prime</u>** 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.	Retain a qualified biologist to conduct a wetland delineation of the project area if wetland areas are present.	City of Sacramento Community Development Department	Prior to obtaining a grading permit	City of Sacramento Community Development Department, U.S. Army Corps of Engineers

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	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.	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.	City of Sacramento Community Development Department	Prior to obtaining a grading permit and during construction	City of Sacramento Community Development Department, U.S. Army Corps of Engineers
	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;	Develop wetland mitigation as a part of the CWA Section 404 permitting process or the report of waste discharged prepared for the SWRCB.	City of Sacramento Community Development Department	Prior to obtaining a grading permit	City of Sacramento Community Development Department, U.S. Army Corps of Engineers

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	• 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					
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?**	**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.	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.	Project contractor	During construction	City of Sacramento Community Development Department, Sacramento County Hazardous Materials Division
	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.	Demonstrate that the existing landfill cover will not allow wastes to be leached into groundwater.	Project contractor	Prior to obtaining a grading permit.	City of Sacramento Community Development Department, CRWQCB
	b) If it can be demonstrated that the wastes are inert, no cover is needed.	Demonstrate that the existing landfill cover will not allow wastes to be leached into groundwater.	Project contractor	Prior to obtaining a grading permit.	City of Sacramento Community Development Department, CRWQCB

EXHIBIT B

65th STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	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 censors, excavation, or coring following rainfall could be used to determine the effectiveness of the existing pavement to prevent percolation.	Demonstrate that precipitation will not percolate through wastes and cause a groundwater quality problem.	Project contractor	Prior to obtaining a grading permit, during construction.	City of Sacramento Community Development Department, CRWQCB
	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.	Prepare a drainage map that demonstrates that surface drainage is directed offsite and does not pond.	Project contractor	Prior to obtaining a grading permit.	City of Sacramento Community Development Department, CRWQCB
	e) Any excess excavated soils must be disposed of at a California Integrated Waste Management Board-approved landfill.	Dispose of excess excavated soils at a California Integrated Waste Management Board-approved landfill.	Project contractor	During construction.	City of Sacramento Community Development Department
	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.	Contact the CIWMB Health and Safety Section if landfill waste is encountered.	Project contractor	During construction.	City of Sacramento Community Development Department, CIWMB Health and Safety Section
	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.	Contact the Central Valley Water Quality Control Board if groundwater is encountered.	Project contractor	During construction.	City of Sacramento Community Development Department, CVWQCB

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					
Would the proposal disturb paleontological resources? **Would the proposal disturb archaeological resources**	**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.	Consult with a qualified archeologist in the event that any prehistoric subsurface archeological features are discovered.	Project contractor	During construction.	City of Sacramento Community Development Department
	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	Consult the appropriate Native American representatives if a Native American site is discovered.	Project contractor	During construction.	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
	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 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.	Contact County Coroner if a human bone or bone of unknown origin is found.	Project contractor	During construction	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
Would the proposal affect historical resources?	**Scenarios 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	If any potentially historic buildings are slated to be removed, hire a qualified historian to prepare a CRHR evaluation..	City of Sacramento	Prior to obtaining a building demolition 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
	• 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 65thStreet 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

EXHIBIT A

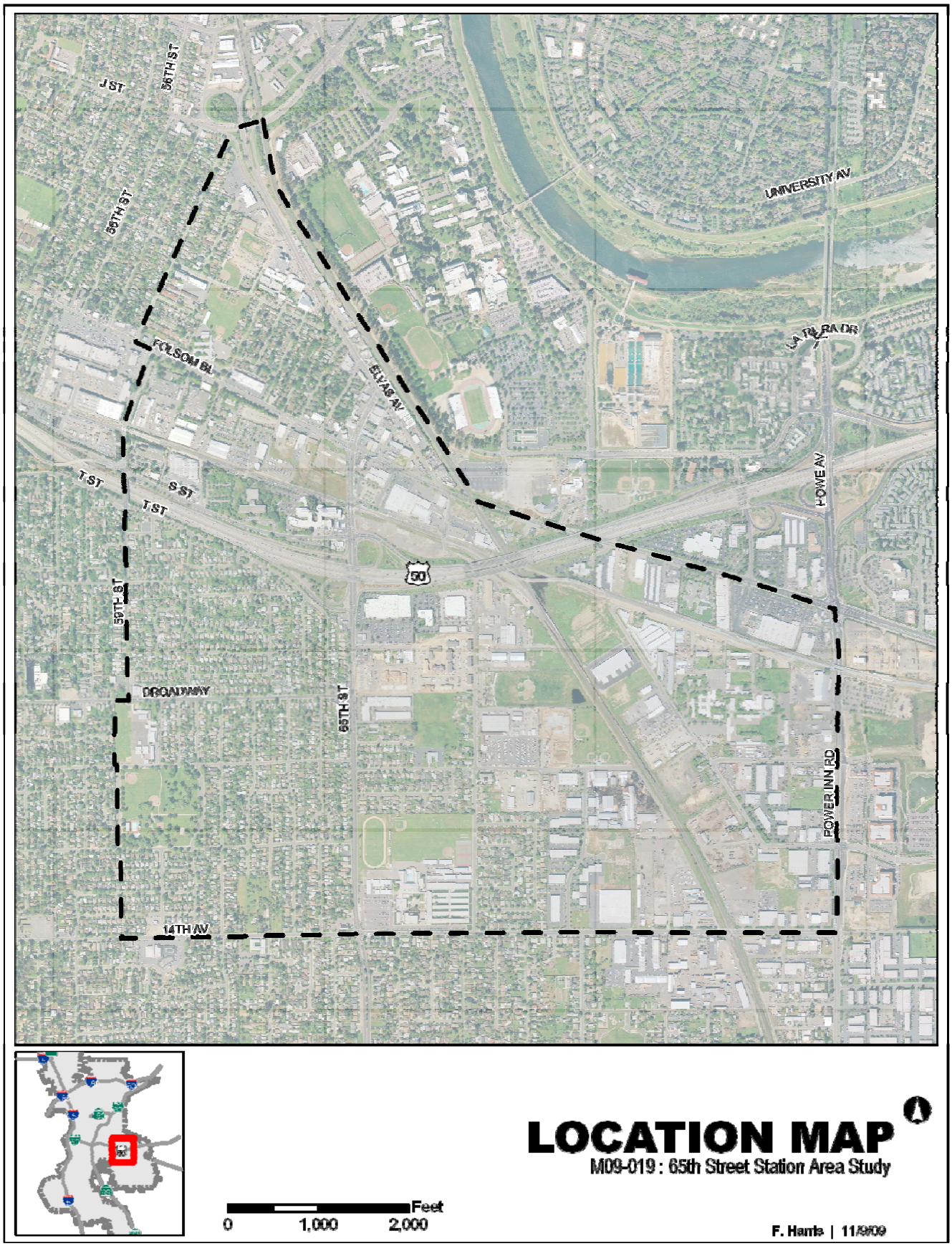

J ST
56TH ST
57TH ST
FOLSOM BL
ELVAS AV
UNIVERSITY AV
LA PLAZA DR
T ST
S ST
T ST
HOWE AV
50
59TH ST
BROADWAY
65TH ST
POWER INN RD
14TH AV
LOCATION MAP
M09-019 : 65th Street Station Area Study
Feet
0
1,000
2,000
F. Harris | 11/9/09

EXHIBIT B

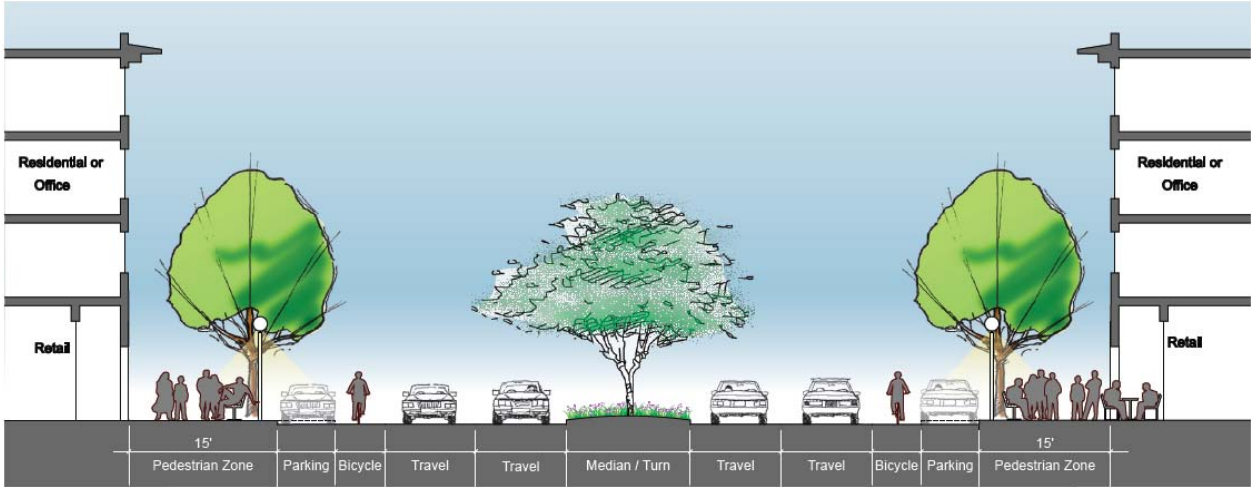
SCENARIO C-PRIME												
Street	Segment	Total Travel Lanes		Bicycle Facility		Parking Lane		Median		Pedestrian Zone		Cross Section*
		Number	Typ. Width	Class	Typ. Width	Side	Width	Typ. Width	Planted	Side	Min. Width	
65th St.	Elvas - Folsom	4	11′	2	6′	West East	7′ 7′	14′	Yes	West East	15′ 15′	1
	Folsom - 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

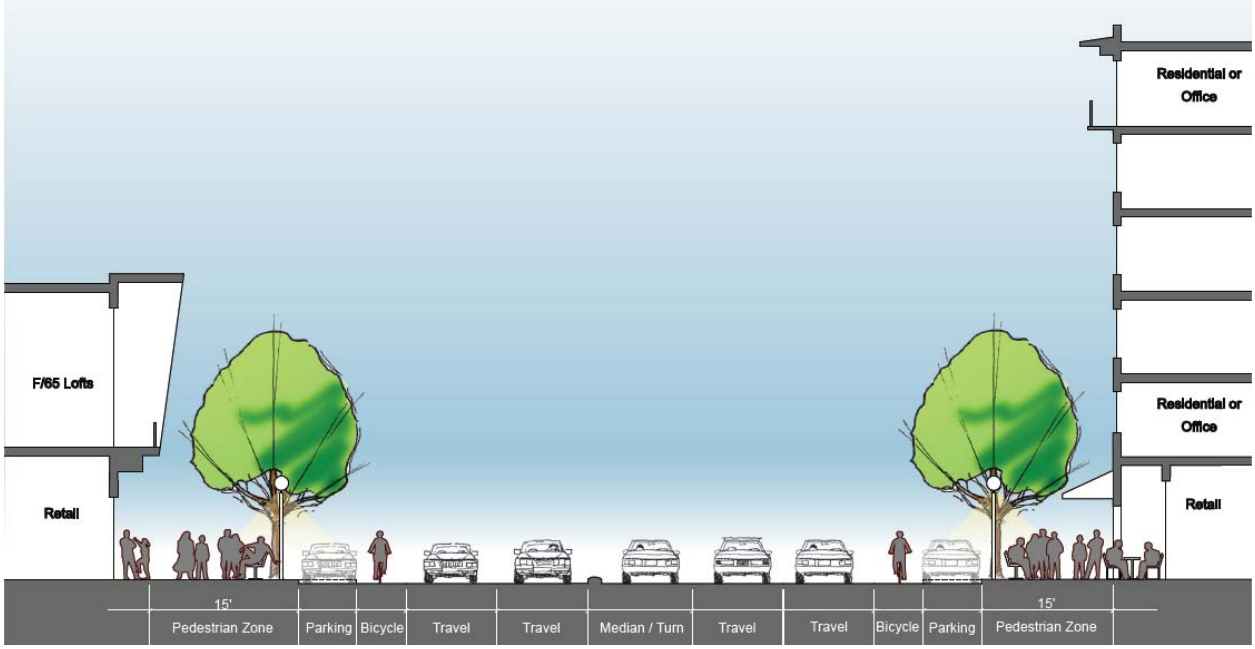
SCENARIO C-PRIME												
Street	Segment	Total Travel Lanes		Bicycle Facility		Parking Lane		Median		Pedestrian Zone		Cross Section*
		Number	Typ. Width	Class	Typ. Width	Side	Width	Typ. Width	Planted	Side	Min. Width	
Q St.	65th - 69th (includes bus facility on south)	2	11′	(Class I at south)		North (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′	
Cuca-monga	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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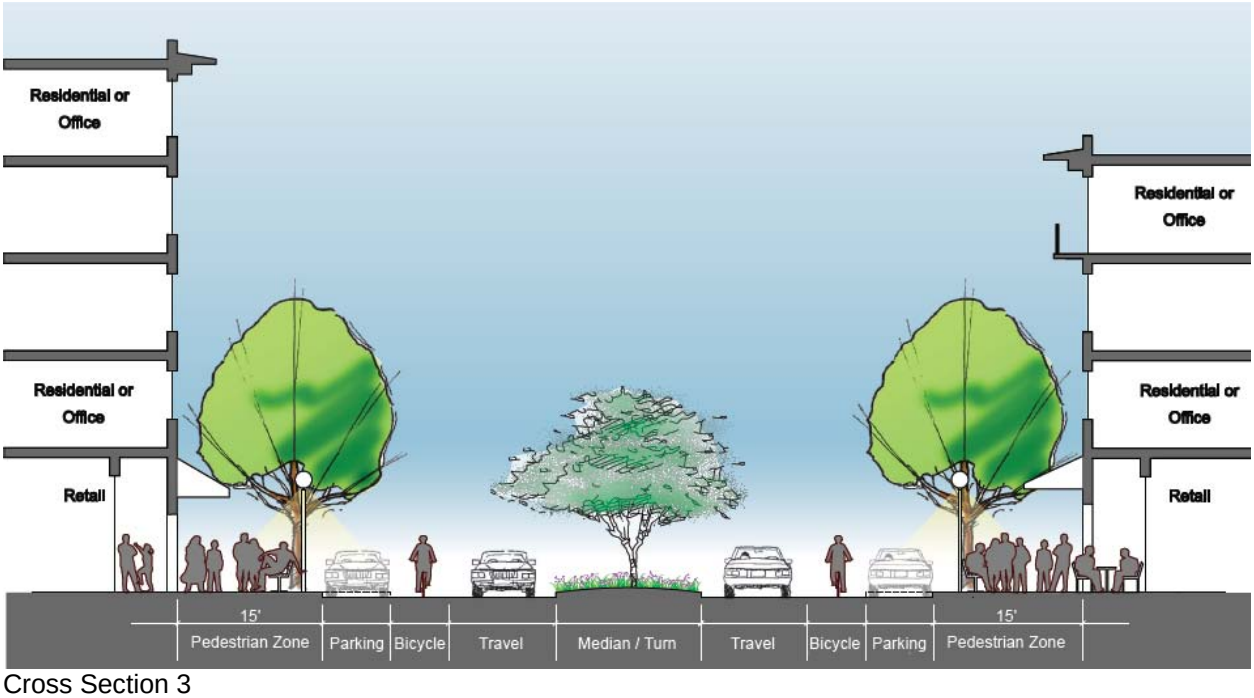

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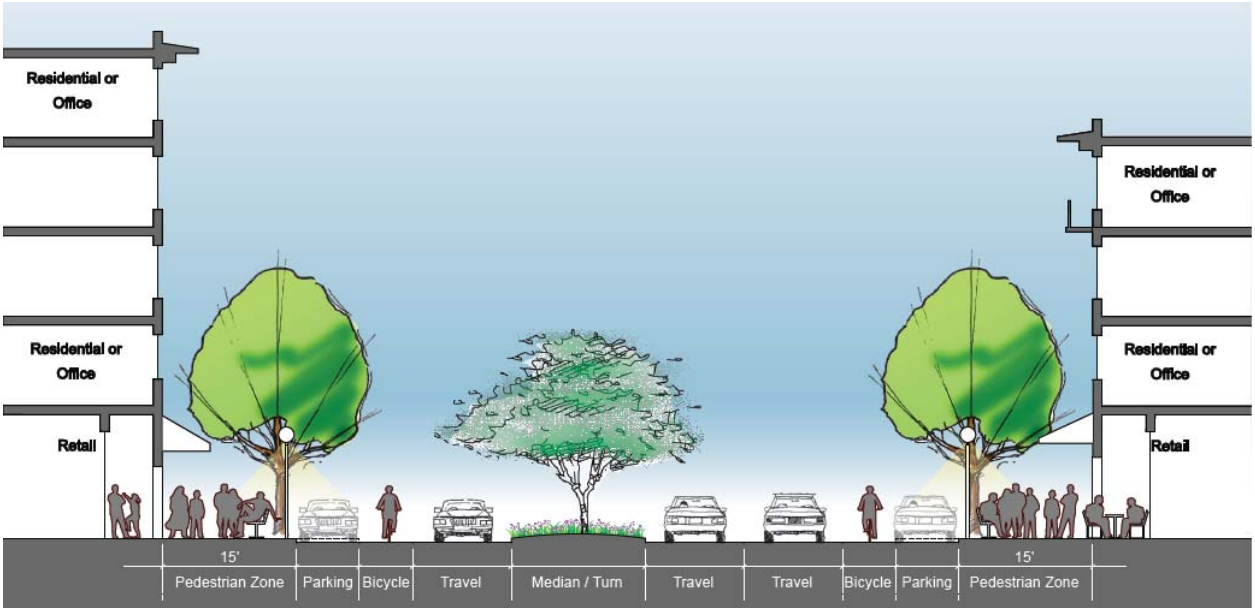

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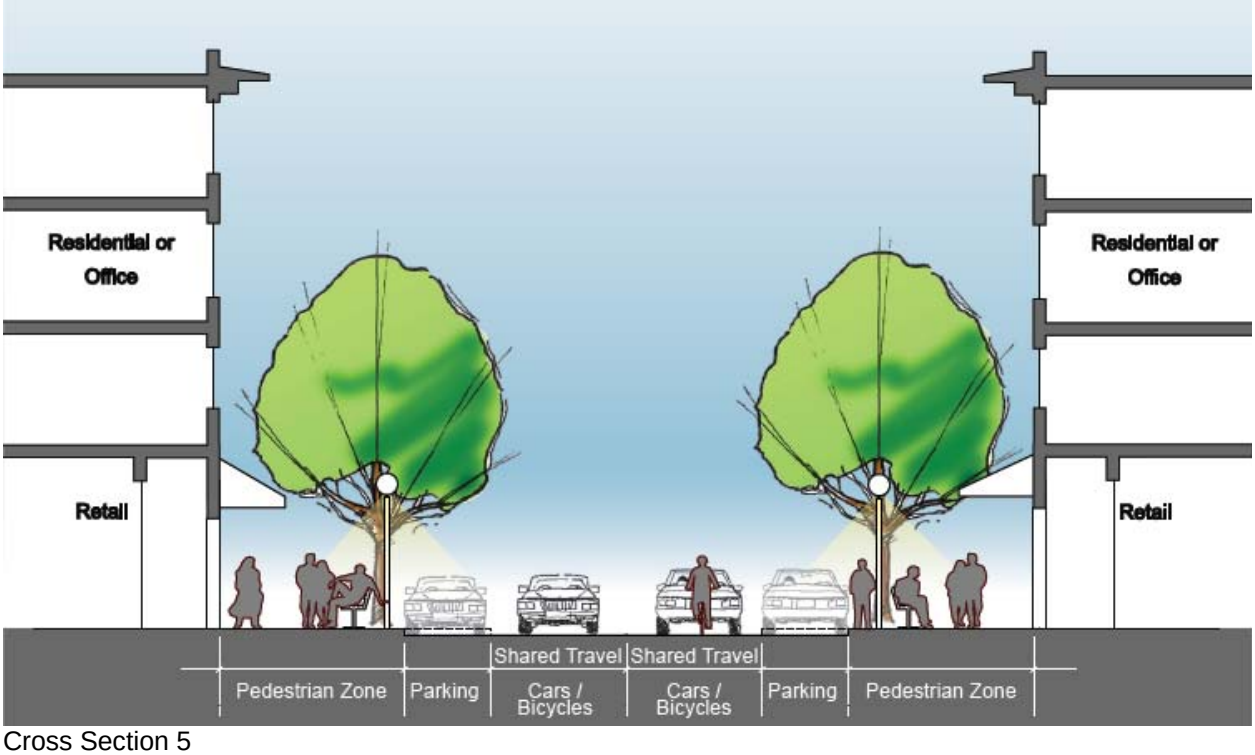

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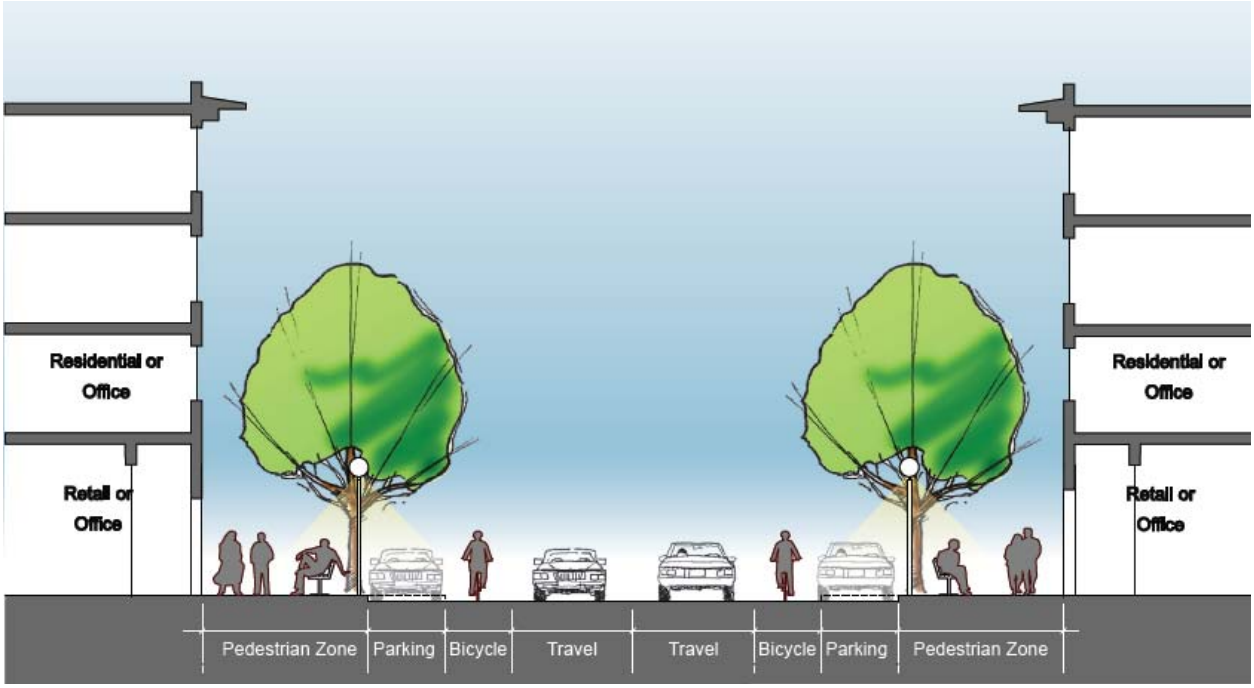

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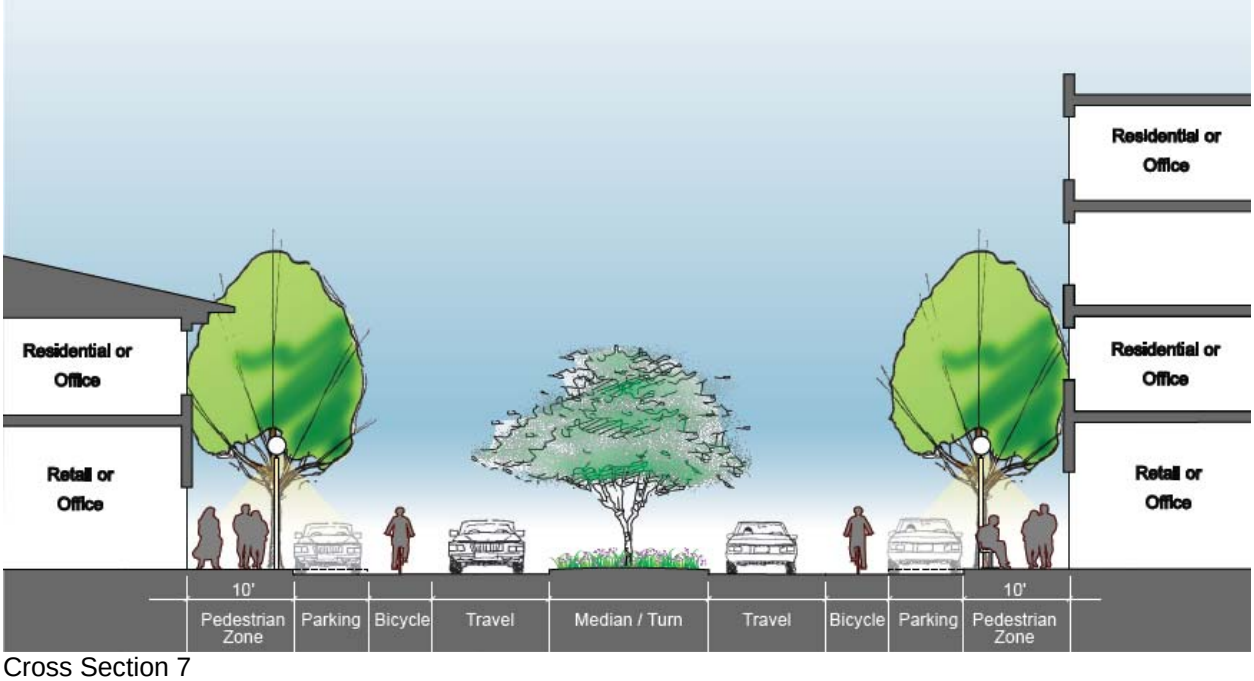

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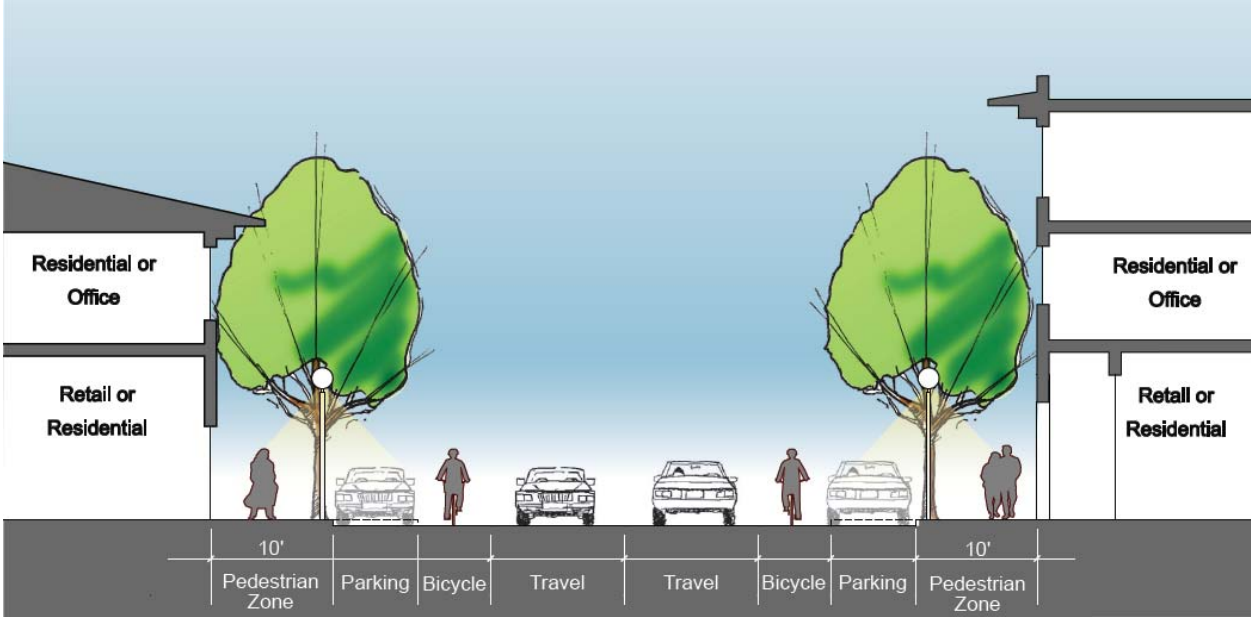

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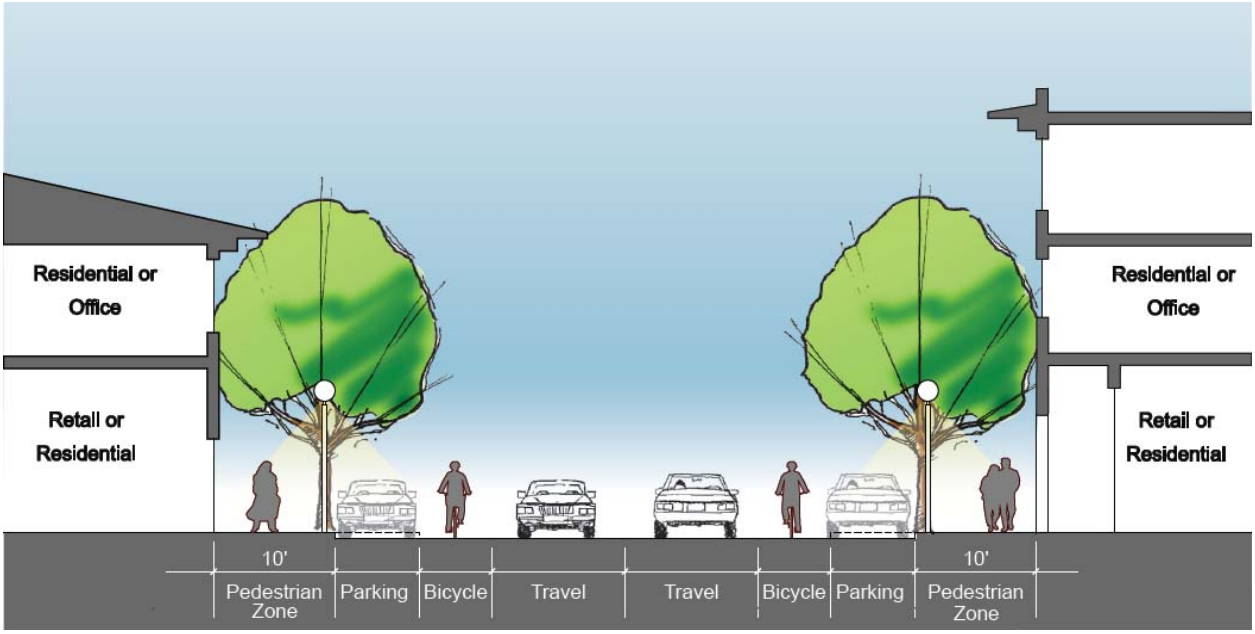
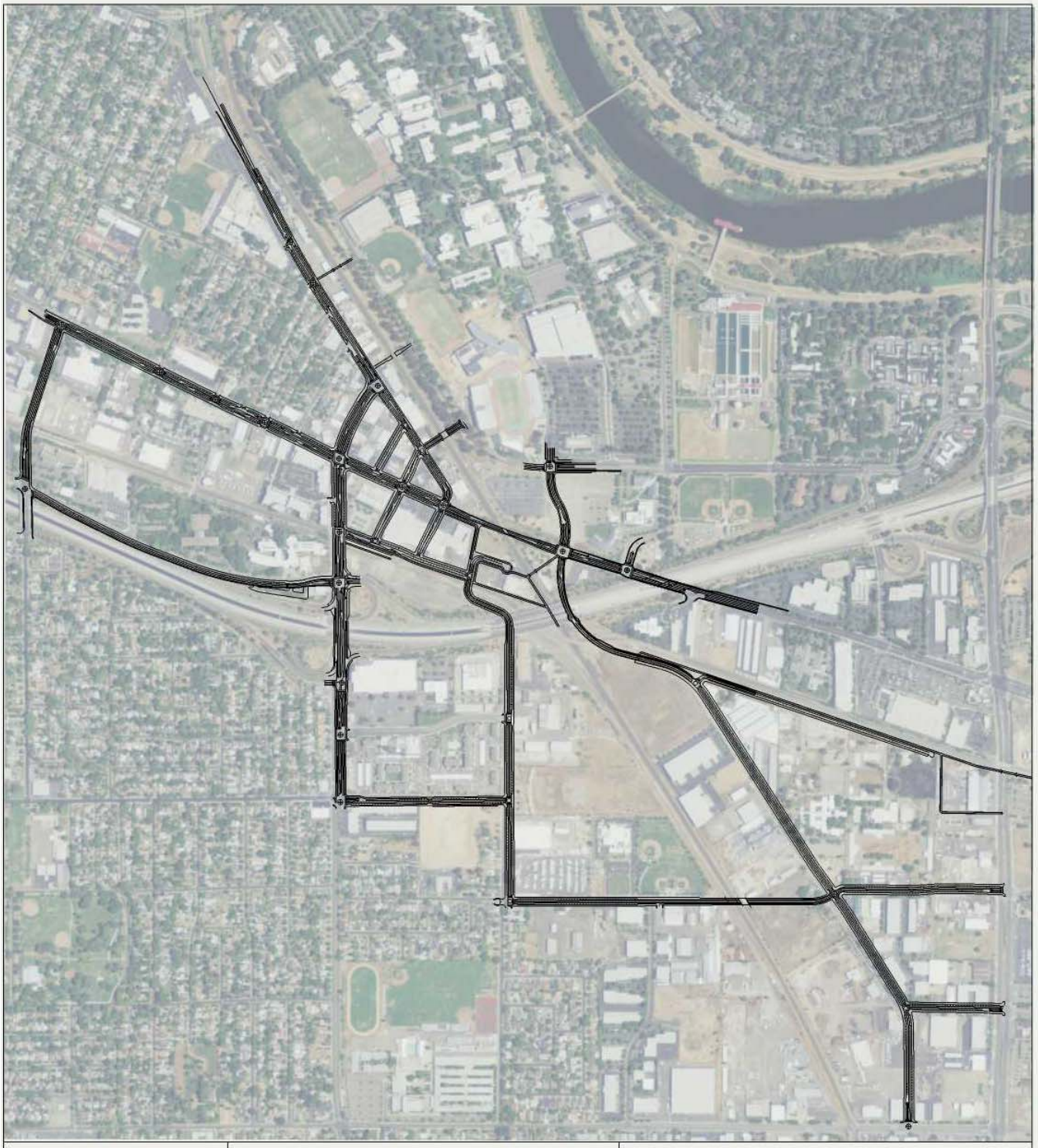


Cross Section 9

EXHIBIT D



Prepared by: Fedolia "Sparky" Harris Date: January 28, 2010	Scenario C-Prime	**65th Street Station Area Study**

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

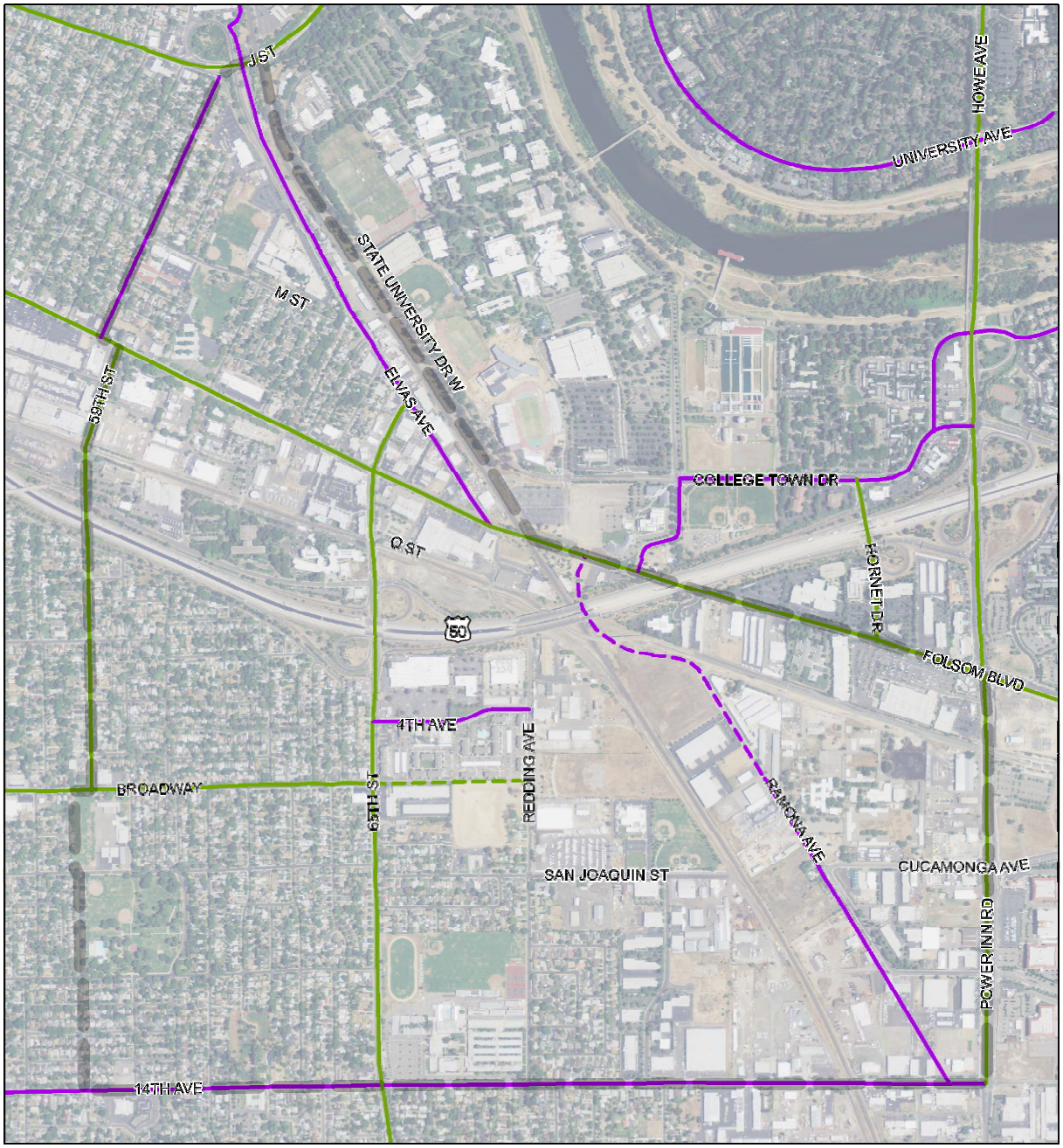
Exhibit A - Revised Sacramento 2030 General Plan, Mobility Element, Figure M 2A Street Classifications

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

Exhibit A

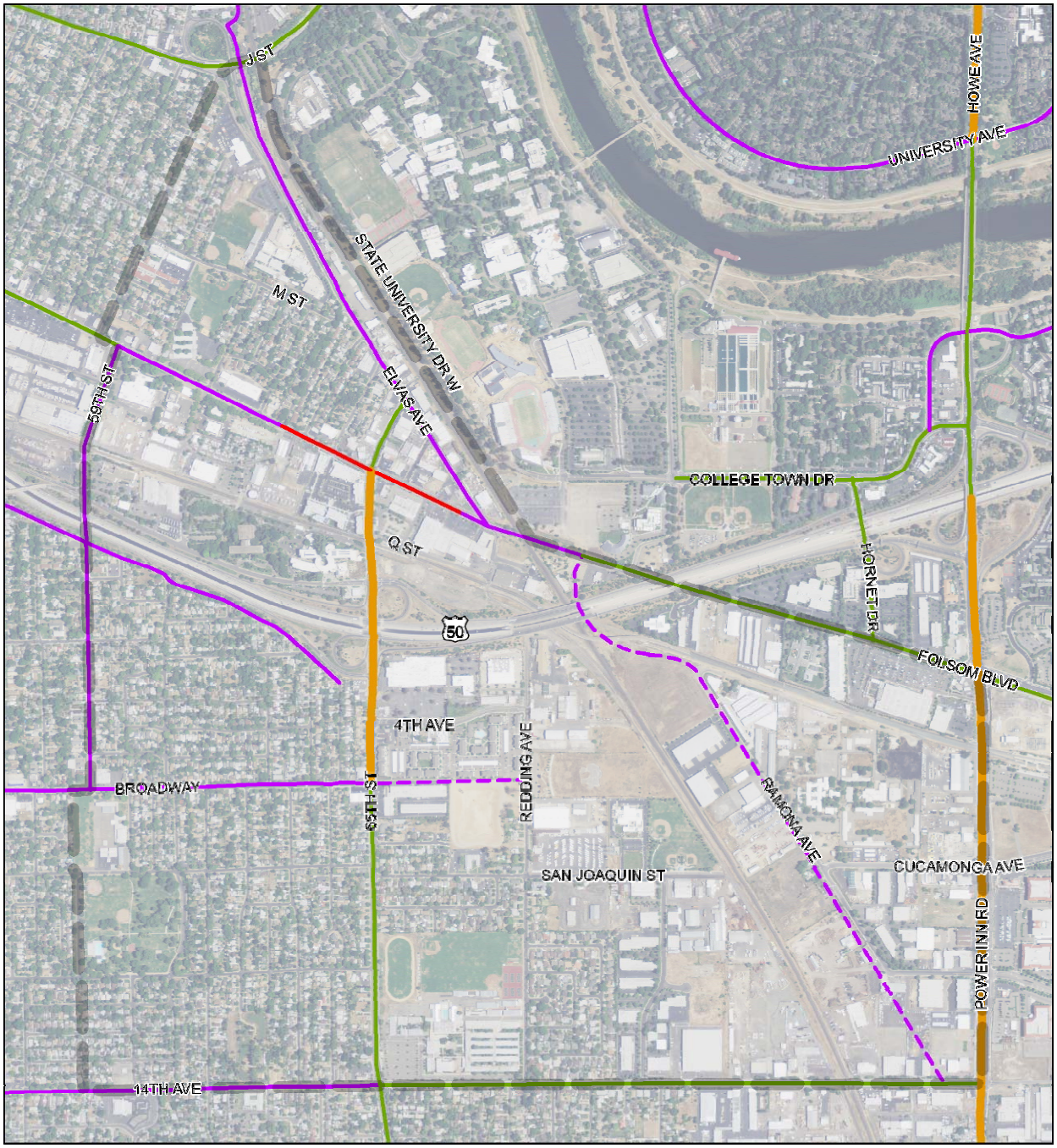


Sacramento 2030 General Plan
Mobility Element Amendments
REVISED Figure M 2A (Portion)

0 5,000 Feet

Collector (New)
Arterial (New)
Arterial
Collector
65th Street Station Area

Exhibit B



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

0 5,000 Feet

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 polices 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 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
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

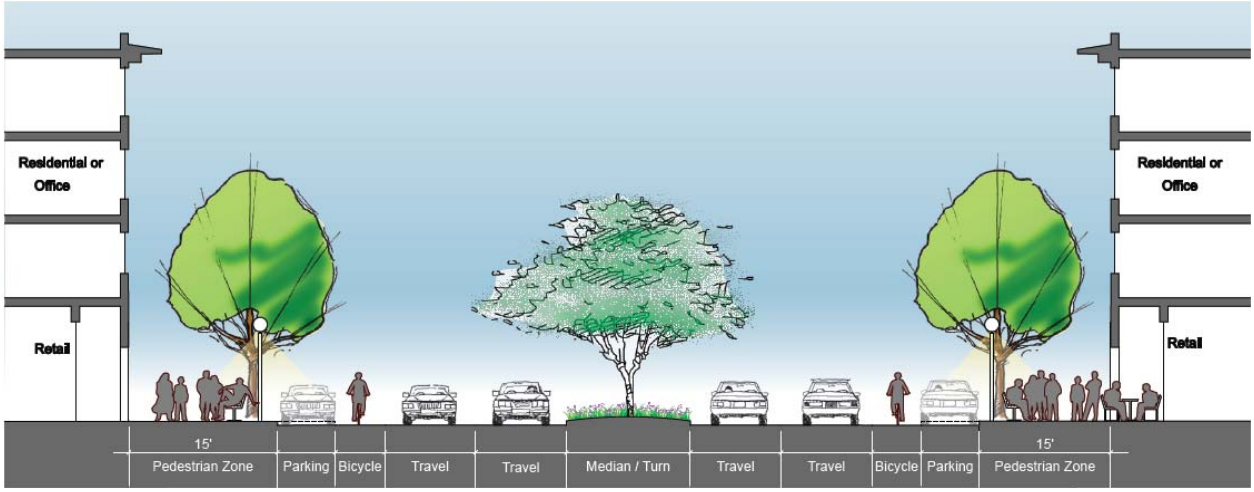


Figure 1: 65th Street between Elvas Avenue and Folsom Boulevard

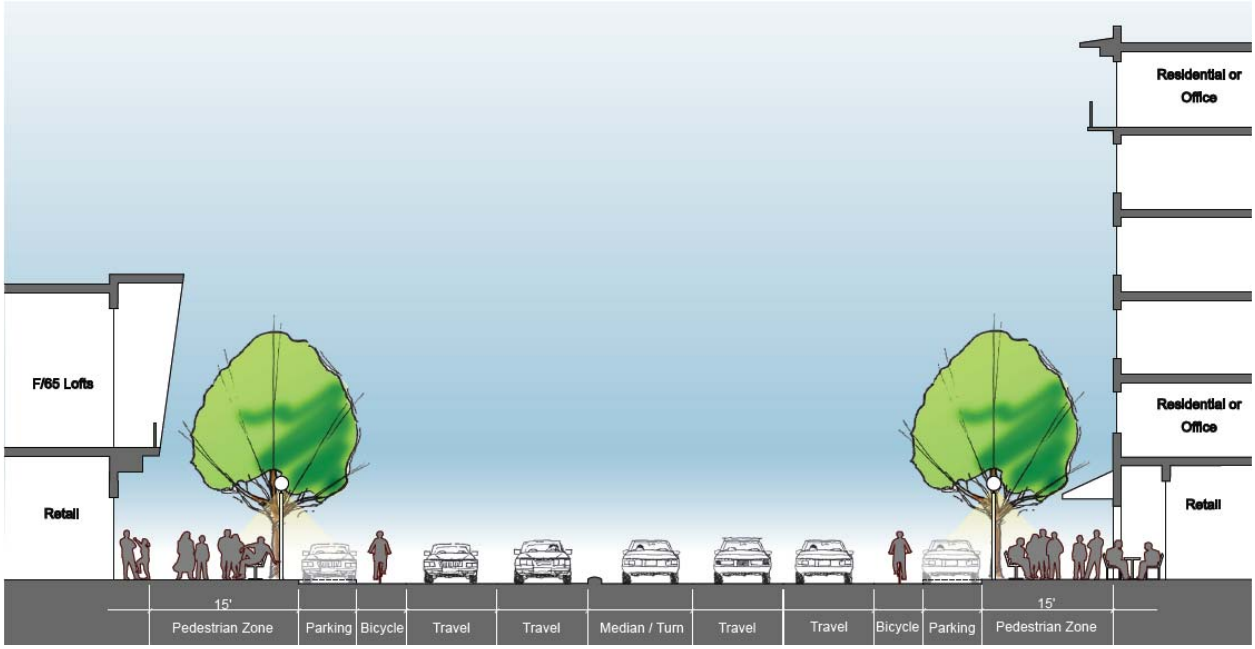


Figure 2: 65th Street between Folsom Boulevard and Q Street

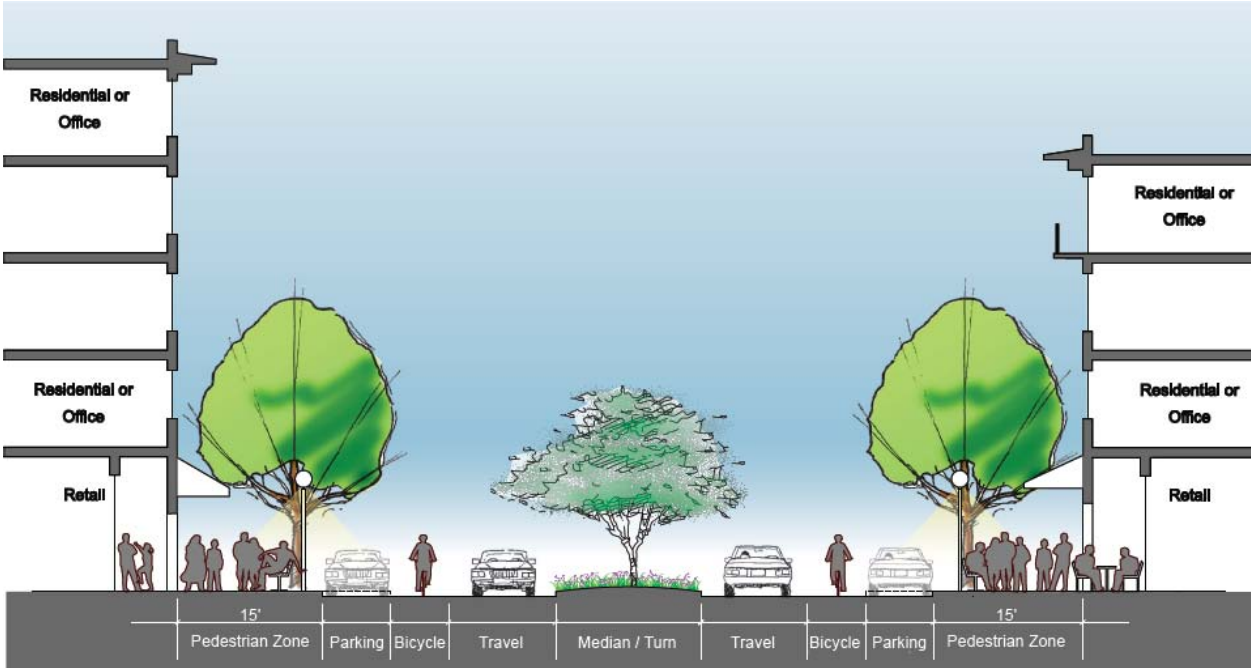


Figure 3: Folsom Boulevard between 59th Street and 62nd Street

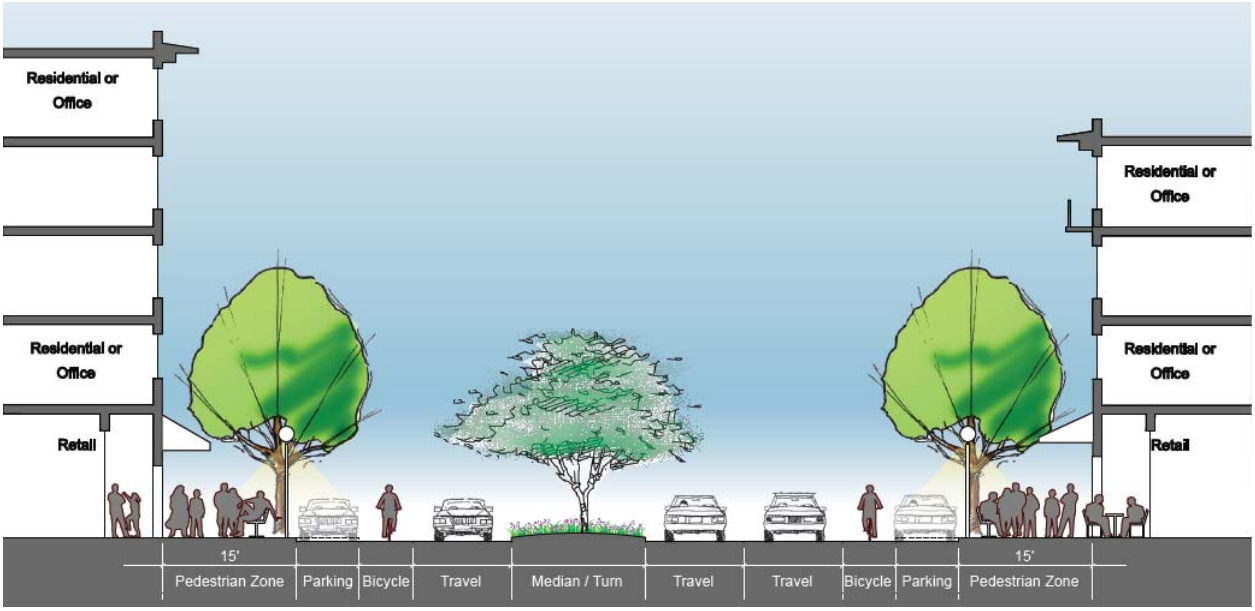


Figure 4: Folsom Boulevard between 62nd Street and 68th Street

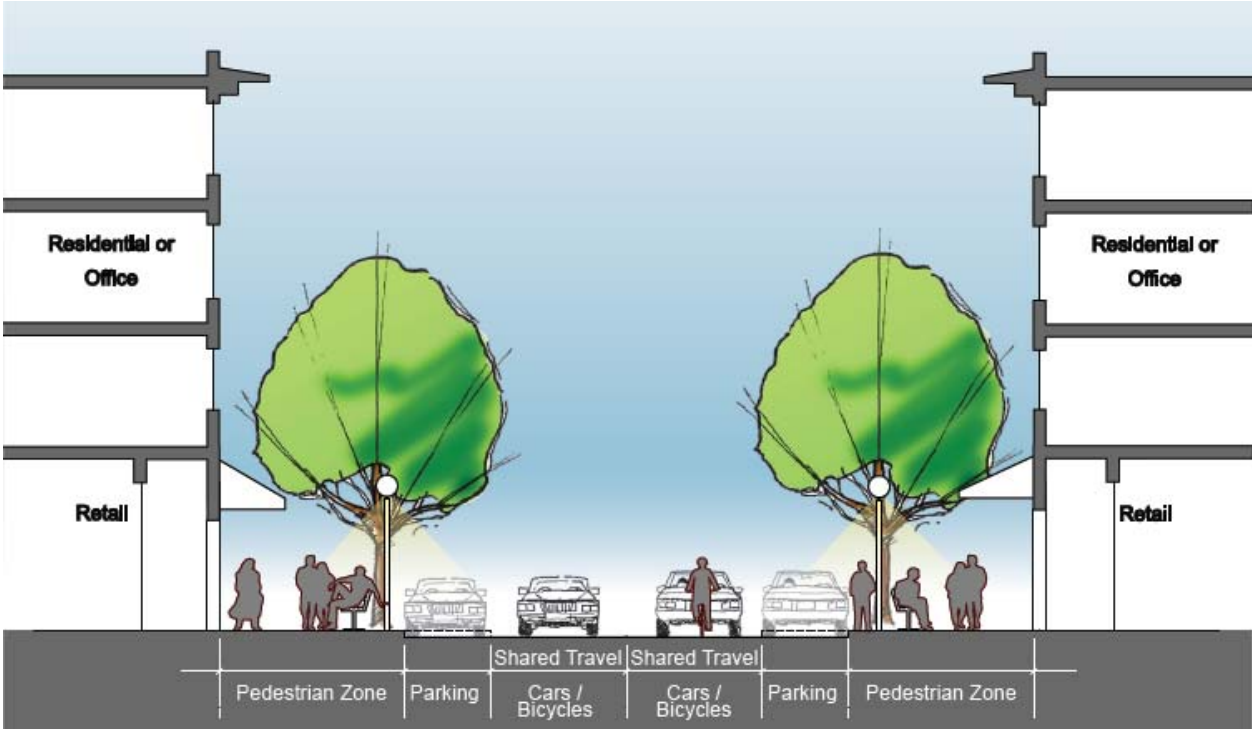


Figure 5: 66th Street between Elvas Avenue and Folsom Boulevard,
67th Street between Elvas Avenue and Folsom Boulevard, and
68th Street between Folsom Boulevard and Q Street

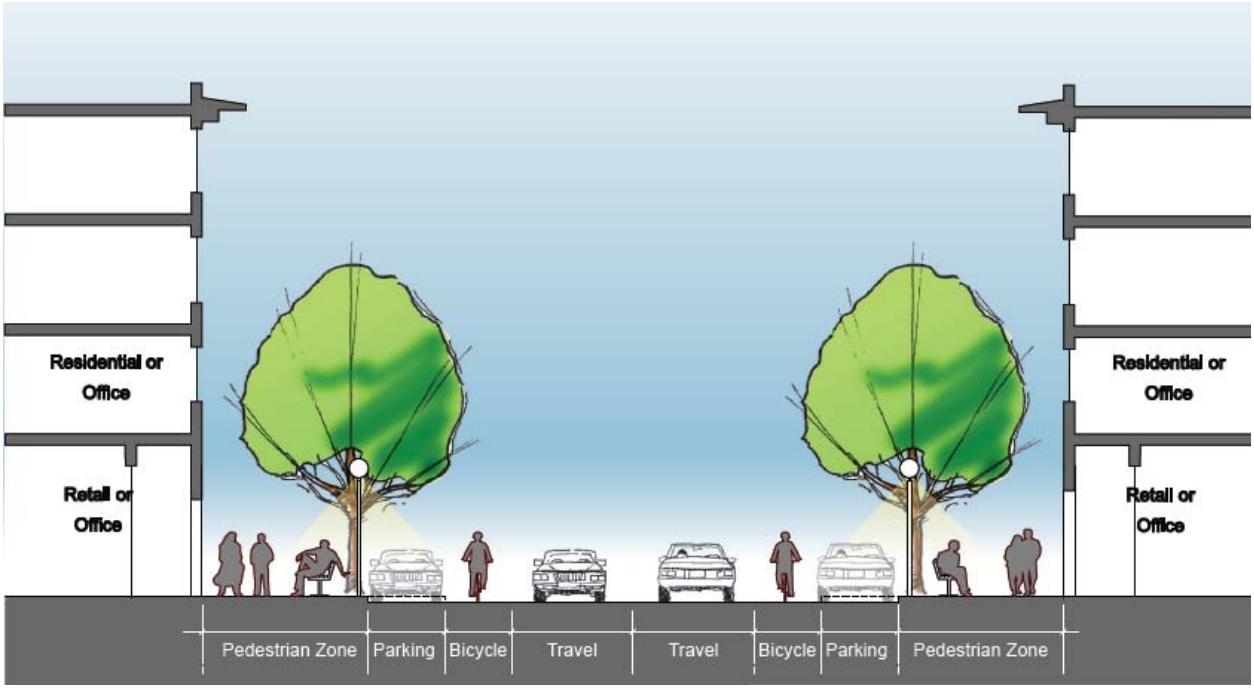


Figure 6: 59th Street between Folsom Boulevard and S Street, and
Elvas Avenue between 65th Street and Folsom Boulevard

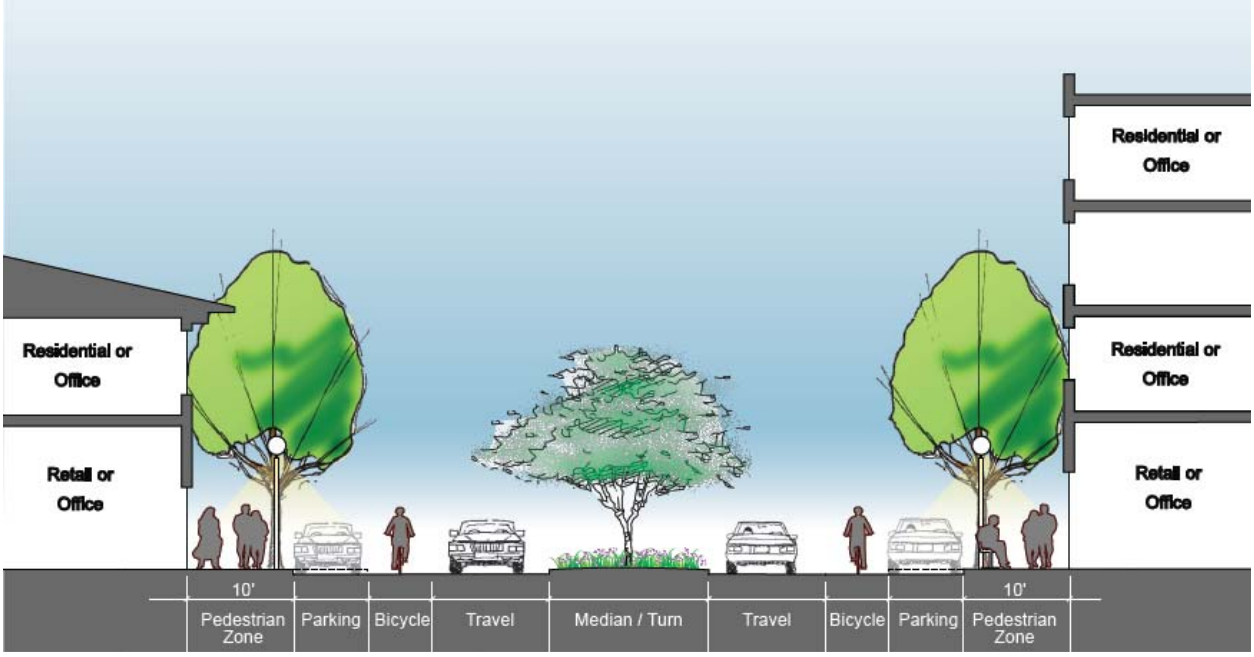


Figure 7: Elvas Avenue between J Street ramps and 65th Street

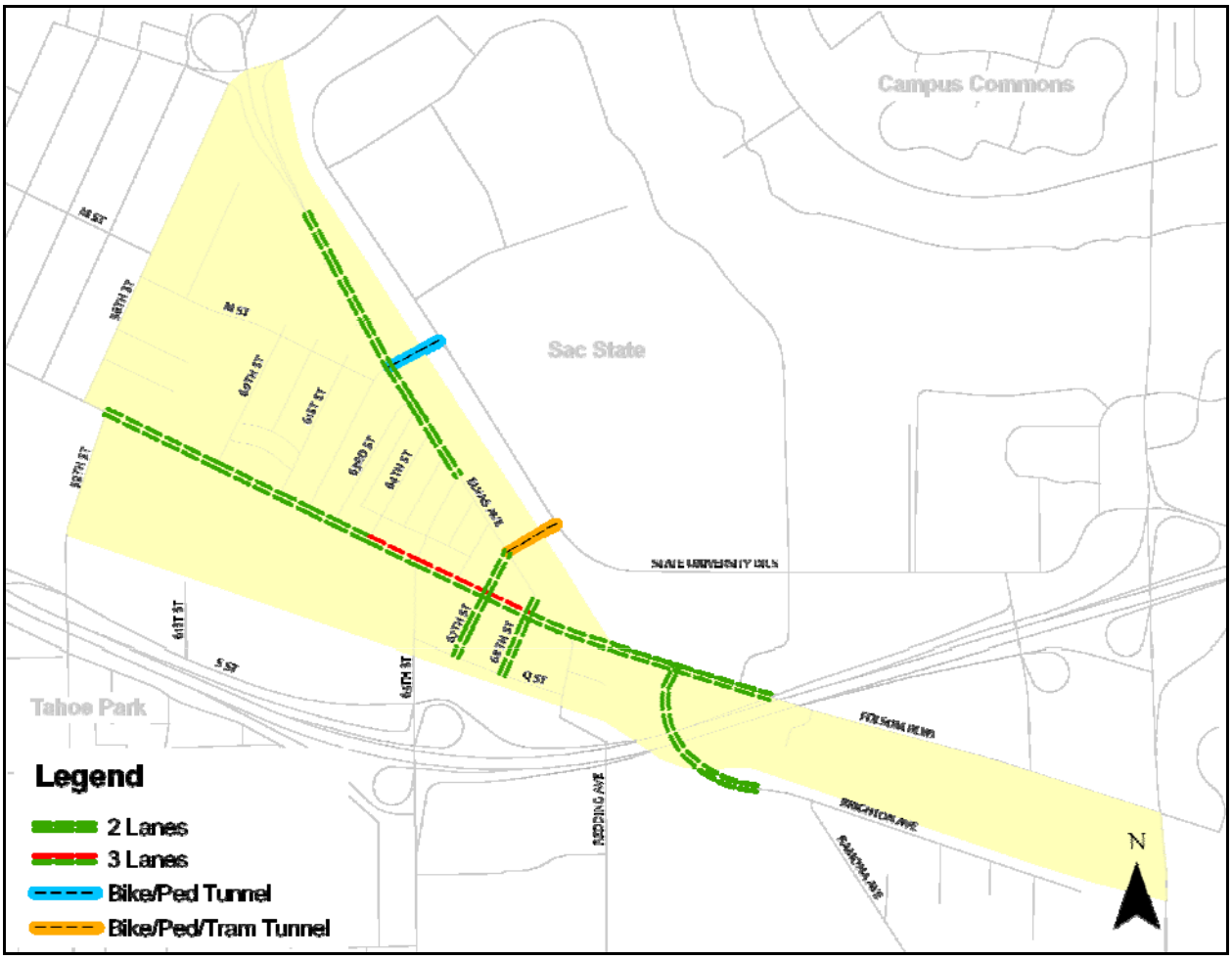


Figure 8: Circulation Plan for 65th Street/University Transit Village

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 polices 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 polices 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 ensurethe 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 65th Transit Village

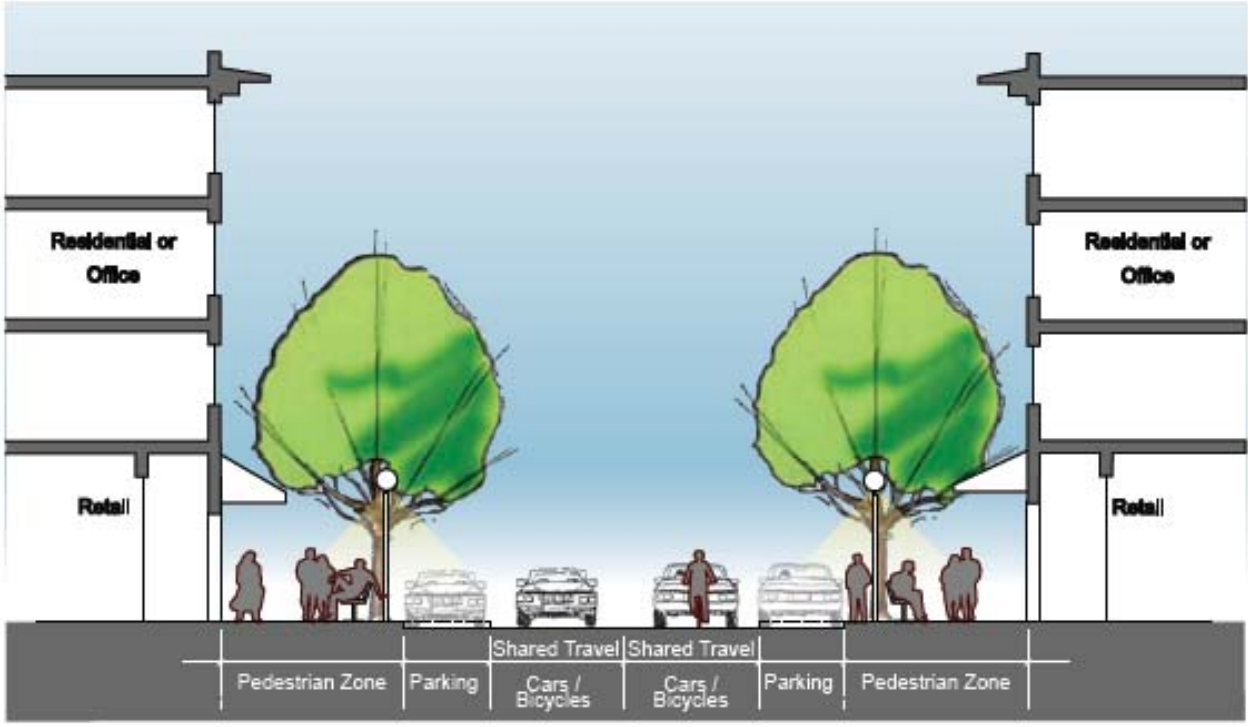


Figure 1: Two lane street with parking

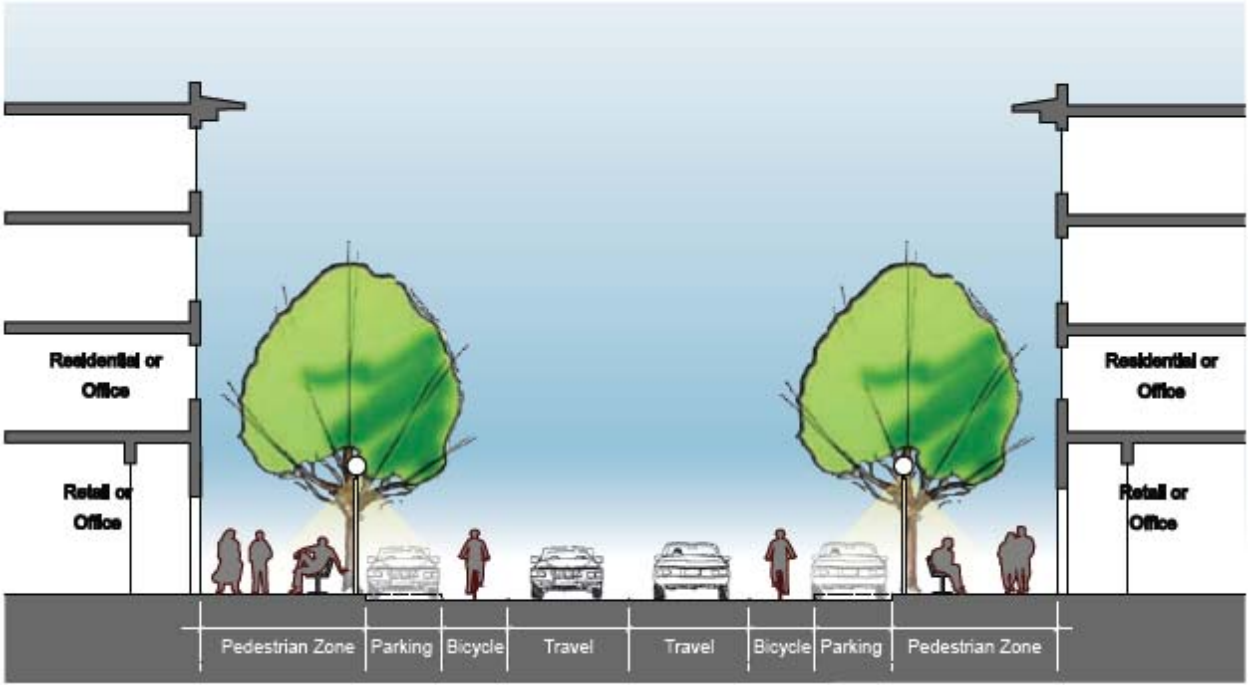


Figure 2: Two lane street with bicycle and parking lanes

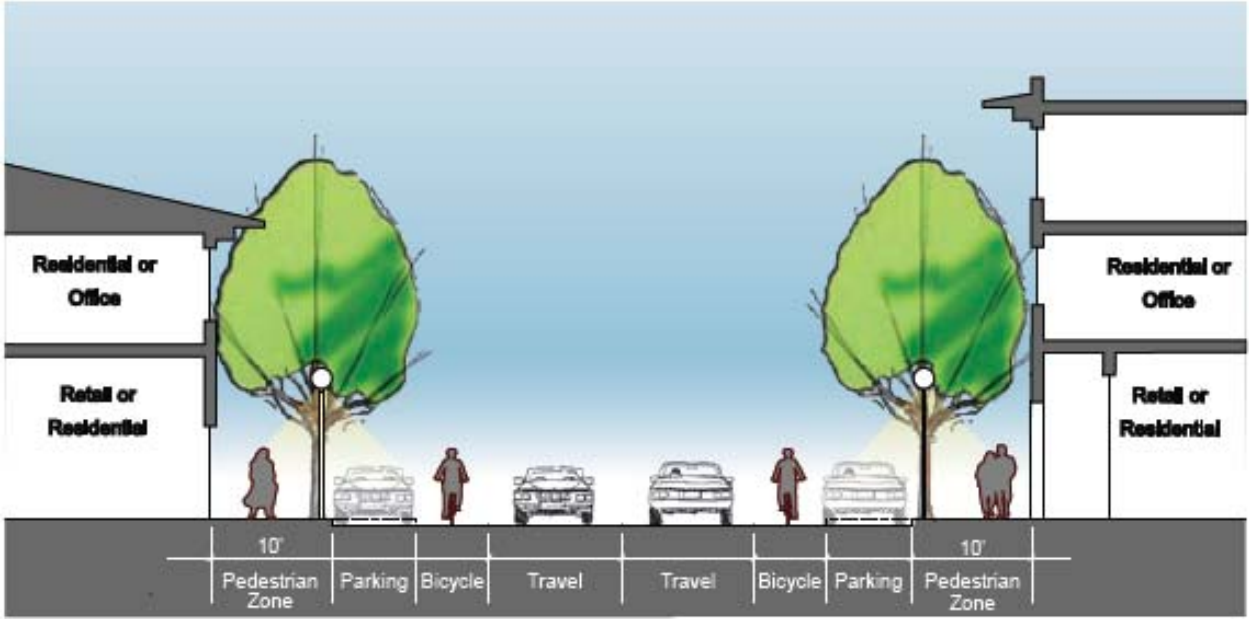


Figure 3: San Joaquin Street between Redding Avenue and Business Drive

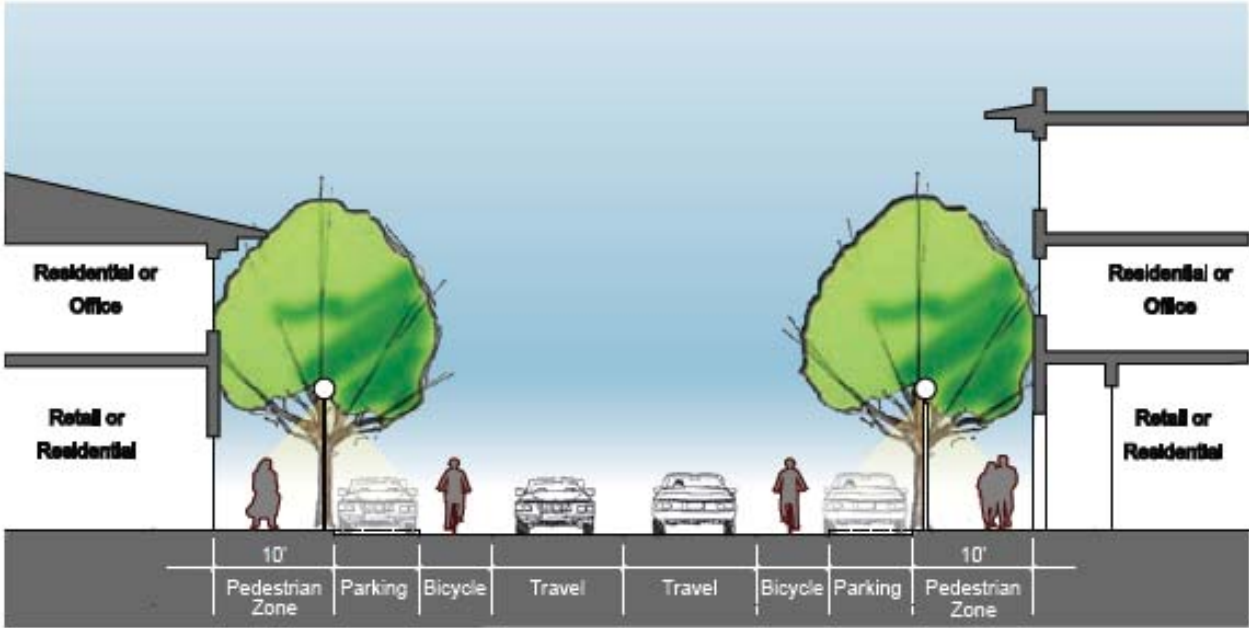


Figure 4: Broadway between 65th Street and Redding Avenue

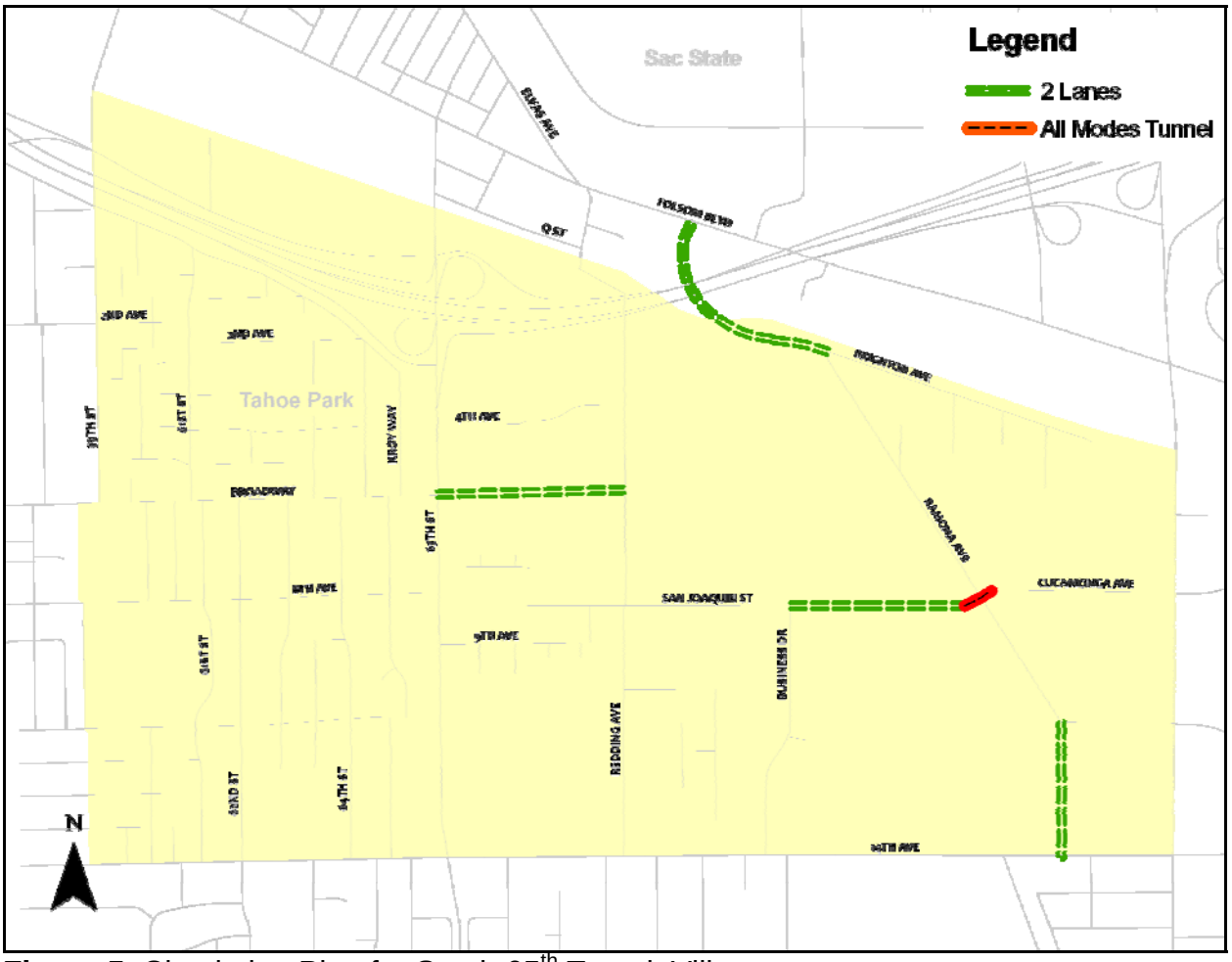


Figure 5: Circulation Plan for South 65th Transit Village

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

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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.

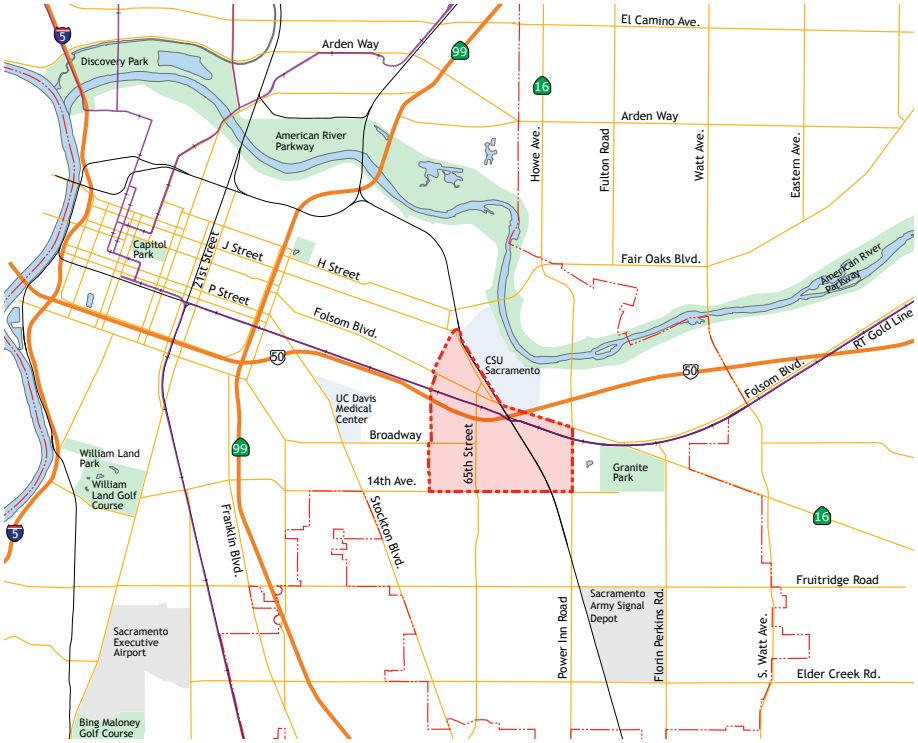

Figure 1: Map of the 65th Street Station Area Study location

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.

	STREET IMPROVEMENTS	SCENARIO A	SCENARIO B	SCENARIO 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

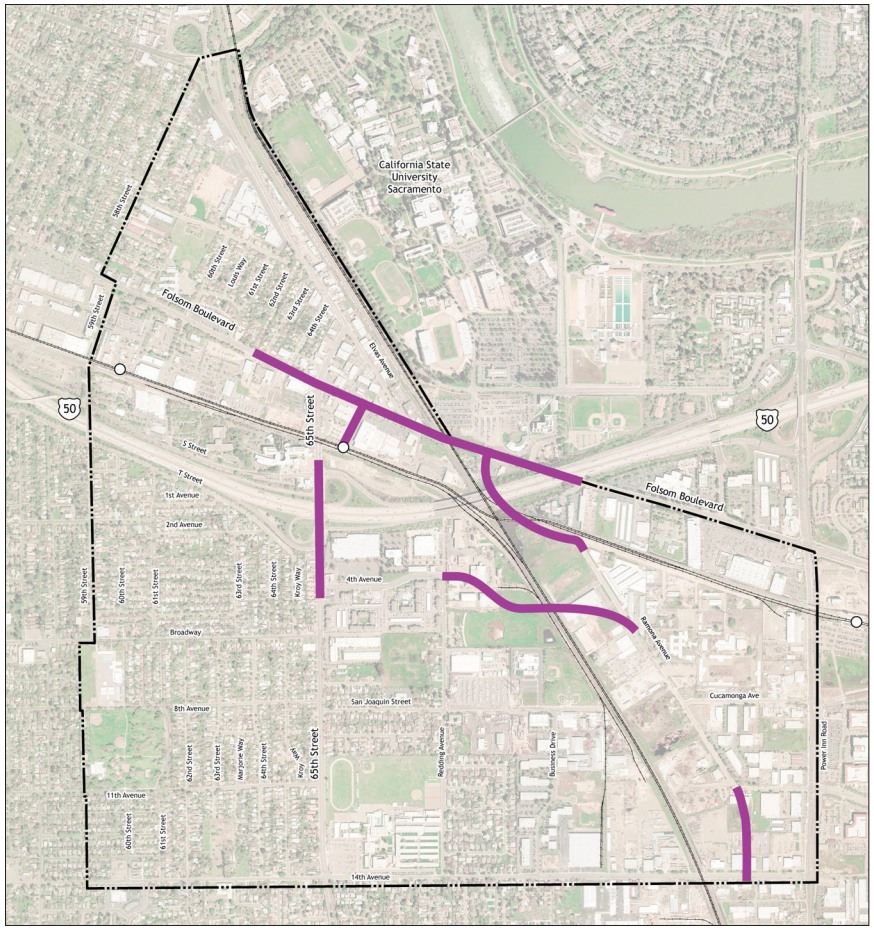

Figure 2: Street improvements, Scenario A

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.

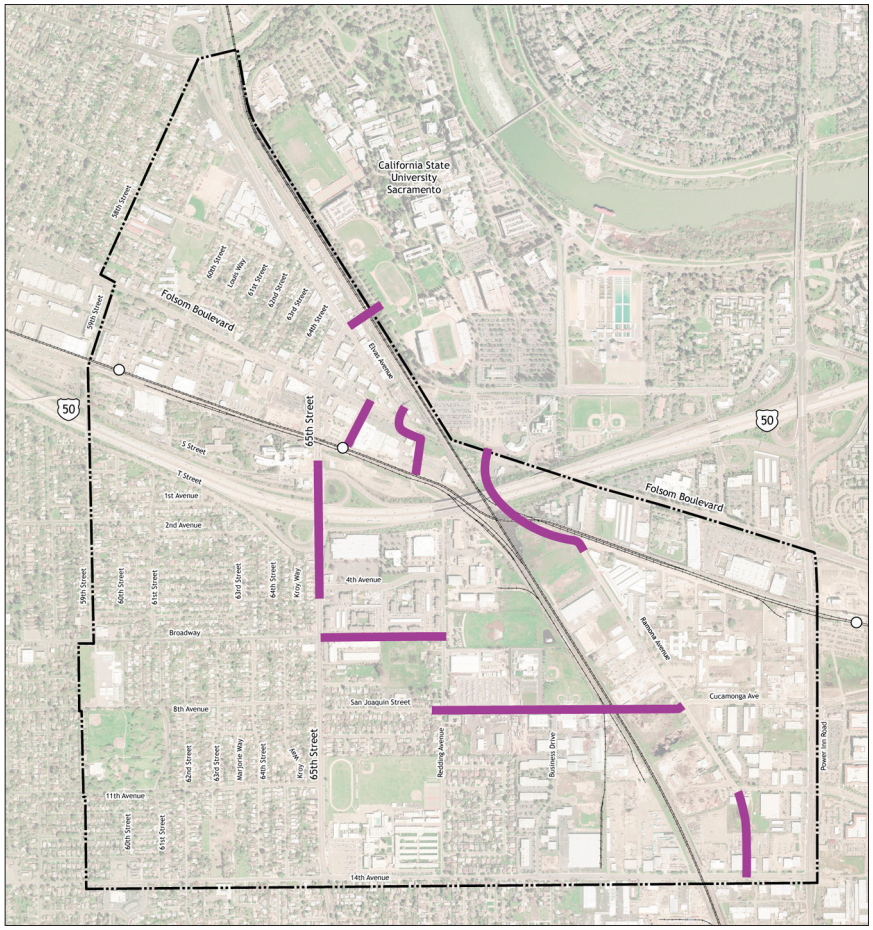

Figure 3: Street improvements, Scenario B

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.

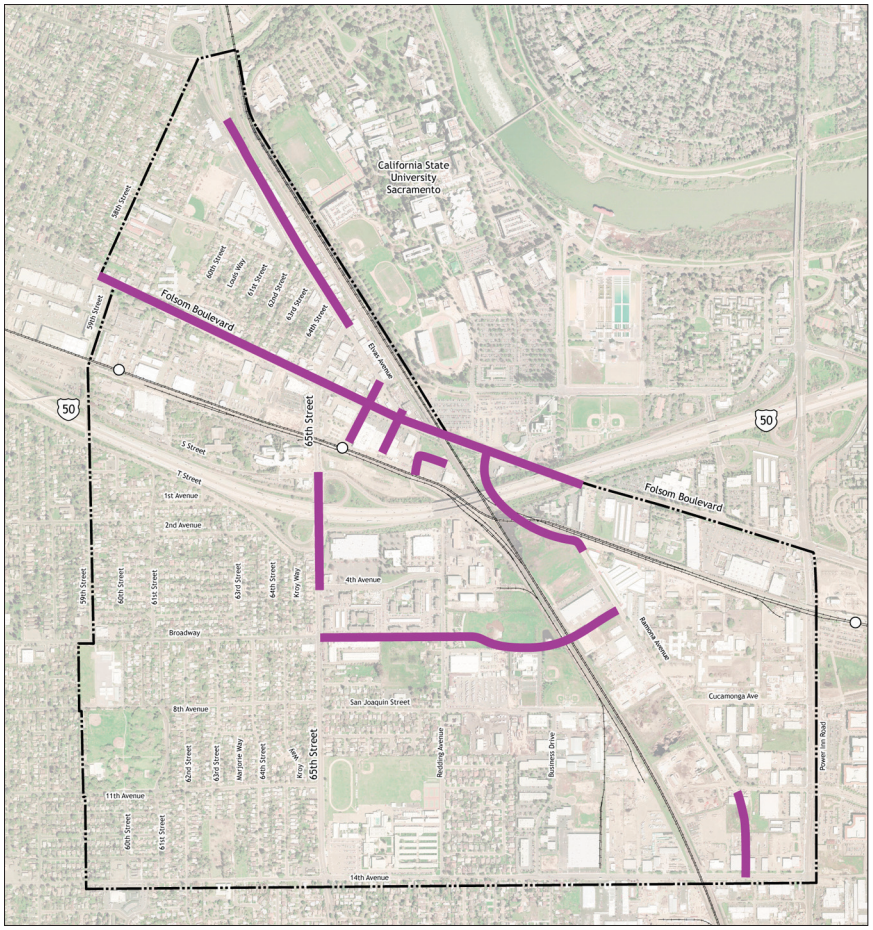

Figure 4: Street improvements, Scenario C

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.

SAC STATE ACCESS	SCENARIO A	SCENARIO B	SCENARIO 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	SCENARIO B	SCENARIO 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 Joaquine St.		√	√
	New Class I path along west side of UPRR tracks northward from 14th Ave.			√
	New Class I path connecting San Joaquin St. and Cuca-monga 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	SCENARIO B	SCENARIO C
One Side	Folsom Blvd. from 59th St. to 65th St. - south side.		√	
One Side	67th St. from Folsom Blvd. to Q St. - east side.	√	√	√
One Side	Elvas Ave. from J St. ramps to 65th St. - north side.		√	
One Side	S St. - north side.		√	√
One Side	Brighton Ave. - south side.		√	√
Two Sides	65th St. from Elvas Ave. to Q St.		√	√
Two Sides	Folsom Blvd. from 59th St. to 65th St.			√
Two Sides	Folsom Blvd. from 65th St. to Elvas Ave.		√	√
Two Sides	59th St. from Folsom Blvd. to S St.		√	√
Two Sides	66th St. from Elvas Ave. to Folsom Blvd.		√	√
Two Sides	67th St. from Elvas Ave. to Folsom Blvd.			√
Two Sides	68th St. from Folsom Blvd. to Q St.			√
Two Sides	Ramona Ave. between Brighton Ave. and Power Inn Road, and to 14th Ave.		√	√
Two Sides	Elvas Ave. from J St. ramps to 65th St.			√
Two Sides	Elvas Ave. from 65th St. to Folsom Blvd.*		√	√
Two Sides	69th St. cul-de-sac		√	√
Two Sides	Q St. from 67th St. to 69th St.		√	√
Two Sides	Broadway from 65th St. to Redding Ave.		√	√
Two Sides	San Joaquin St. from Redding Ave. to Business Drive		√	
Two Sides	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 Cucamong 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

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 travlers. 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.

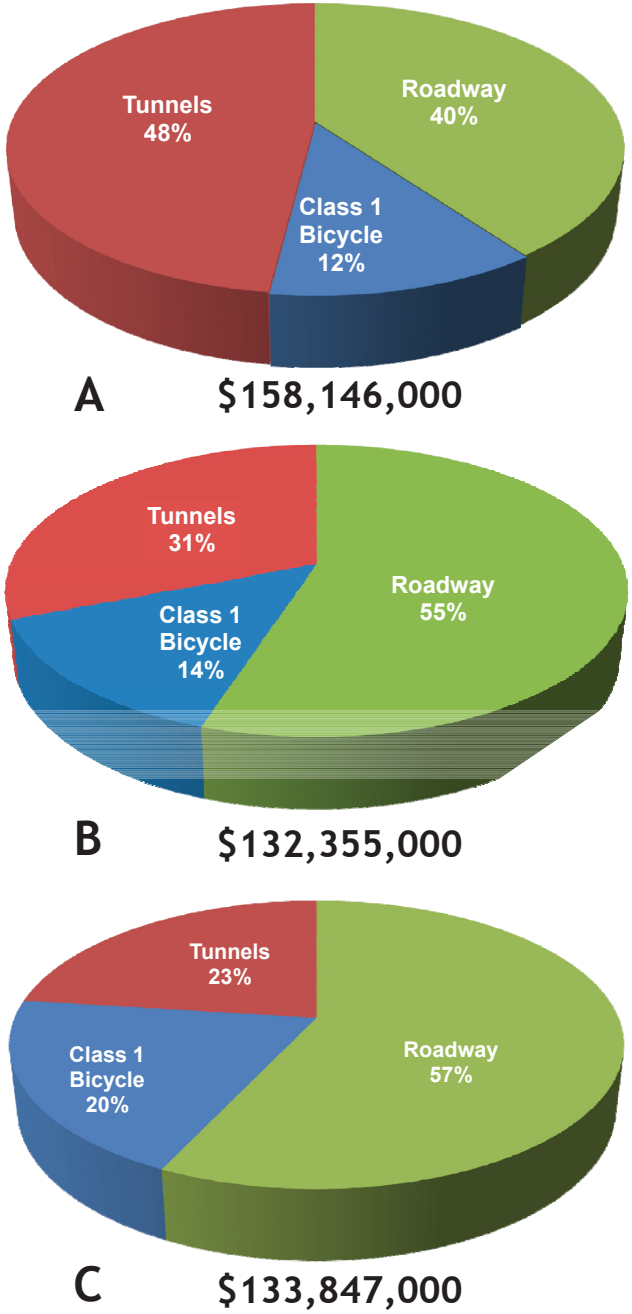

Figure 5: Cost estimate comparison charts

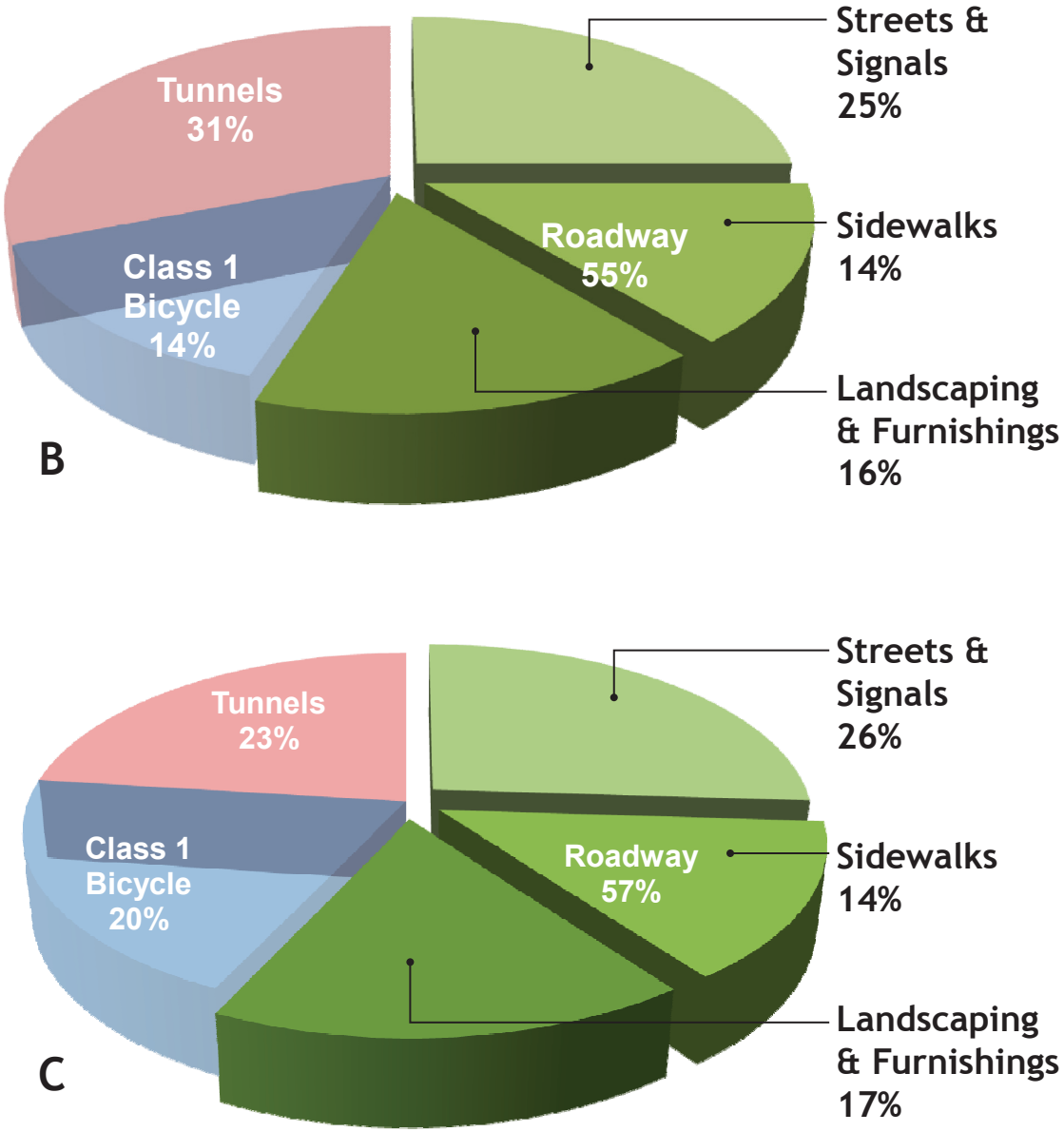

Figure 6 Roadway cost allocation comparison charts

ATTACHMENT 9

65TH STREET STATION AREA STUDY

CITY OF SACRAMENTO
Department of Transportation

February 2010

FINAL
REVIEW
DRAFT

65TH STREET STATION AREA STUDY

BMS
DESIGN GROUP

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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.

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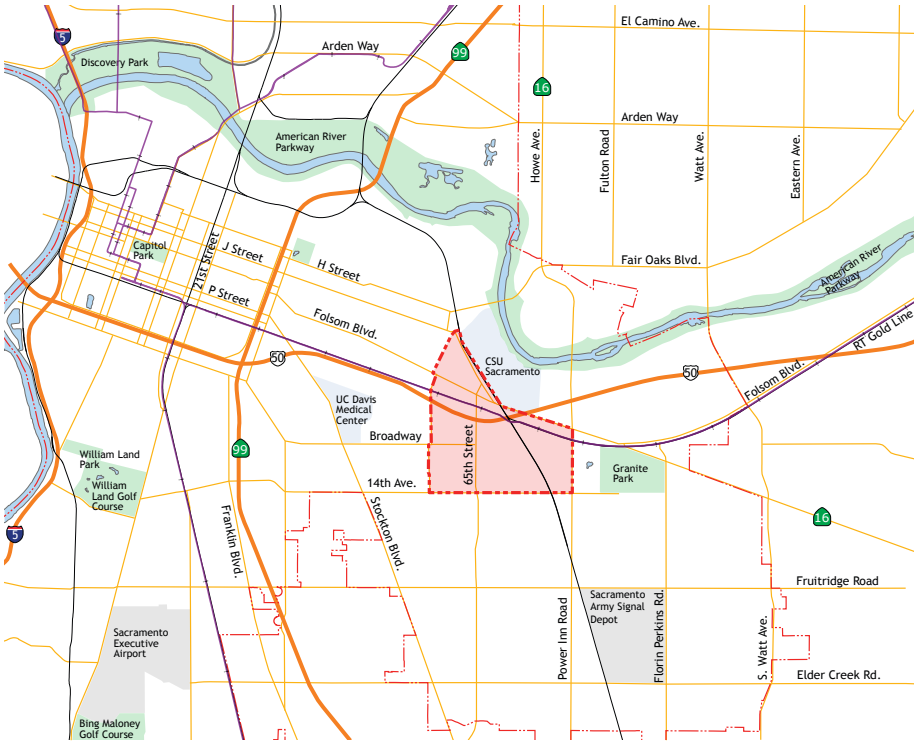
This study provides alternatives for a circulation framework of streets, sidewalks and bicycle facilities that, if implemented, will support the transit village vision. This study will provide the community, including elected officials, a choice of methods to achieve transit village development in the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

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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.

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

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

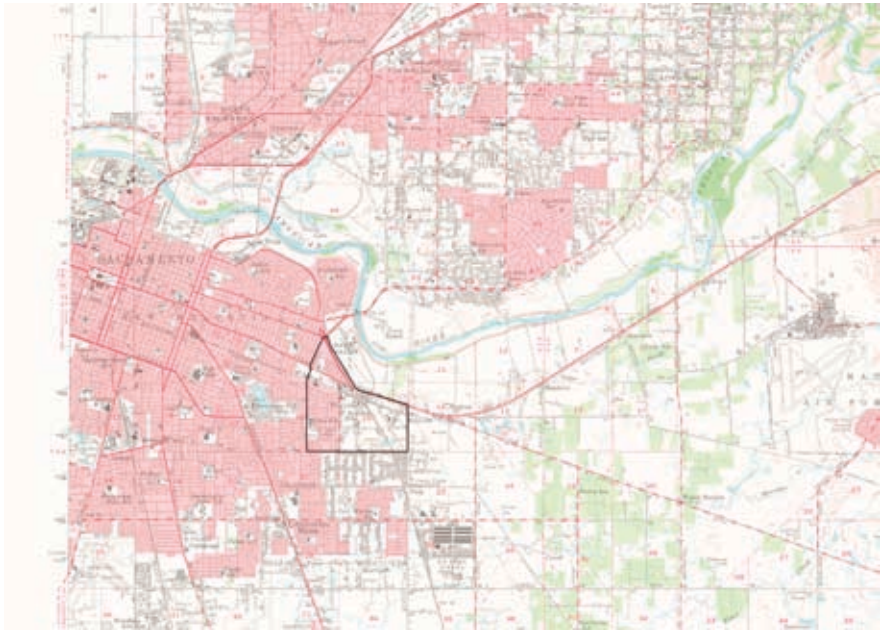

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Figure 1.4: 65th Street at Folsom Boulevard
The intersection of 65th Street and Folsom Boulevard was envisioned as the center of the 65th Street Station Transit Village. Its current configuration favors the movement of motor vehicles over safe and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

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.

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.

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.

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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 under-developed 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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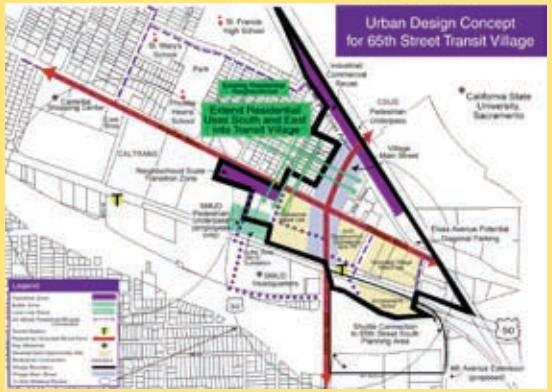
65th Street / University Transit Village Plan

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.

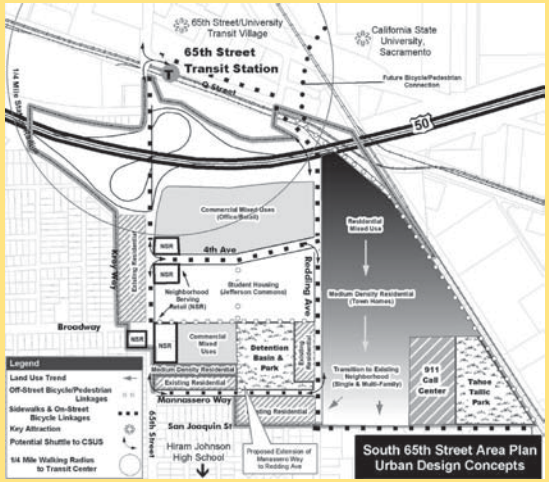
The Plan's key elements included:

- 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

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Transit for Livable Communities (TLC)

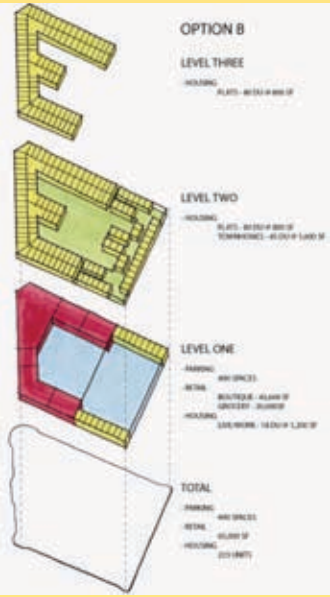
In 2000, Regional Transit initiated the Transit for Livable Communities (TLC) project to plan for development around 21 planned and existing light rail stations. After undertaking an extensive community outreach process, the project prepared land use plans, joint-development strategies and implementation 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

Courtesy: Sacramento Housing and Redevelopment Agency



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

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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.

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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 Neighhborhood 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).

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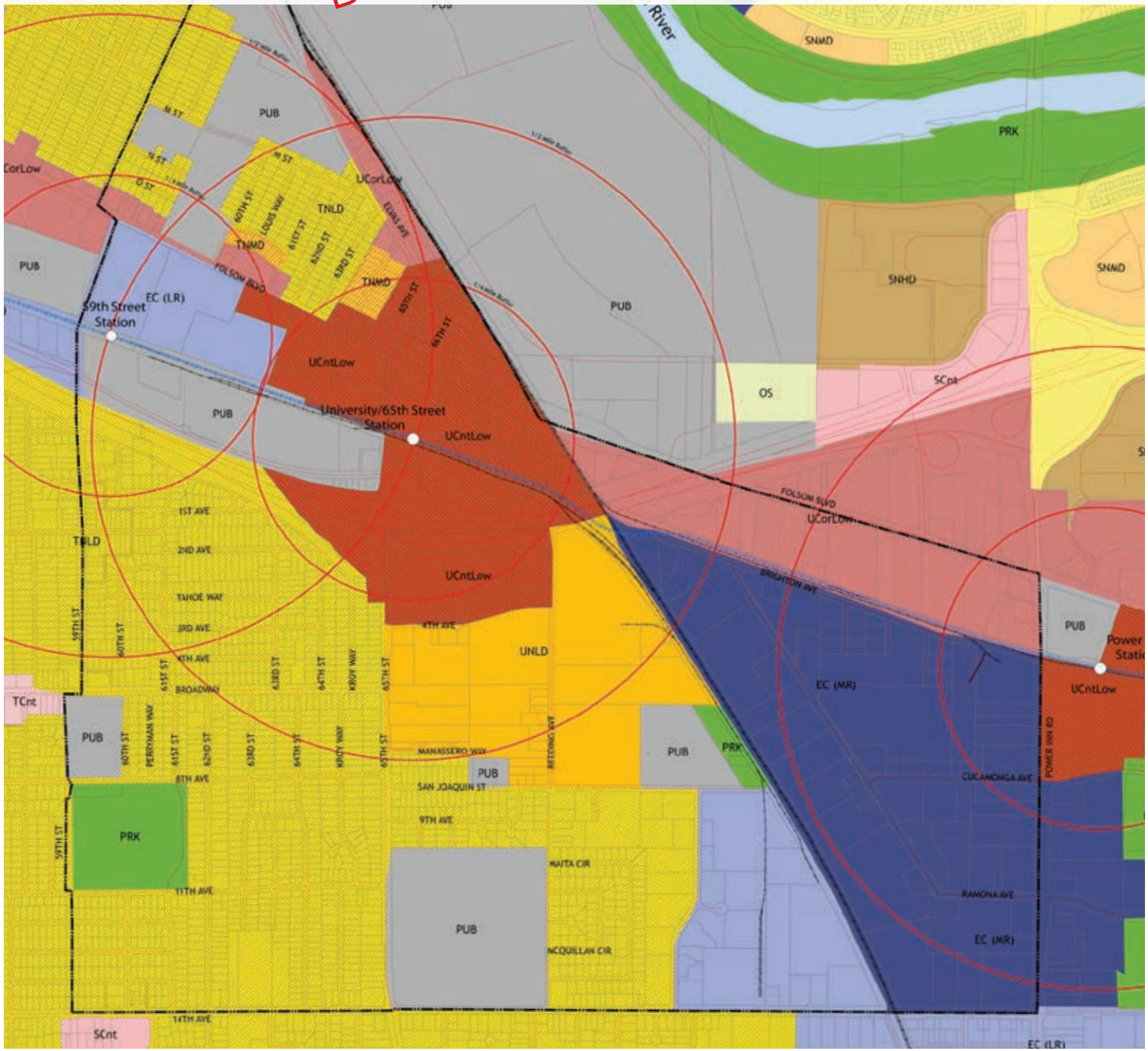
Figure 1.6: General Plan 2030 Land Use Plan



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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

Courtesy: City of Sacramento

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

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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.

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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.

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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 Gailing Photography

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

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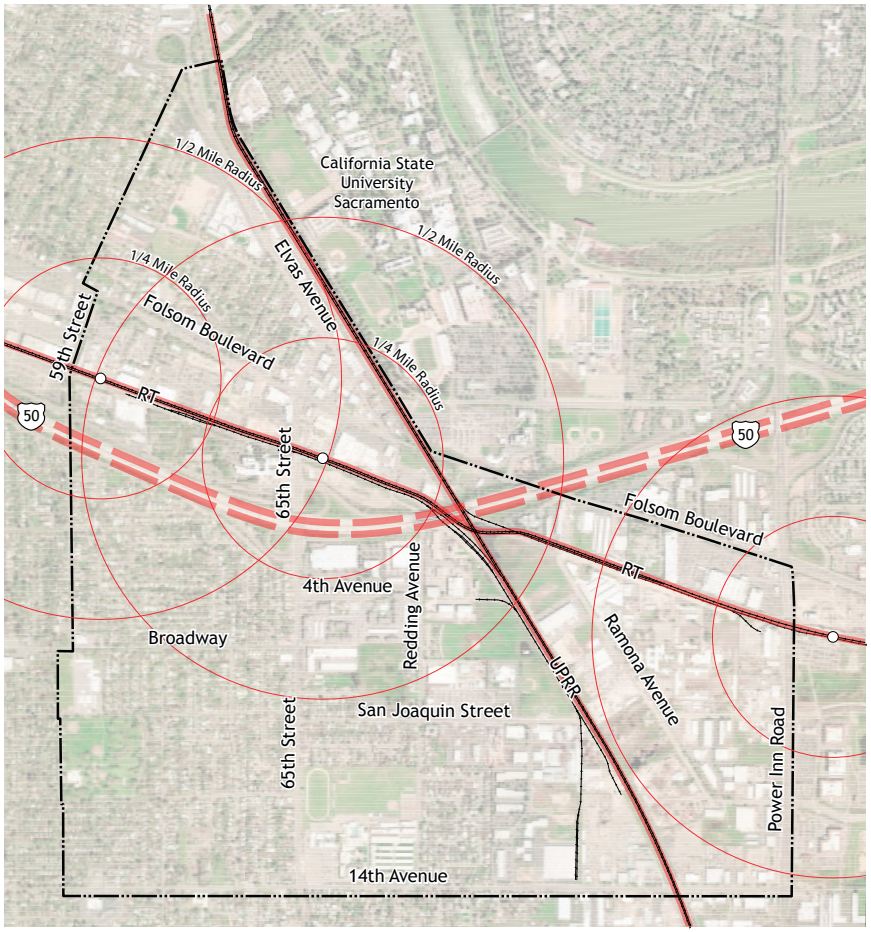
The 65th Street Area Transit Village

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.



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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.

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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.

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).

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.

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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

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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-

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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

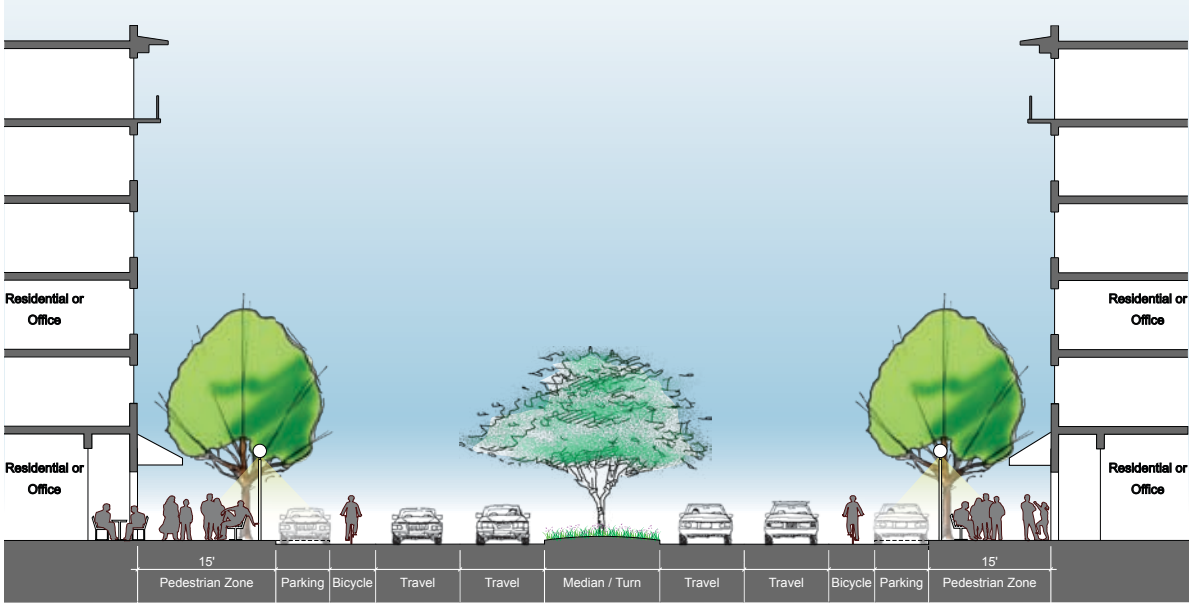

Figure 2.1: Street with four travel lanes, Class II bicycle lanes, parking lanes and planted median.

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).

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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.

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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.

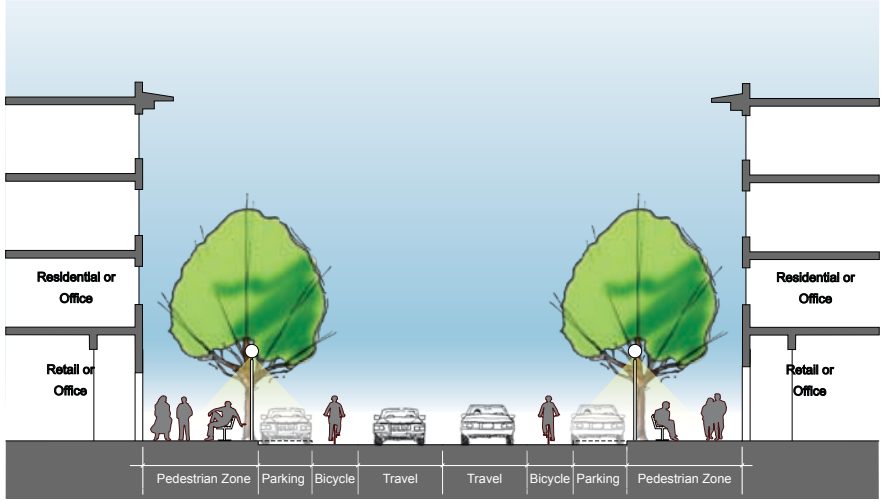

Figure 2.2: Street with two travel lanes, Class II bicycle lanes and parking lanes.

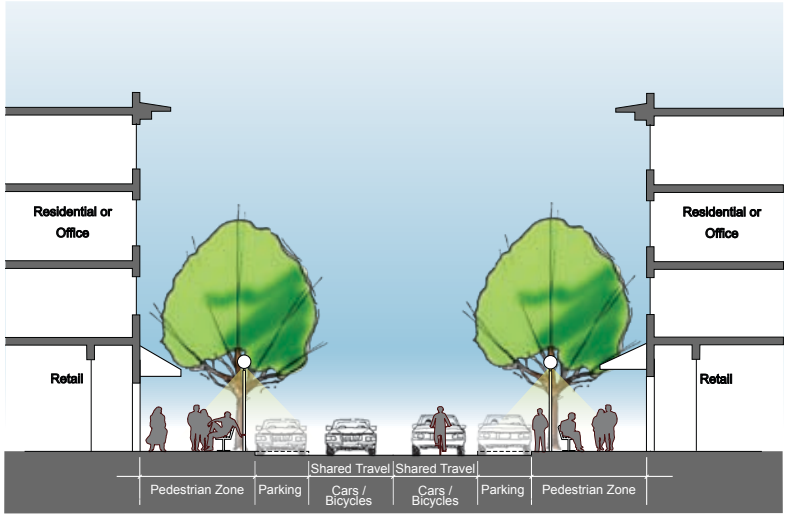

Figure 2.3: Street with two travel lanes, shared bicycle/automobile use, and parking lanes.

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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/trafficntmp.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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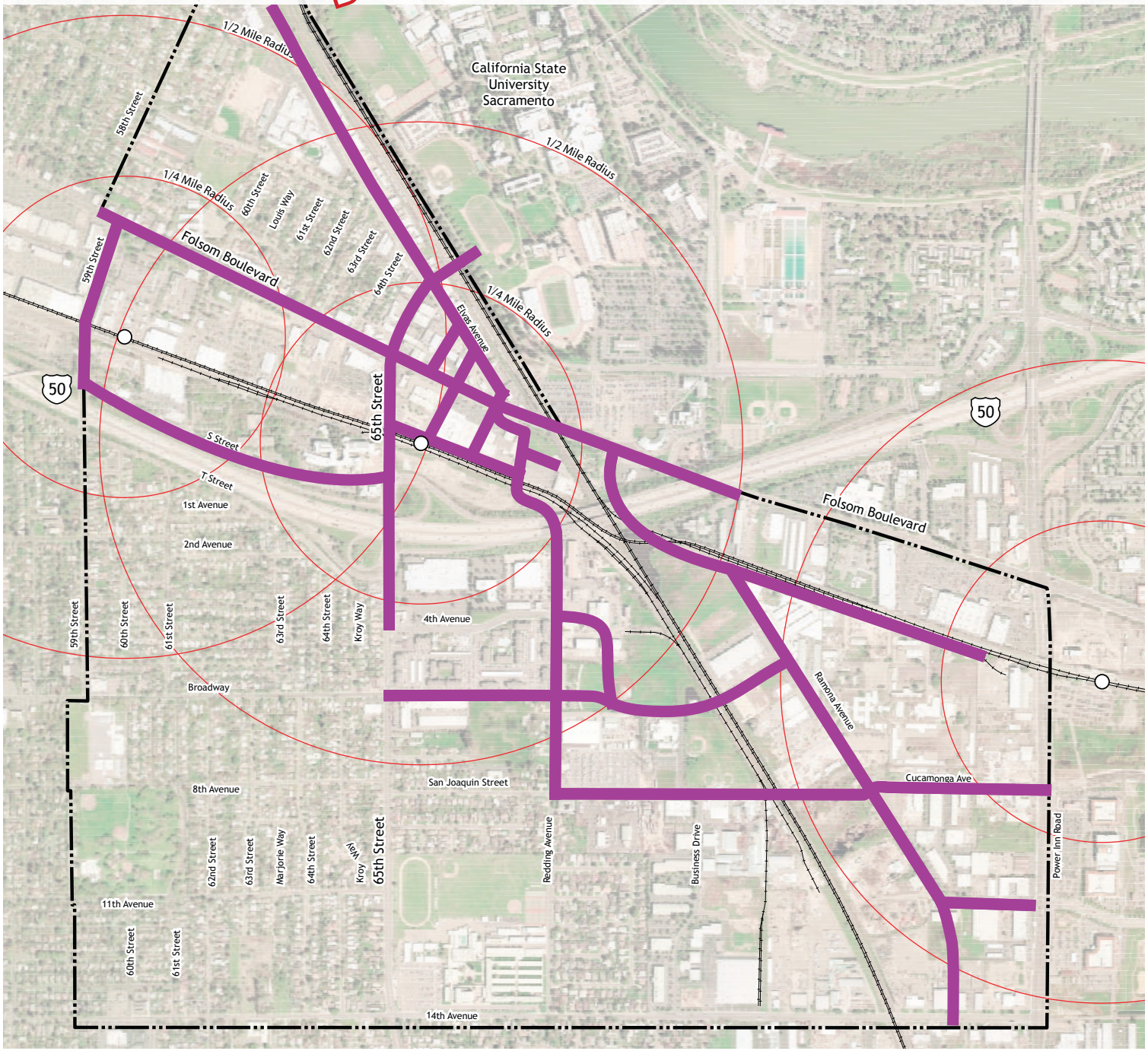
Figure 2.4: Street Network Options

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



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	STREET IMPROVEMENTS	SCENARIO A	SCENARIO B	SCENARIO 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

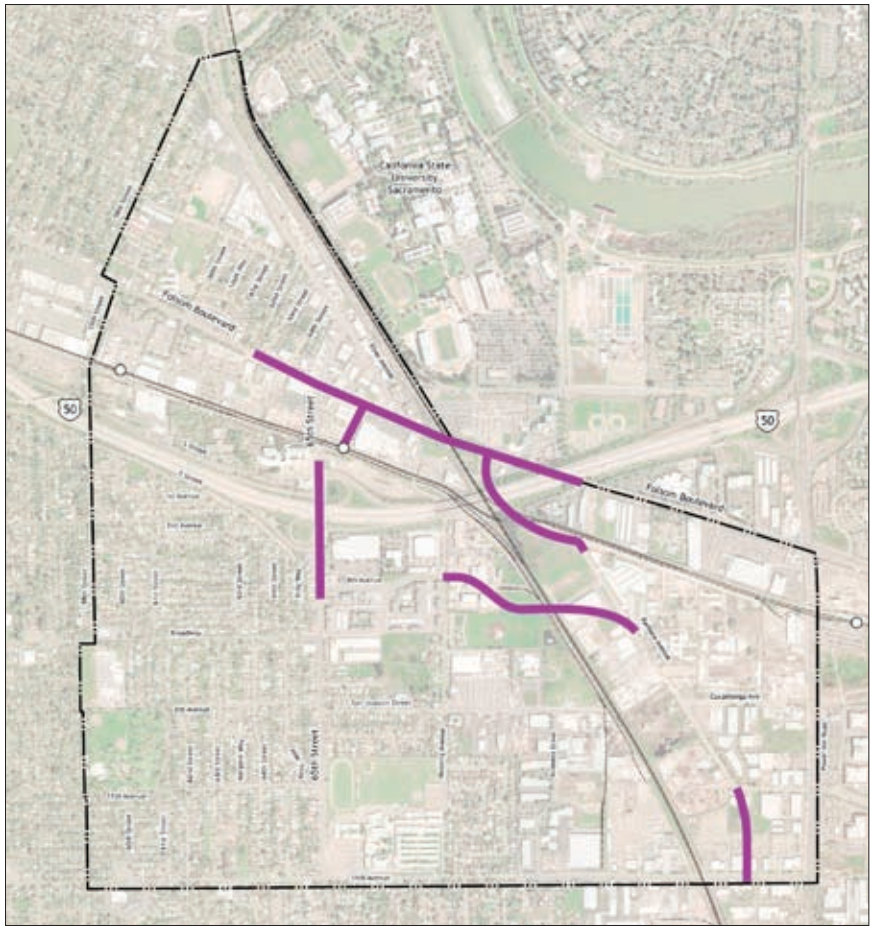

Figure 2.5: Street improvements, Scenario A

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.

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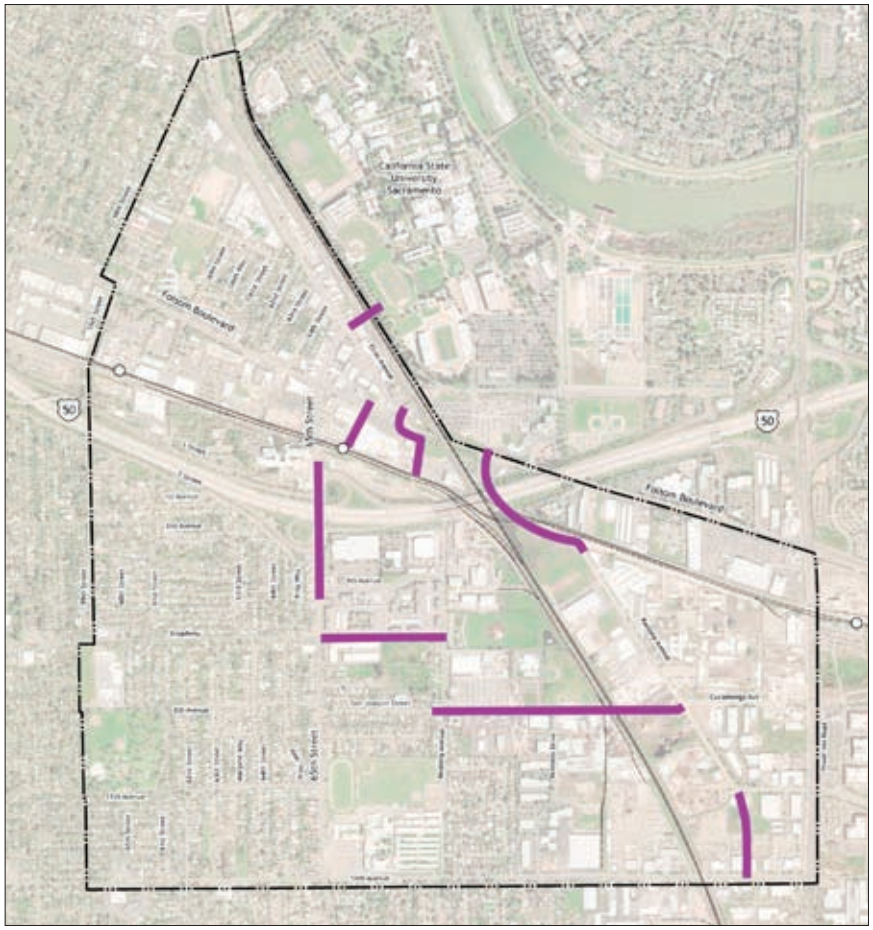

Figure 2.6: Street improvements, Scenario B

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.

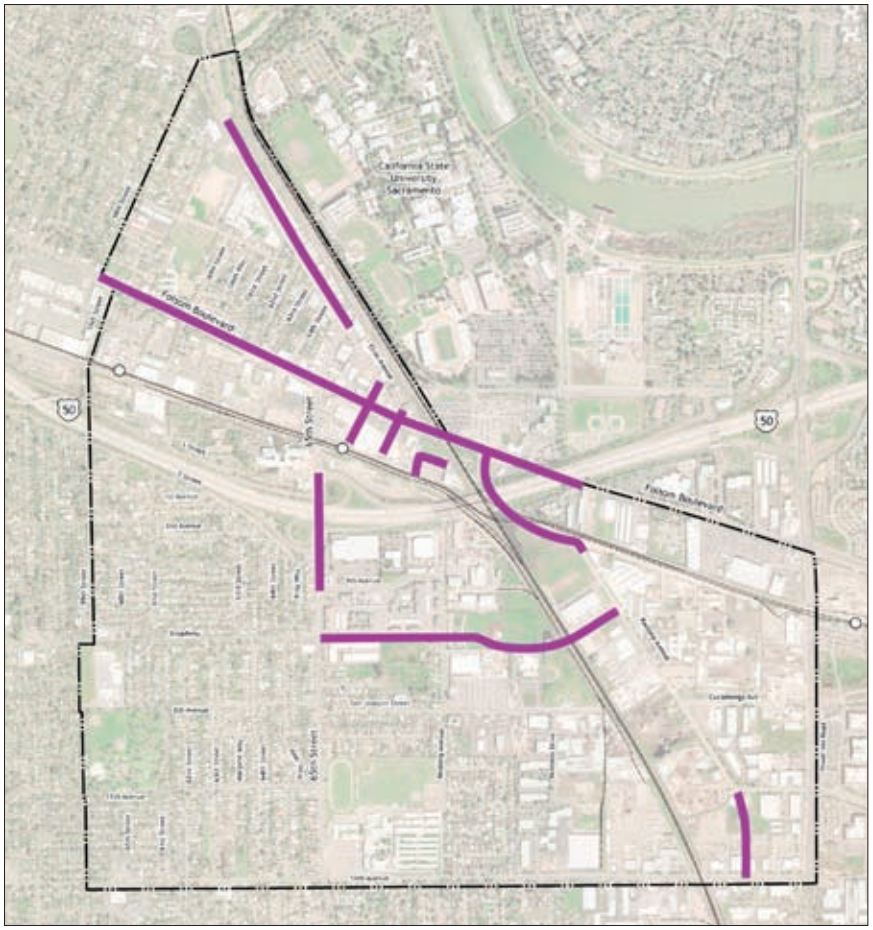

Figure 2.7: Street improvements, Scenario C

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

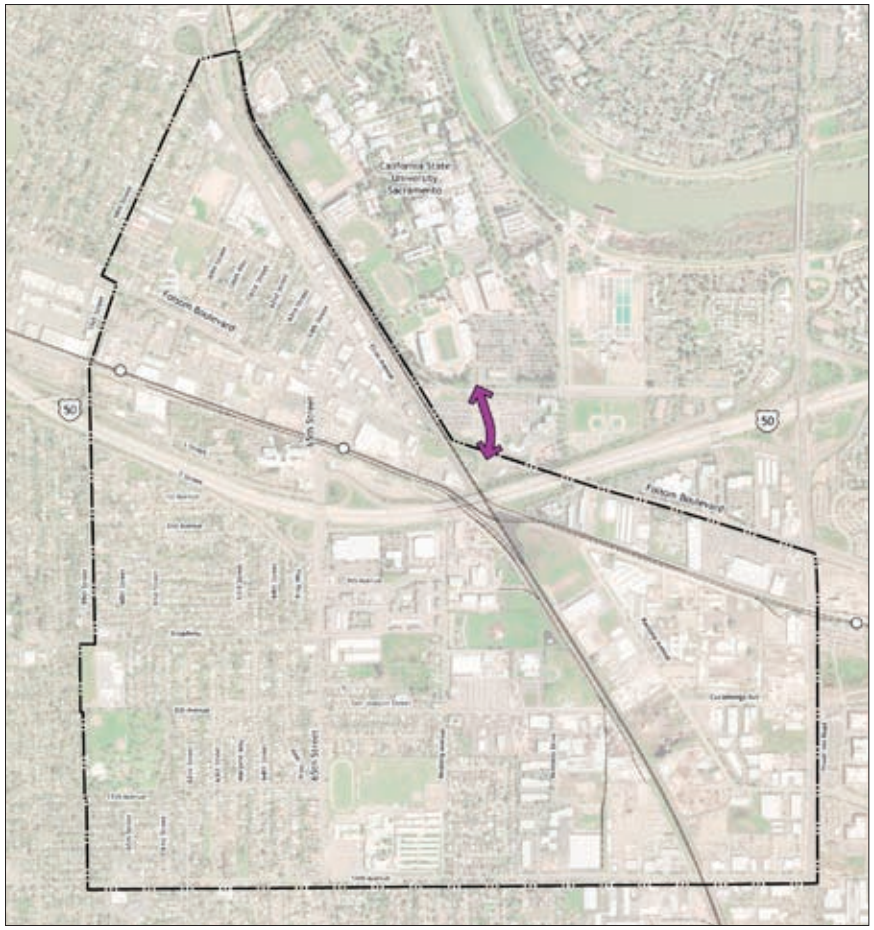

Figure 2.8: Sac State Access, Scenario A

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

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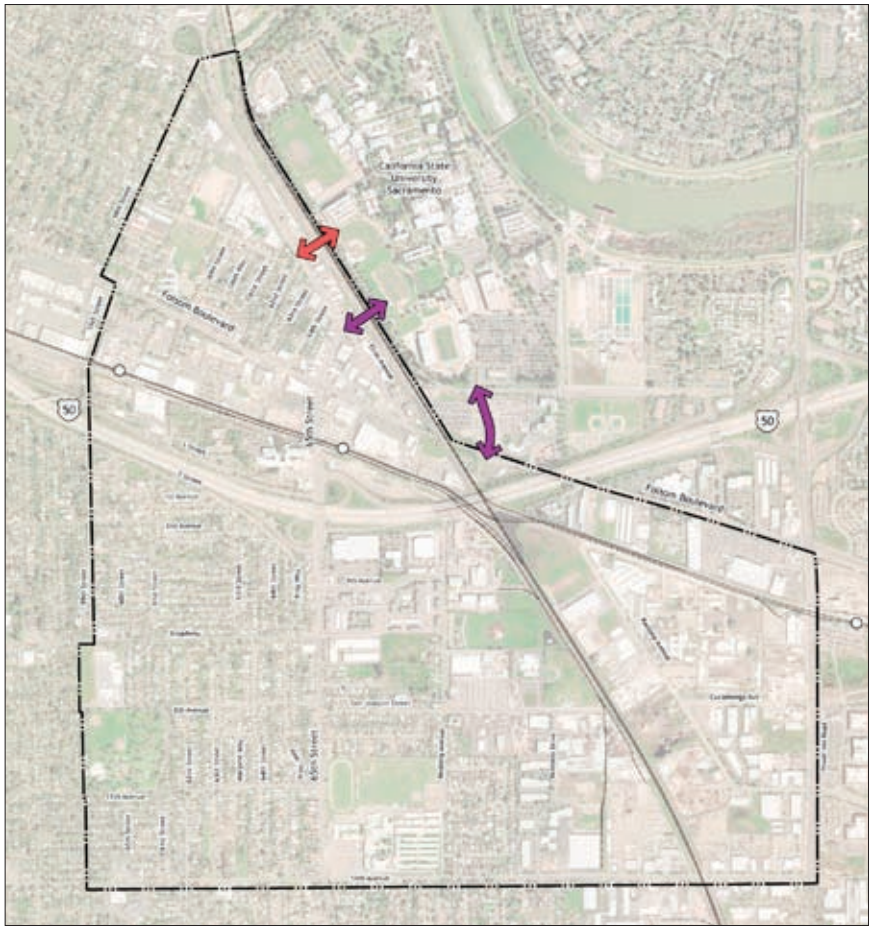

Figure 2.9: Sac State Access, Scenario B

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.

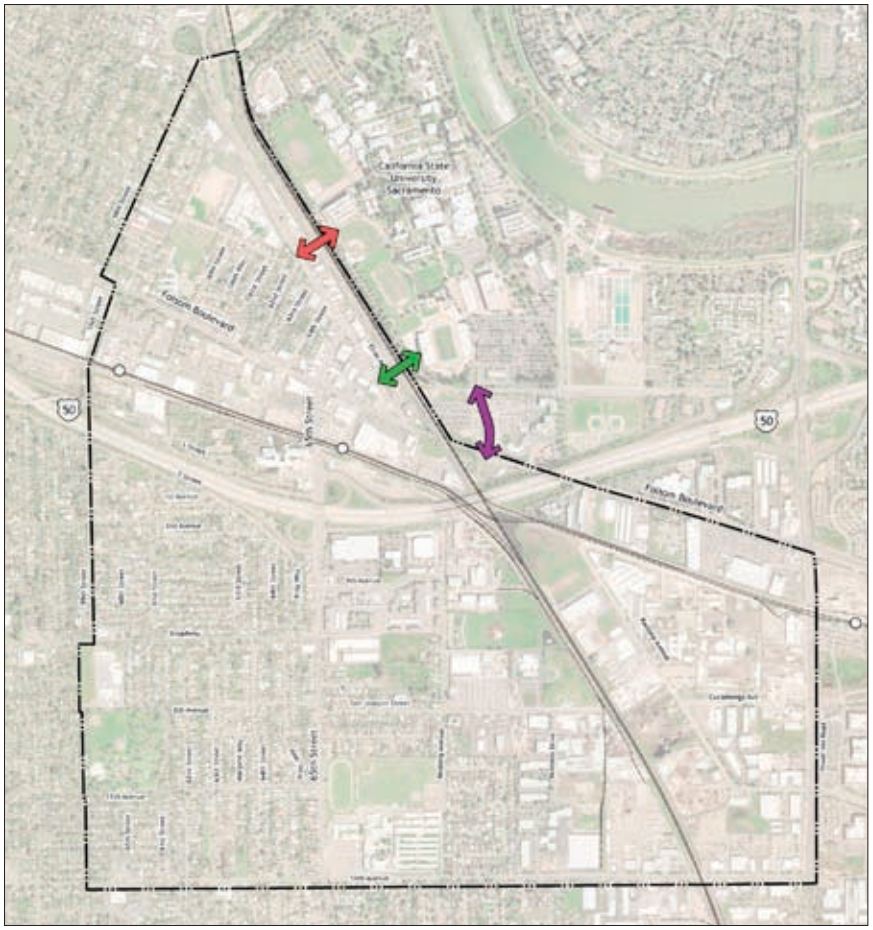

Figure 2.10: Sac State Access, Scenario C

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.

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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

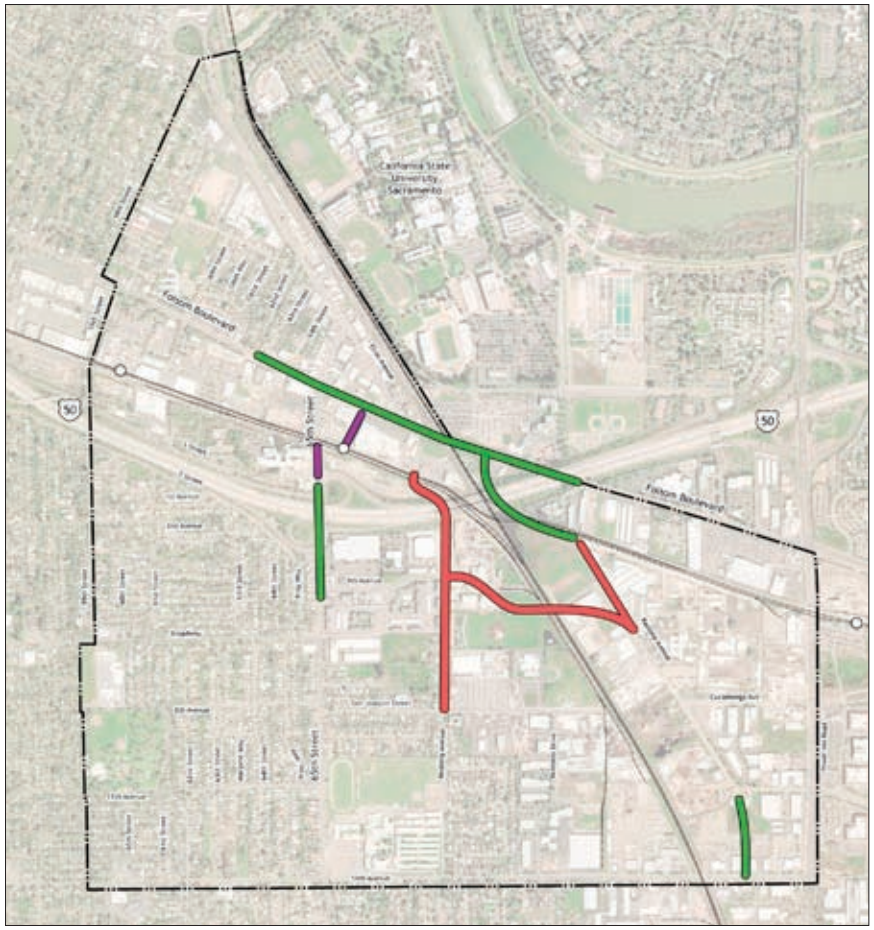

Figure 2.11: Pedestrian improvements, Scenario A

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.

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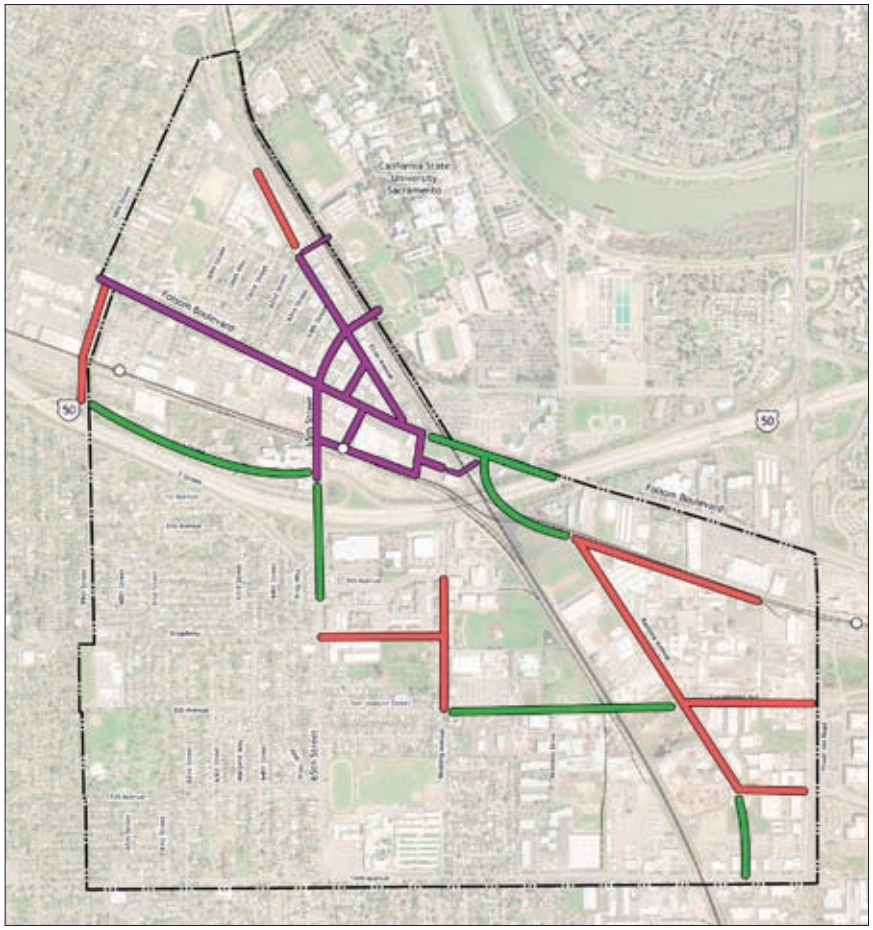

Figure 2.12: Pedestrian improvements, Scenario B

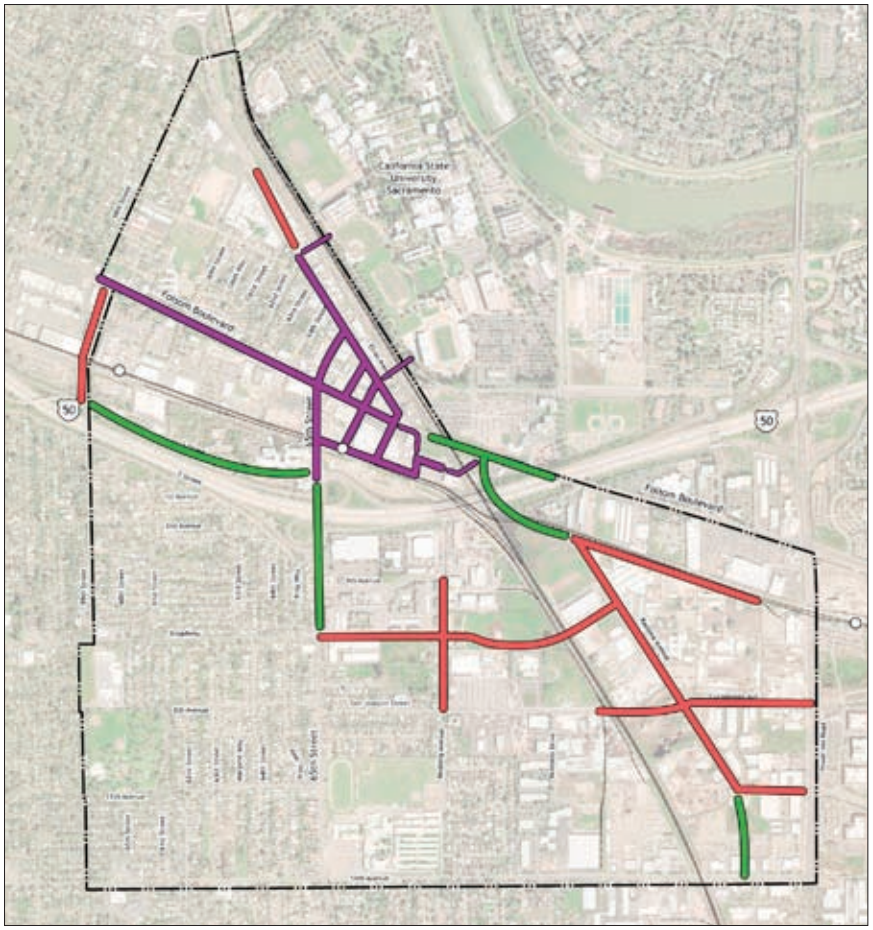

Figure 2.13: Pedestrian improvements, Scenario C

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	SCENARIO B	SCENARIO 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

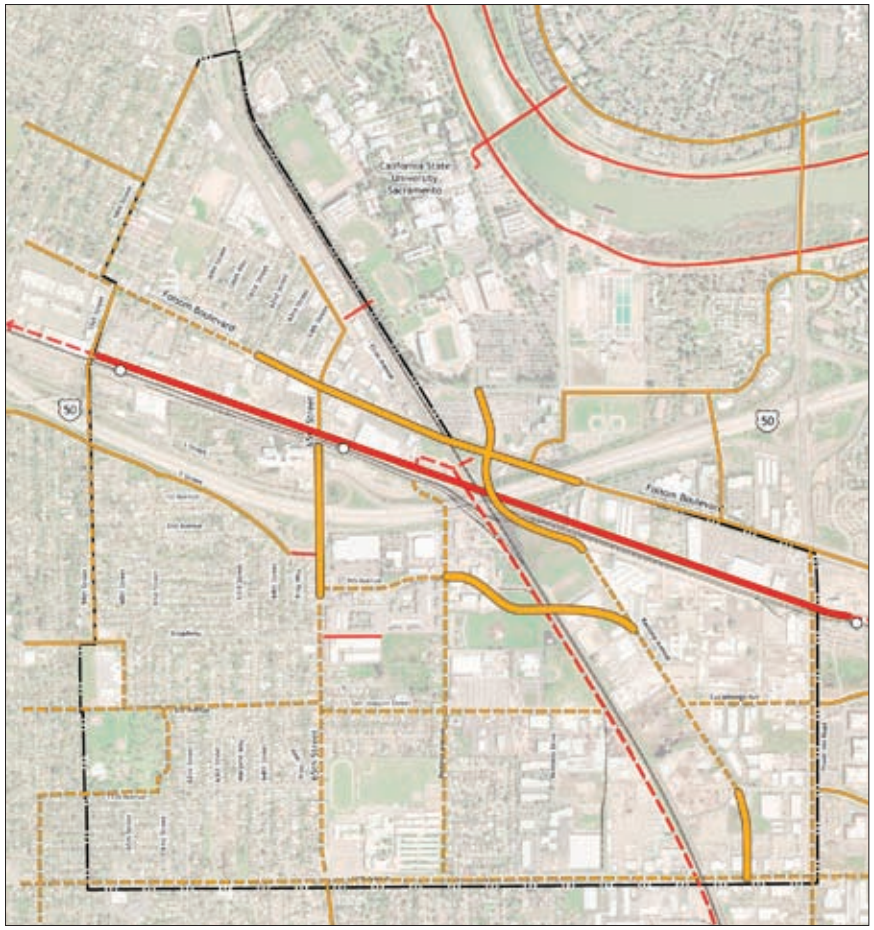

Figure 2.14: Bicycle access improvements, Scenario A

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*).

Planned Bicycle Facilities

- Class I
- Class II

2010 Bikeway Master Plan

- Existing Class I
- Planned Class I
- Existing Class II
- Planned Class II
- Study Area Boundary

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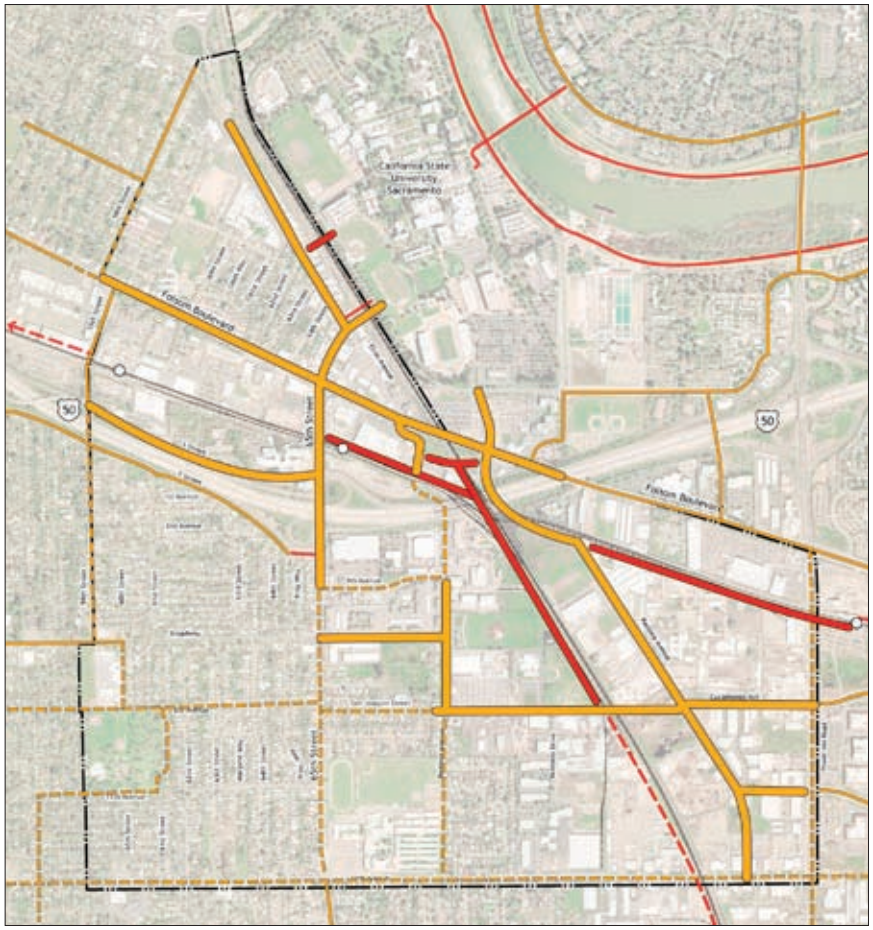

Figure 2.15: Bicycle access improvements, Scenario B

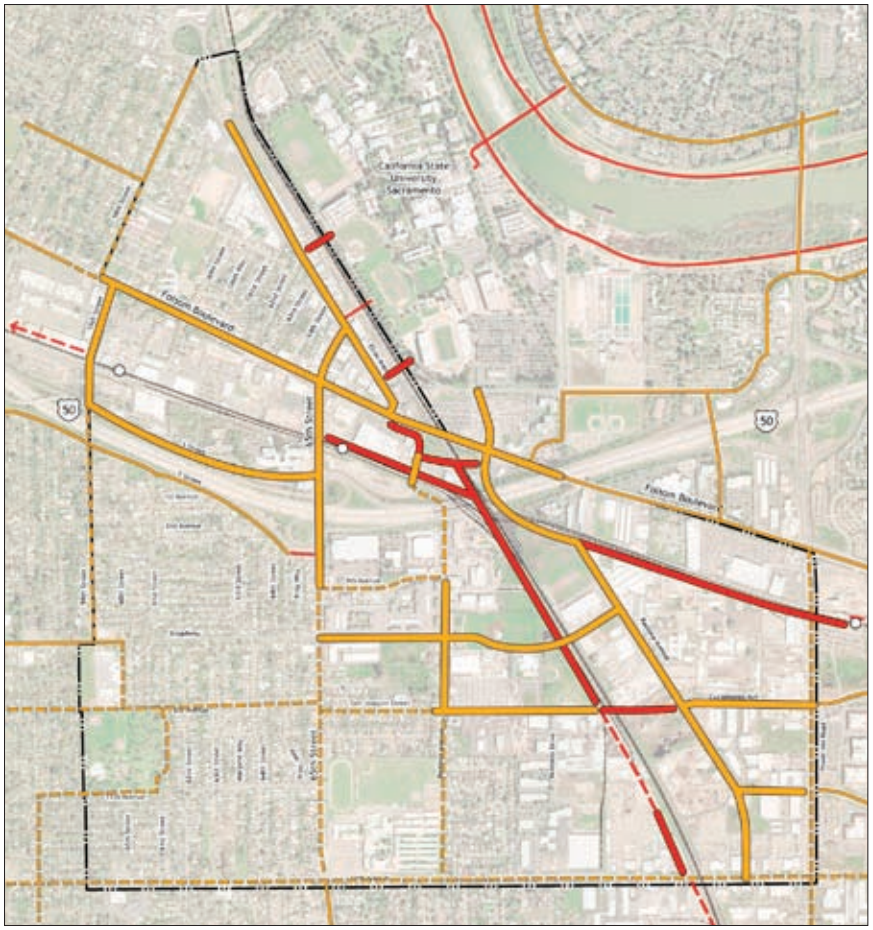

Figure 2.16: Bicycle access improvements, Scenario C

Proposed Bicycle Facilities

- Class I
- Class II

2010 Bikeway Master Plan

- Existing Class I
- Planned Class I
- Existing Class II
- Planned Class II
- Study Area Boundary

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

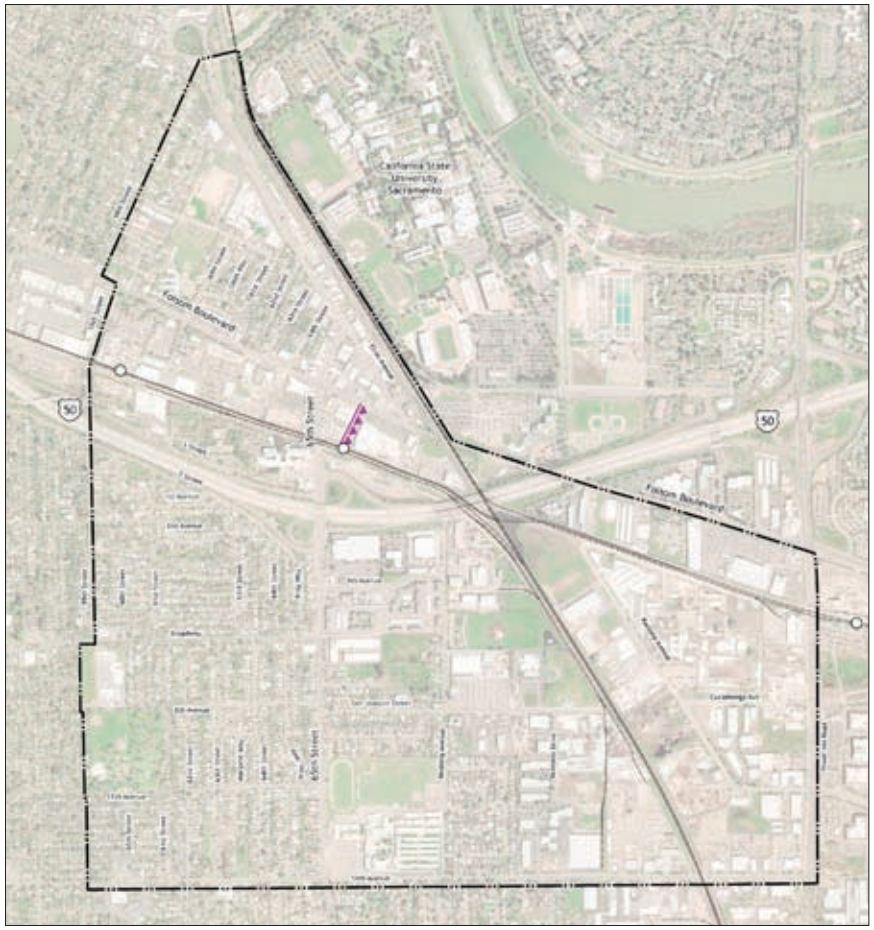

Figure 2.17: On-street parking improvements, Scenario A

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

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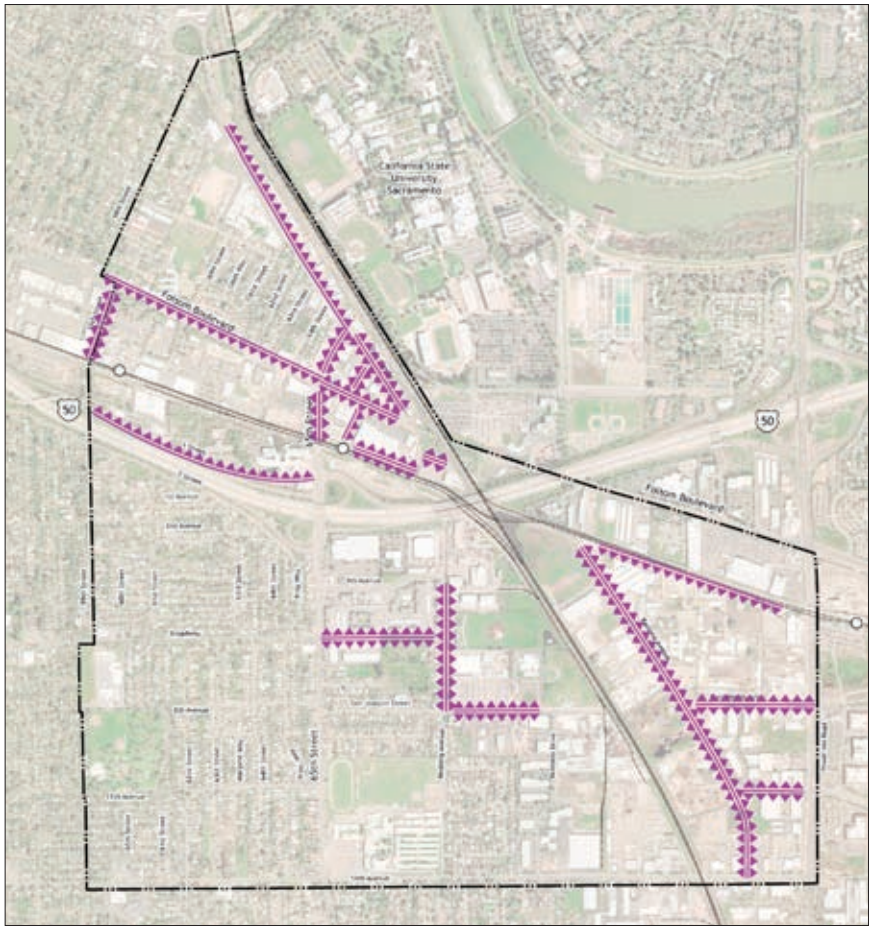

Figure 2.18: On-street parking improvements, Scenario B

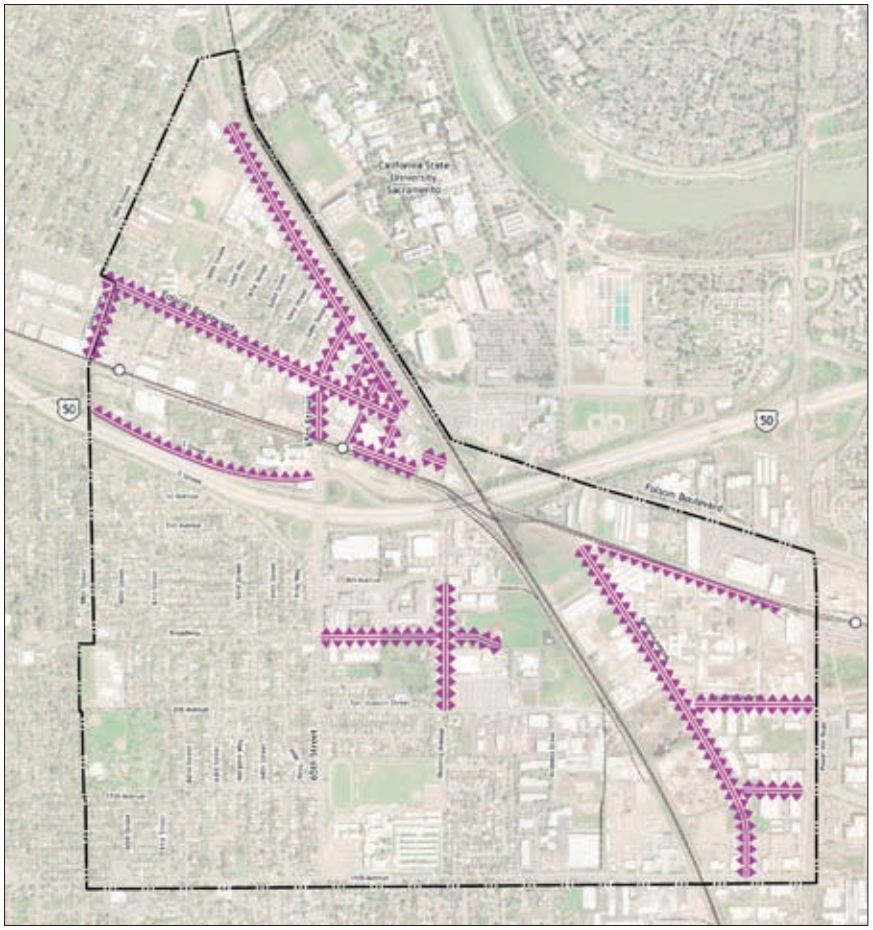

Figure 2.19: On-street parking improvements, Scenario C

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.

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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.

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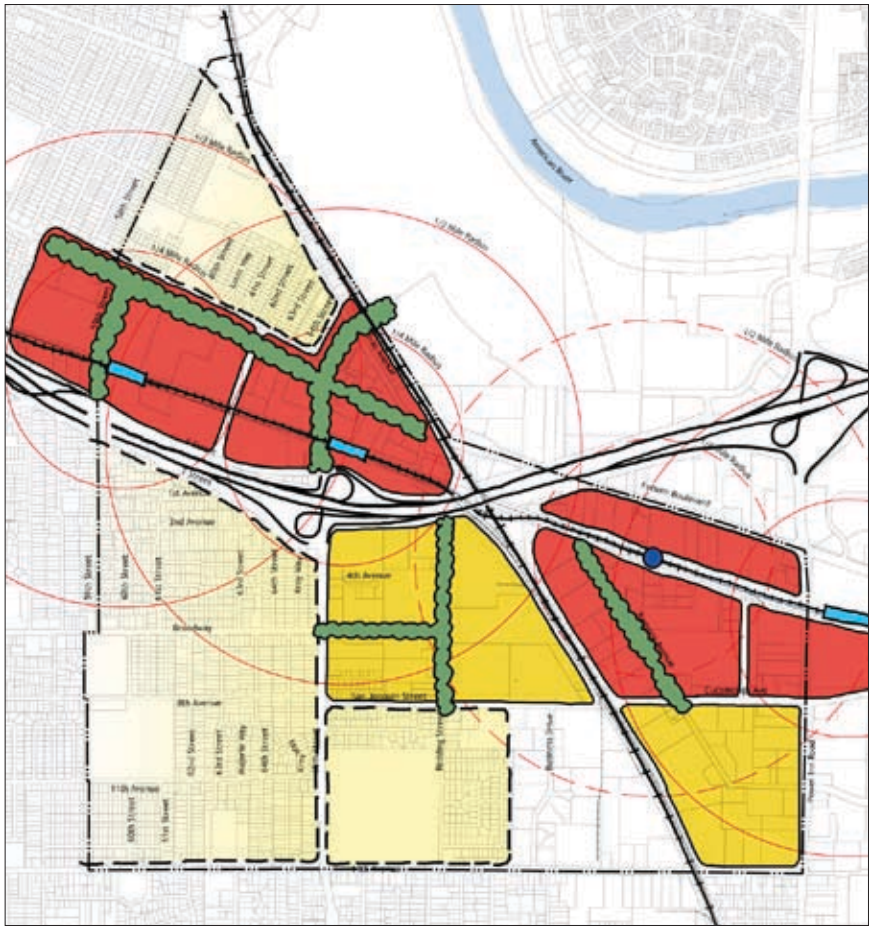

Figure 2.21: Neighborhood diagram, Scenario B

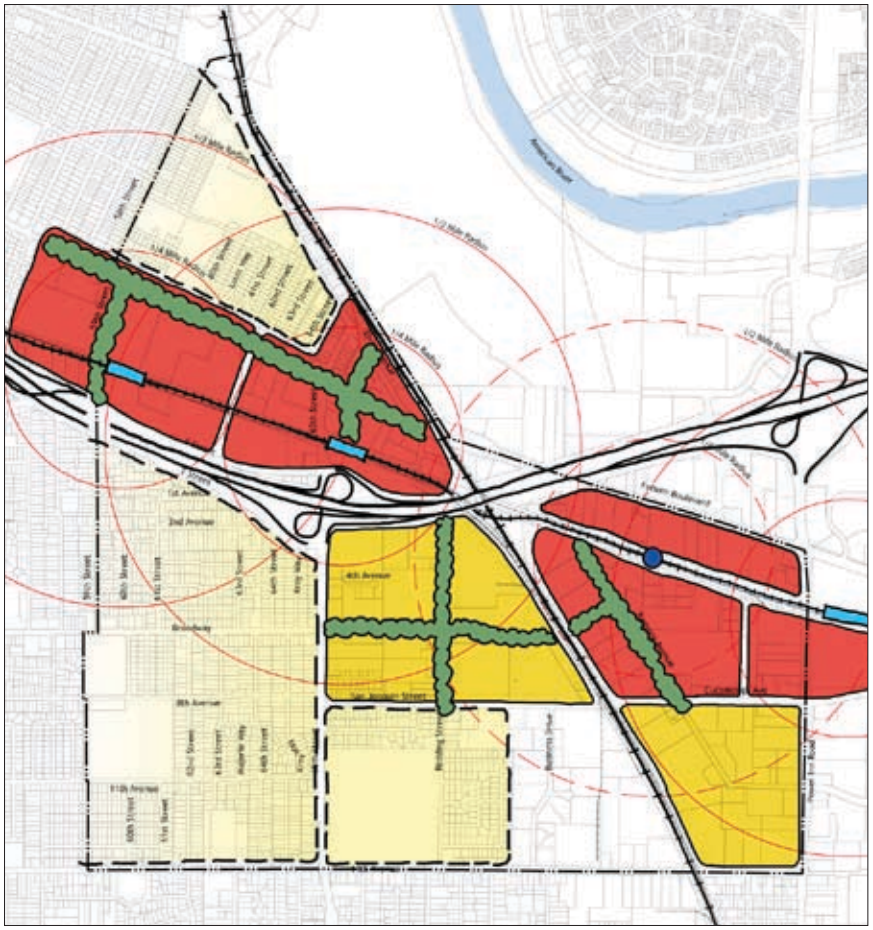

Figure 2.22: Neighborhood diagram, Scenario C

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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

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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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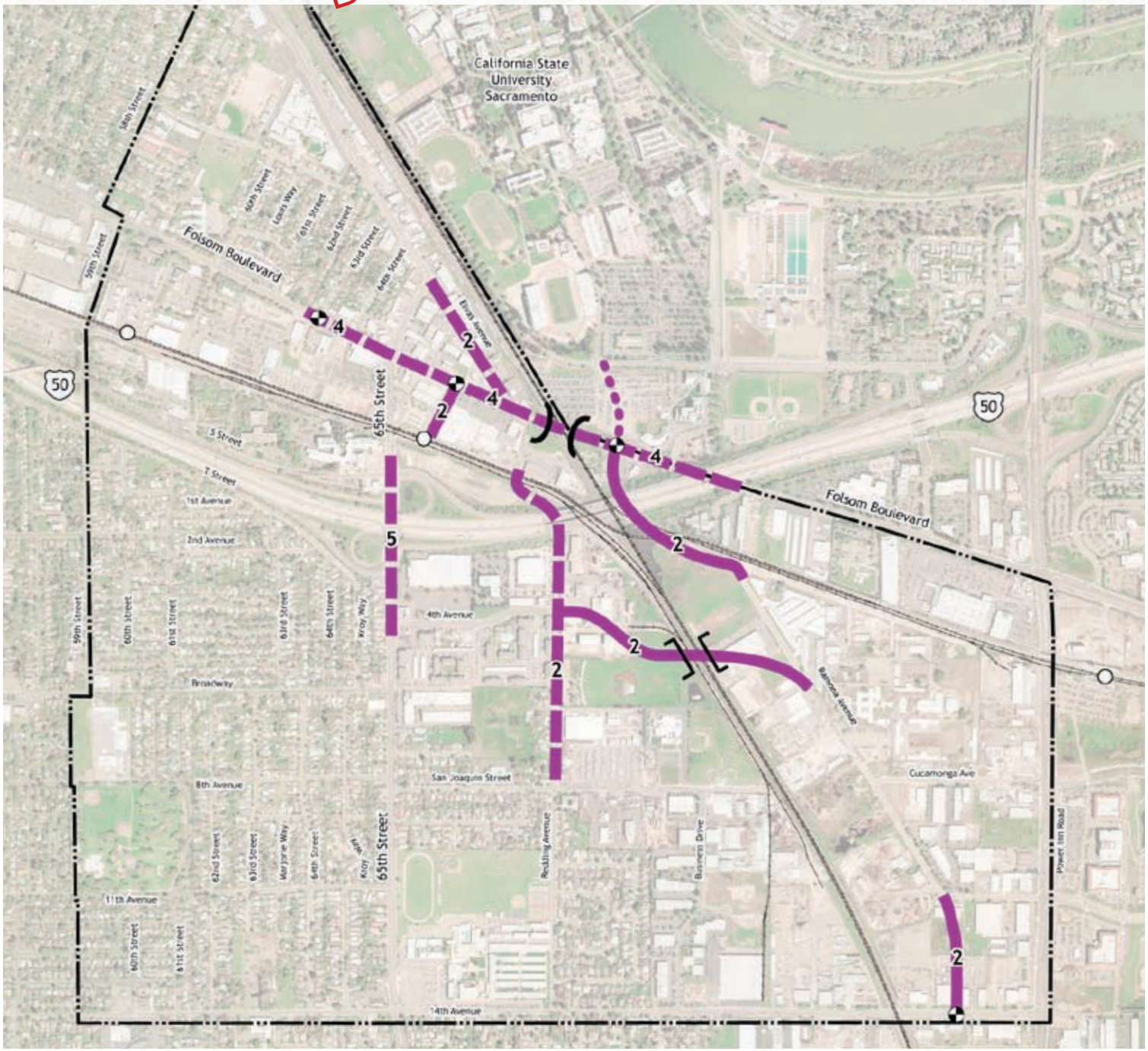
Figure 2.23: Roadway Network, Scenario A

- 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
- 4 Total Travel Lanes
- Rail Line
- Study Area Boundary



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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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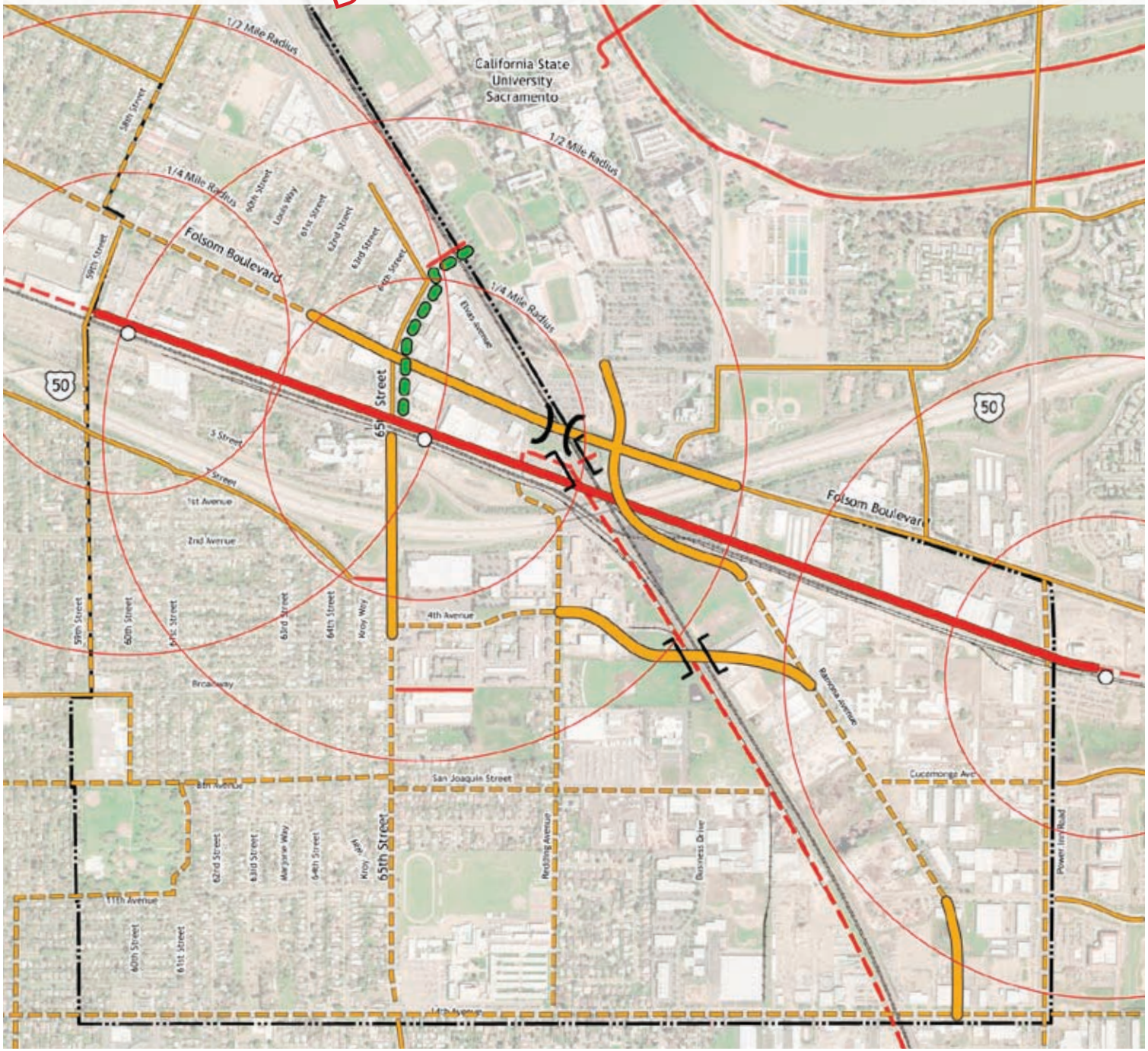
Figure 2.24: Pedestrian and Bicycle Network, Scenario A

Planned Bicycle Facilities
- Class I
- Class II

2010 Bikeway Master Plan
- Existing Class I
- Planned Class I
- Existing Class II
- Planned Class II
- Planned Tunnel
- Existing Tunnel to be Improved
- Primary Pedestrian Campus Access
- Existing Regional Transit Station
- Rail Line
- Study Area Boundary



0' 600' 1200'

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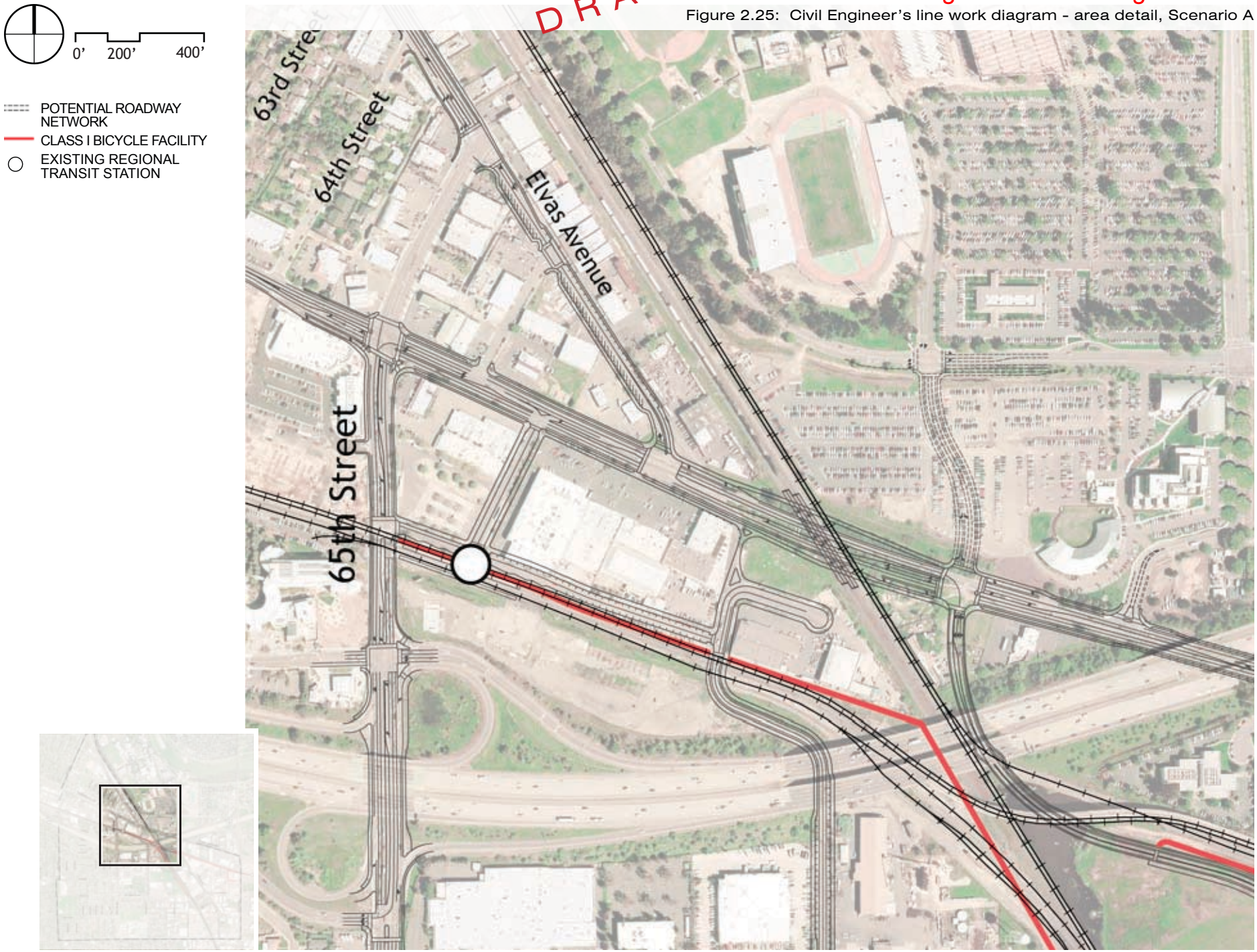
Figure 2.25: Civil Engineer's line work diagram - area detail, Scenario A



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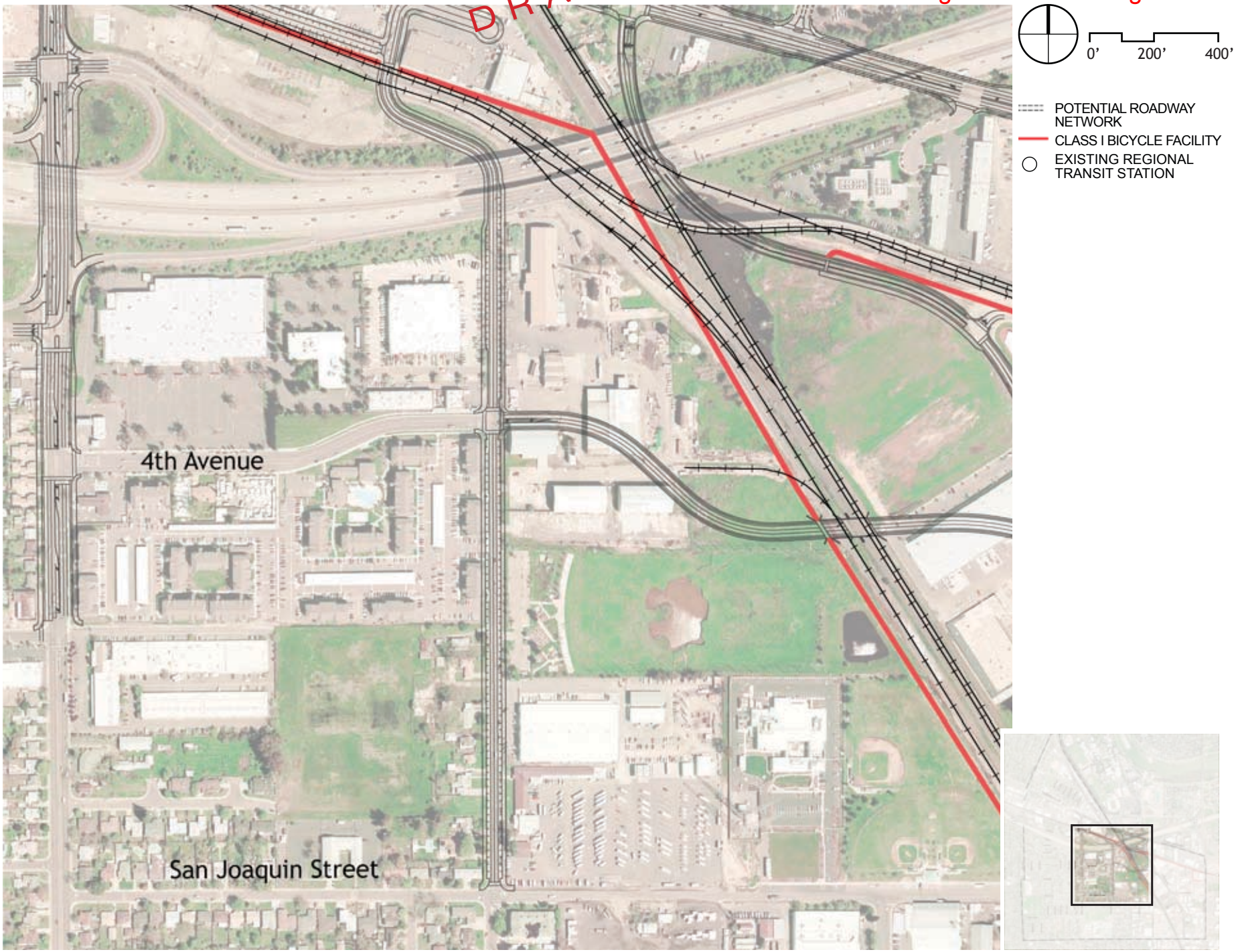
0'
200'
400'
POTENTIAL ROADWAY NETWORK
CLASS I BICYCLE FACILITY
EXISTING REGIONAL TRANSIT STATION
4th Avenue
San Joaquin Street

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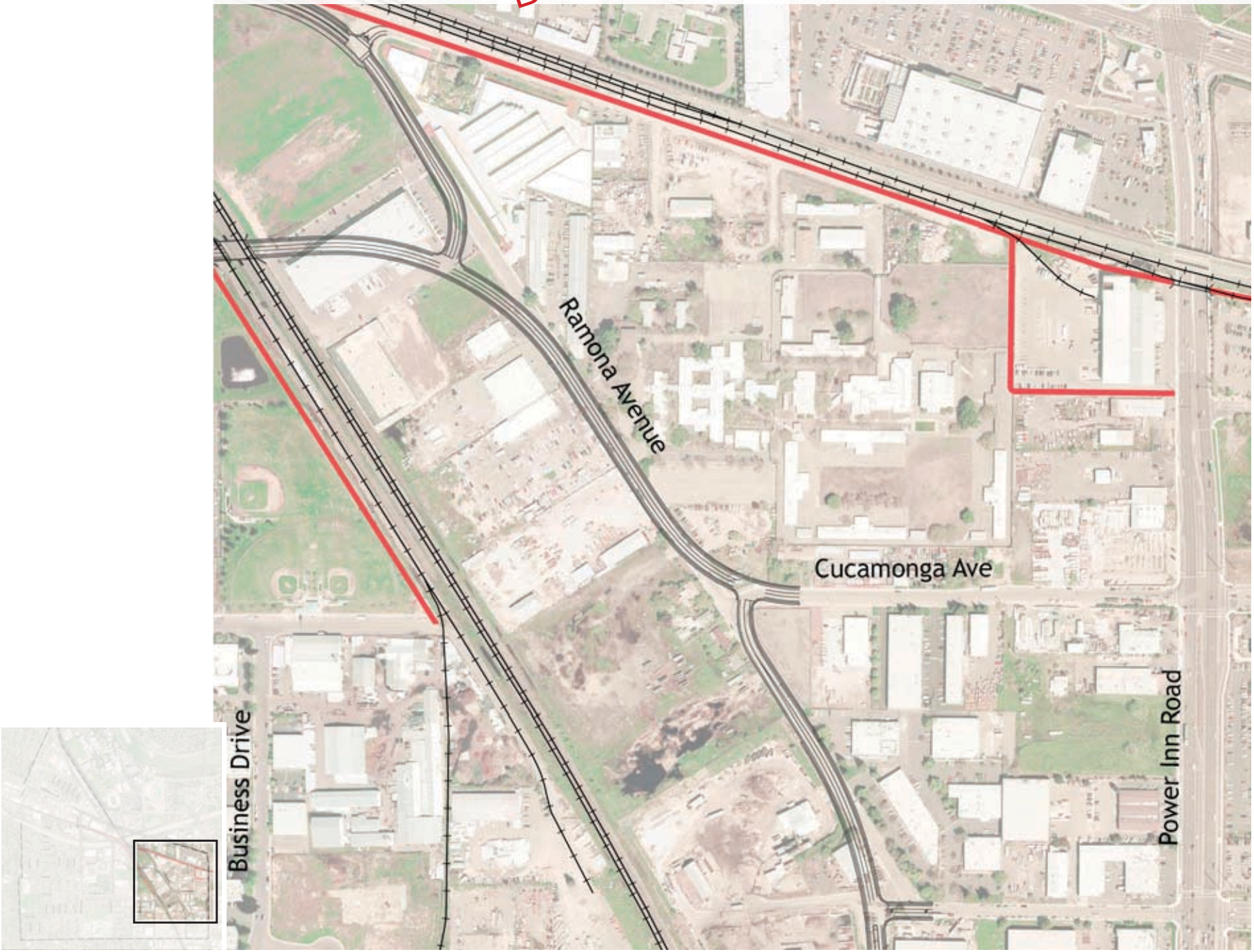
Figures 2.26 & 2.27: Civil Engineer's line work diagram - area detail, Scenario A



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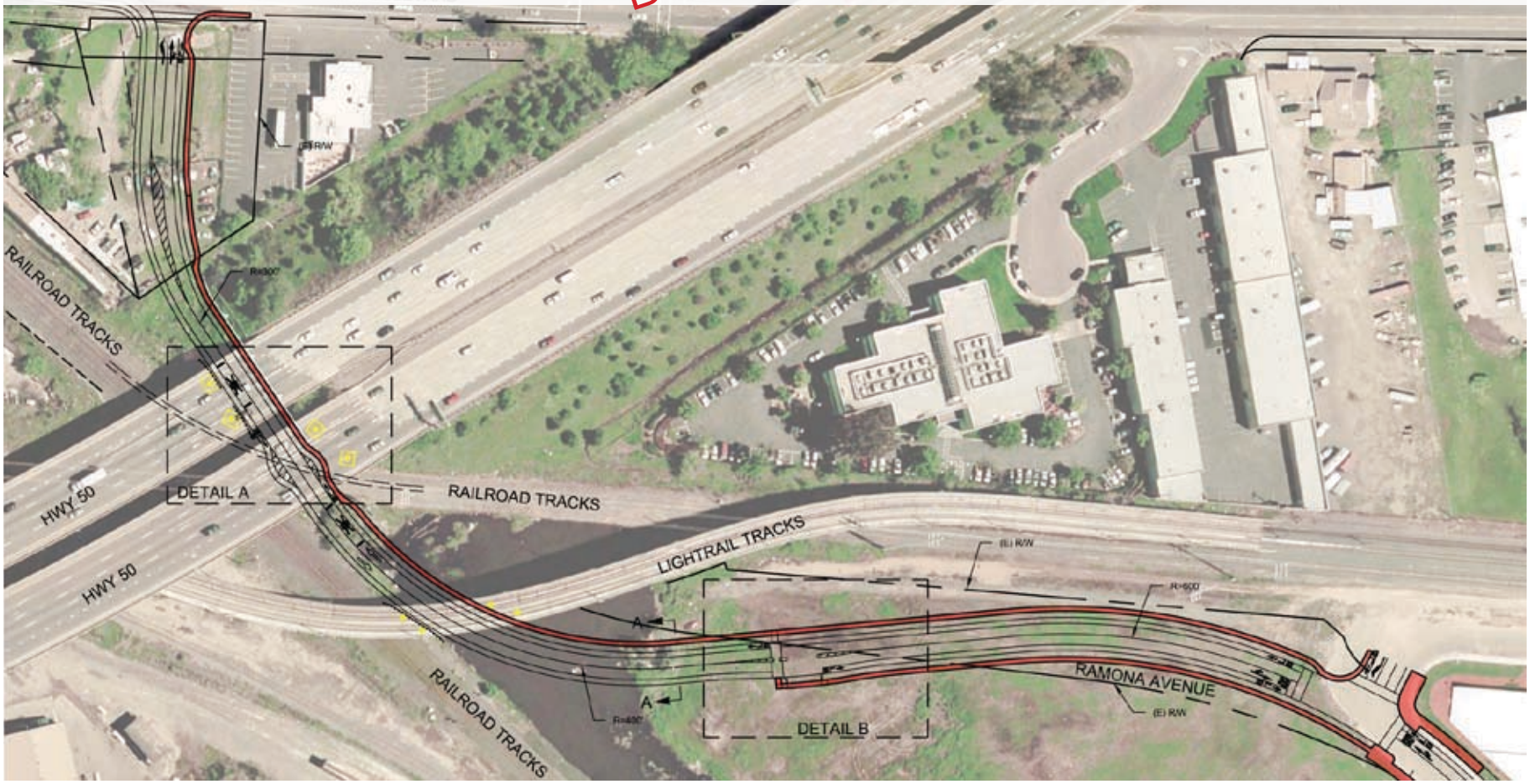
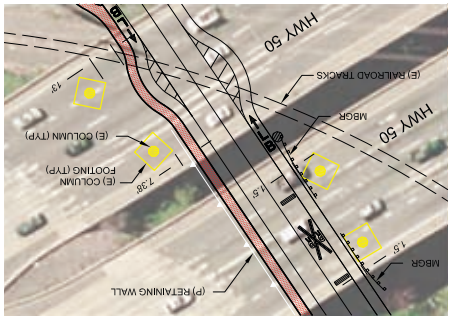
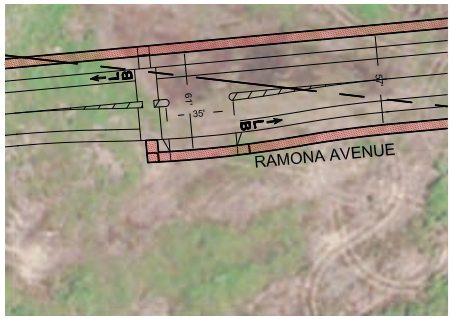
Figure 2.28: Ramona Extension, Scenarios A, B & C





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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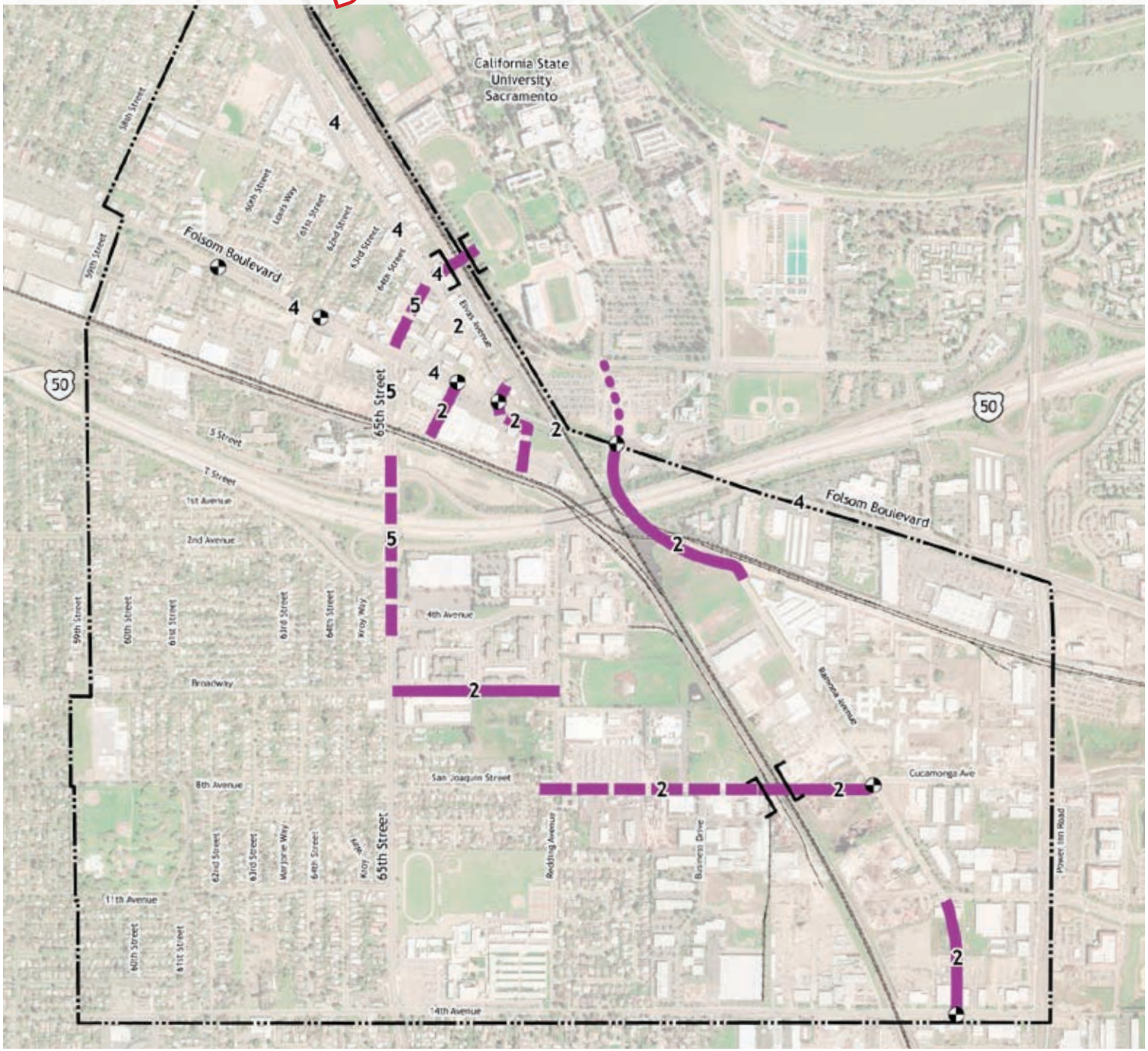
Figure 2.29: Roadway Network, Scenario B

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



0' 600' 1200'

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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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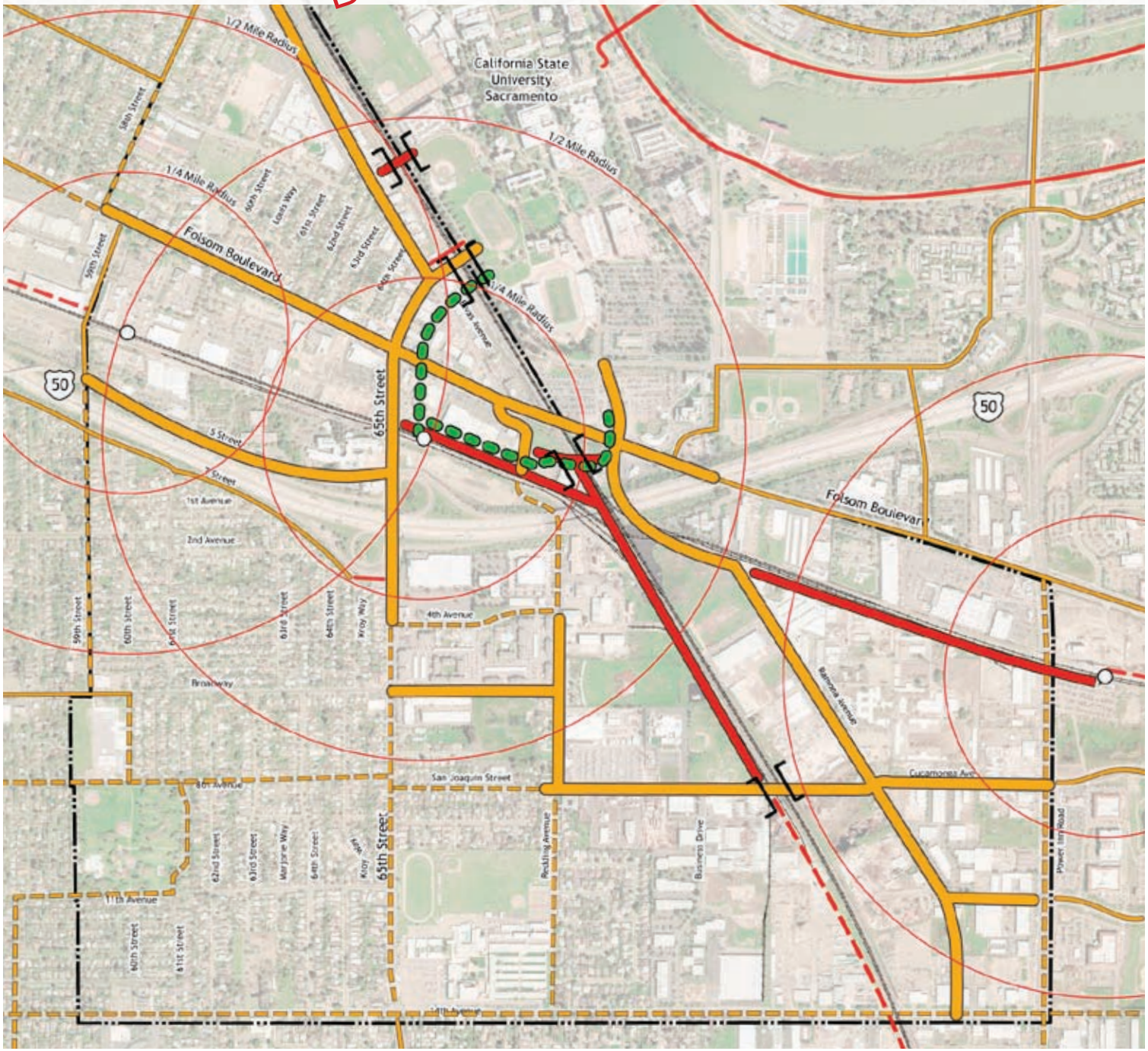
Figure 2.30: Pedestrian and Bicycle Network, Scenario B

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



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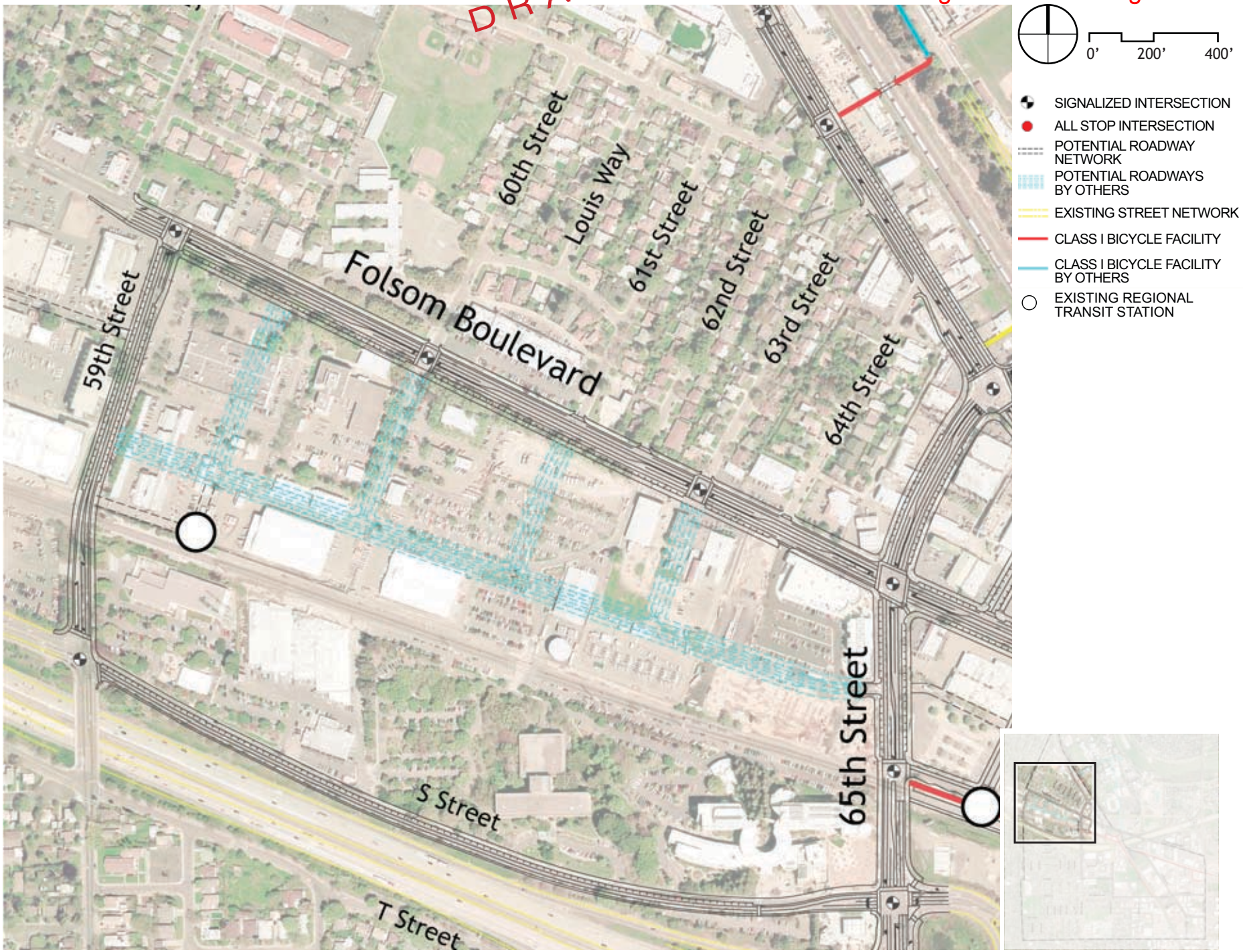
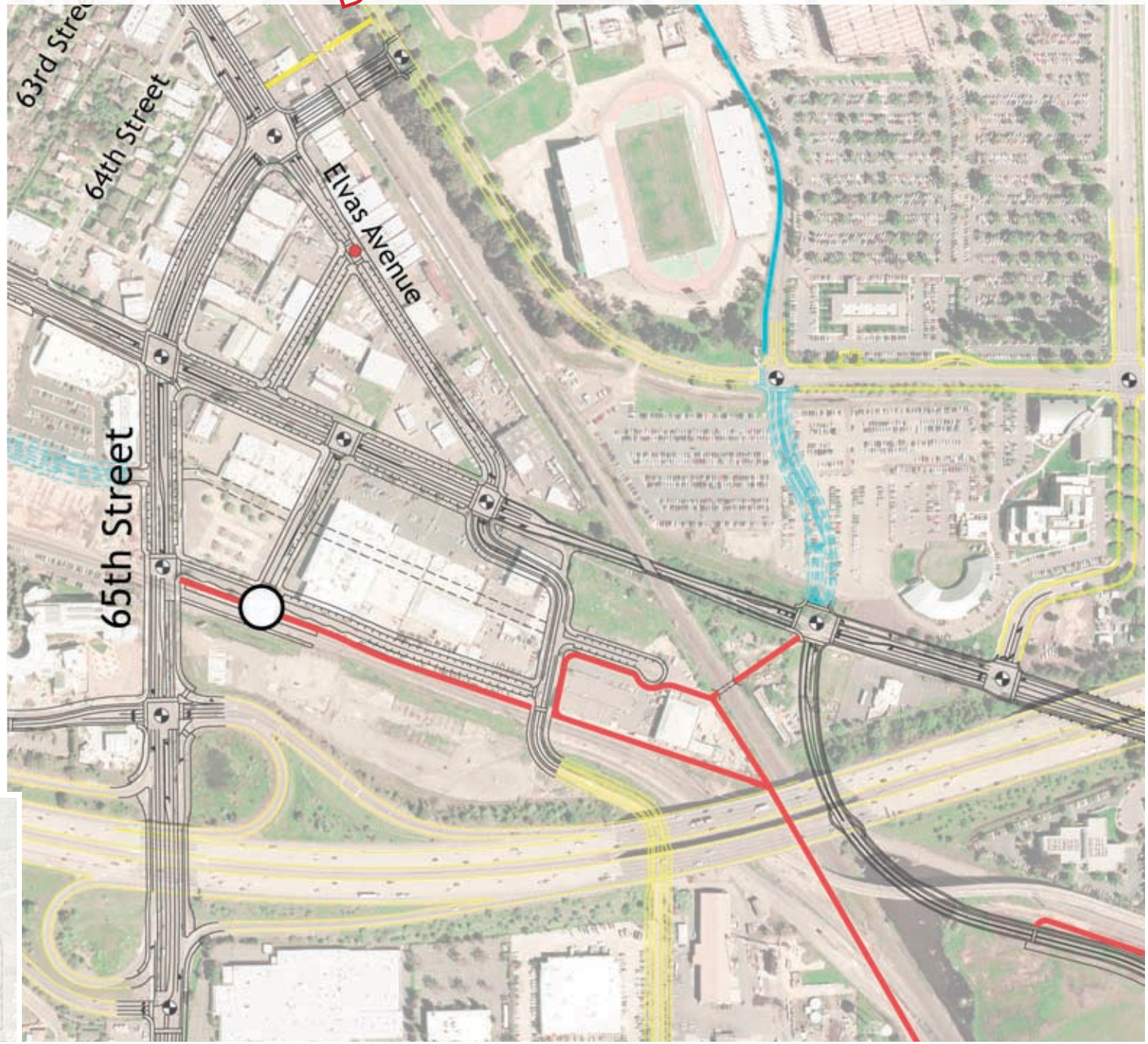
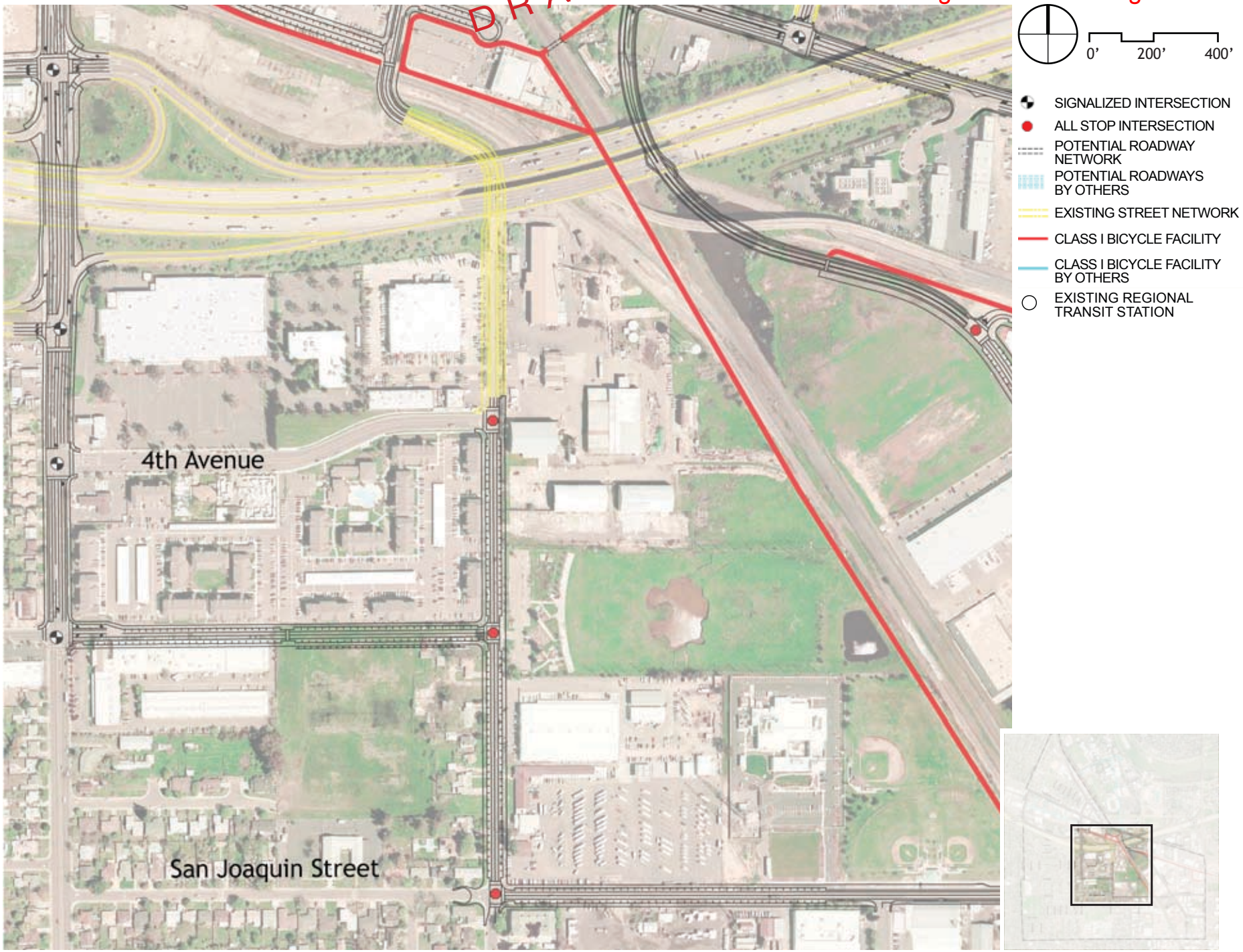

0'
200'
400'
SIGNALIZED INTERSECTION
ALL STOP INTERSECTION
POTENTIAL ROADWAY NETWORK
POTENTIAL ROADWAYS BY OTHERS
EXISTING STREET NETWORK
CLASS I BICYCLE FACILITY
CLASS I BICYCLE FACILITY BY OTHERS
EXISTING REGIONAL TRANSIT STATION
Folsom Boulevard
59th Street
60th Street
Louis Way
61st Street
62nd Street
63rd Street
64th Street
65th Street
S Street
T Street

DRAFT

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

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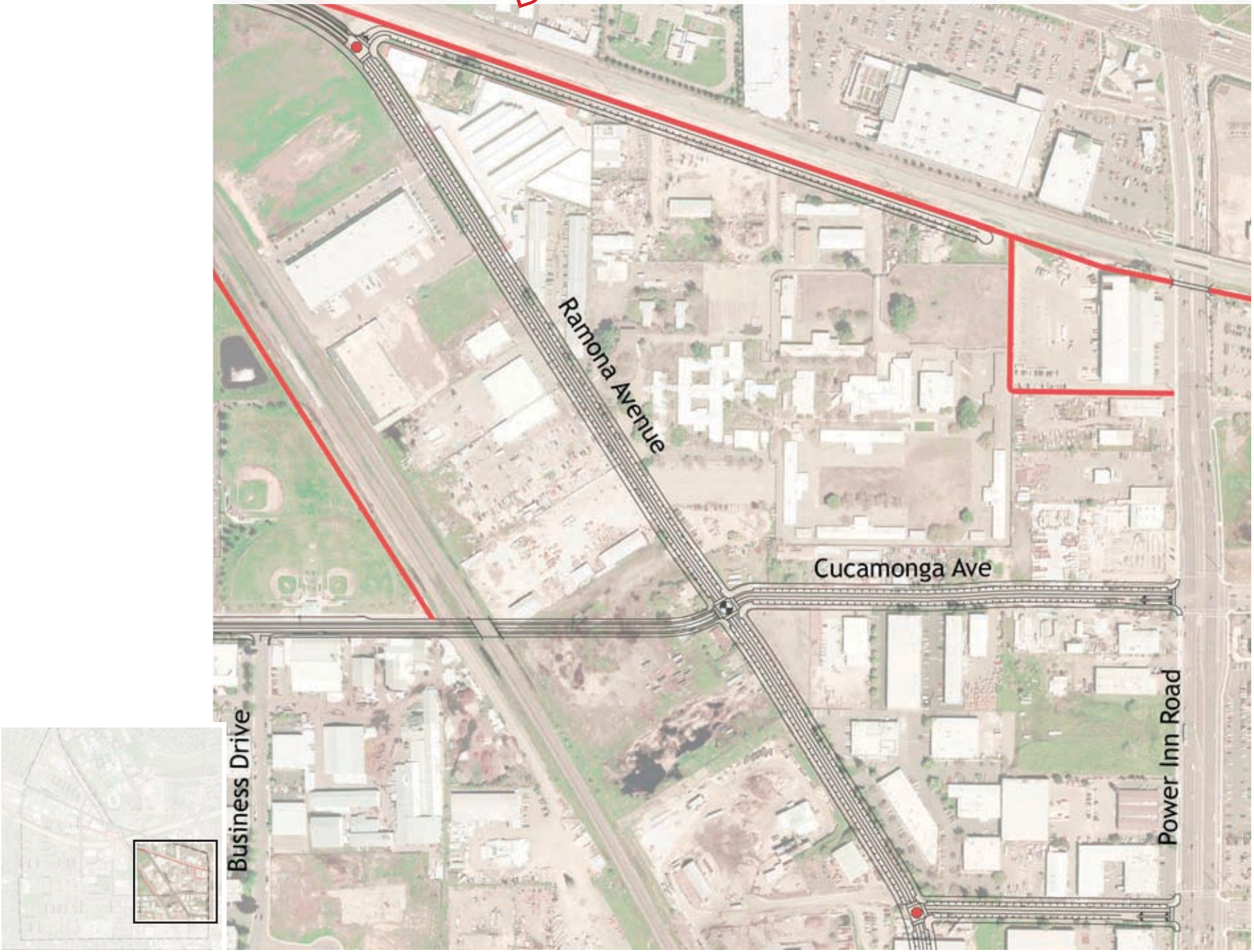
0'
200'
400'
SIGNALIZED INTERSECTION
ALL STOP INTERSECTION
POTENTIAL ROADWAY NETWORK
POTENTIAL ROADWAYS BY OTHERS
EXISTING STREET NETWORK
CLASS I BICYCLE FACILITY
CLASS I BICYCLE FACILITY BY OTHERS
EXISTING REGIONAL TRANSIT STATION
4th Avenue
San Joaquin Street

DRAFT

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



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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

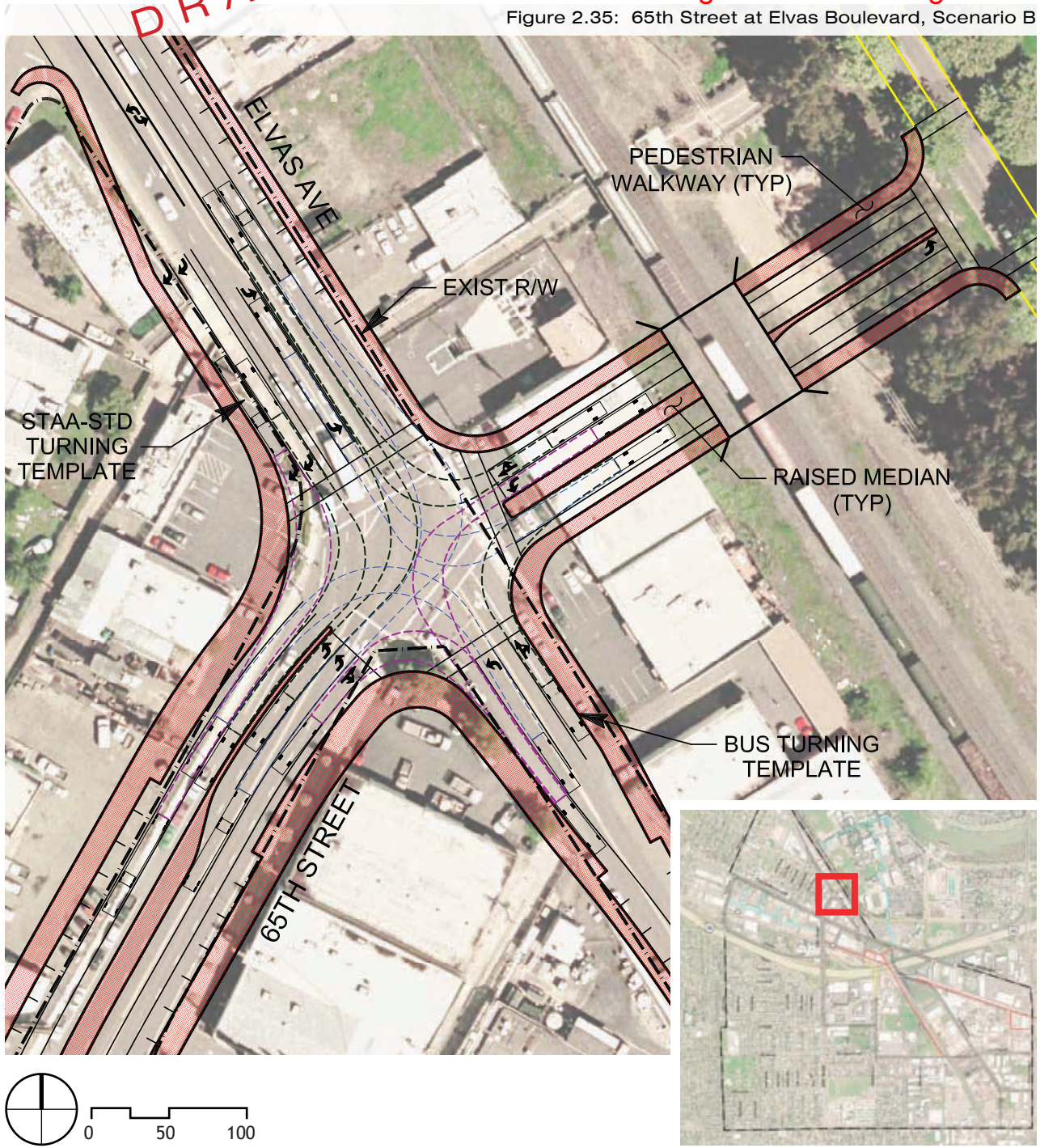
Since redevelopment in the project area will not occur immediately or all at one, it is important to be sensitive to the existing commercial operations in the project study area. Truck turning focus studies were prepared to verify that the proposed linework in Scenario B does not preclude the operations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



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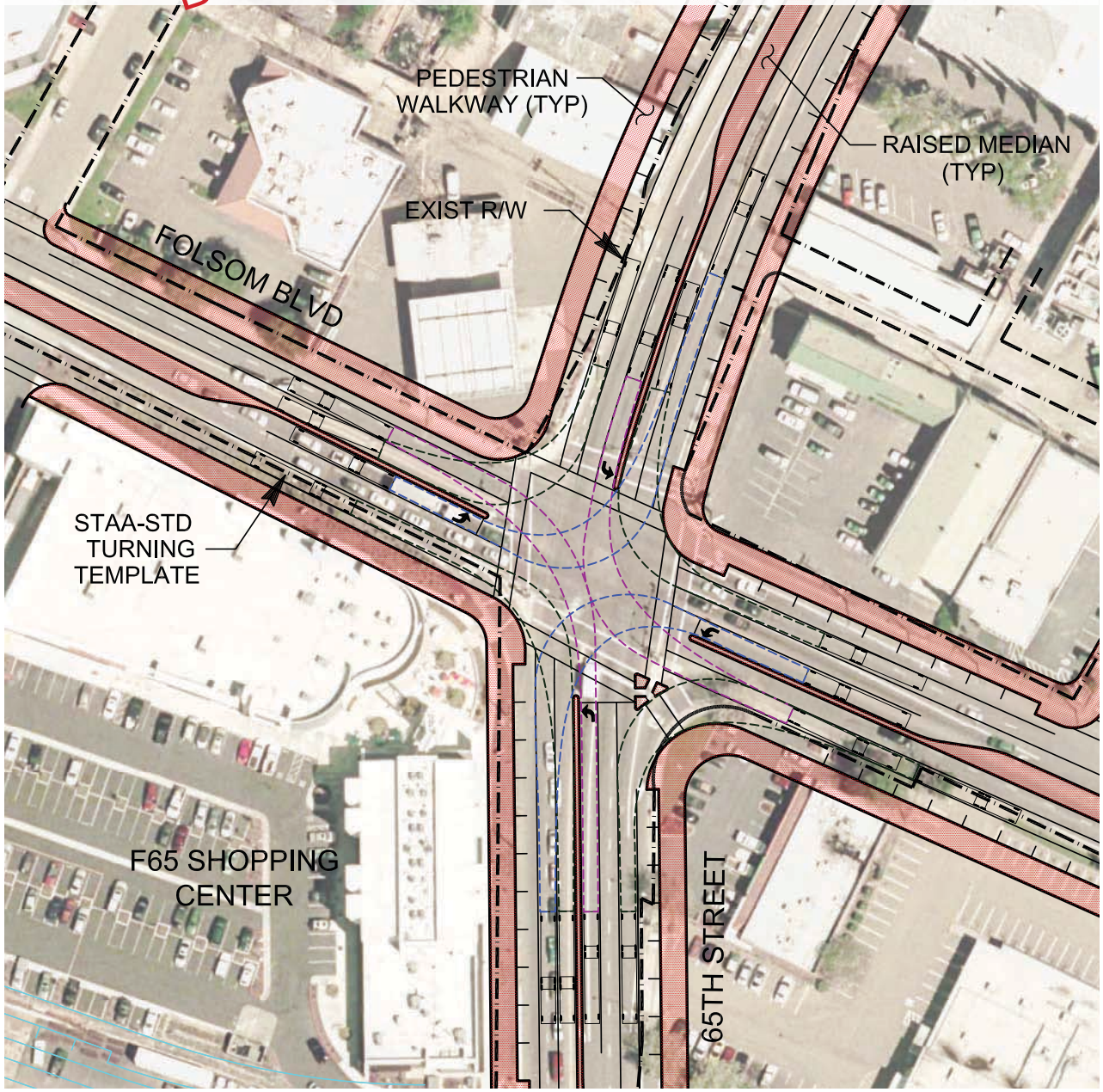
The analysis was conducted using AutoTRACK, an AutoCAD-based truck turning software package. The analysis assumed STAA Standard Trucks with a 50-foot turning radius and a standard 40′ bus template. Adjustments were made to the linework during these focus studies to accommodate the turning movements of 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.

Figure 2.36: 65th Street at Folsom Boulevard, Scenario B



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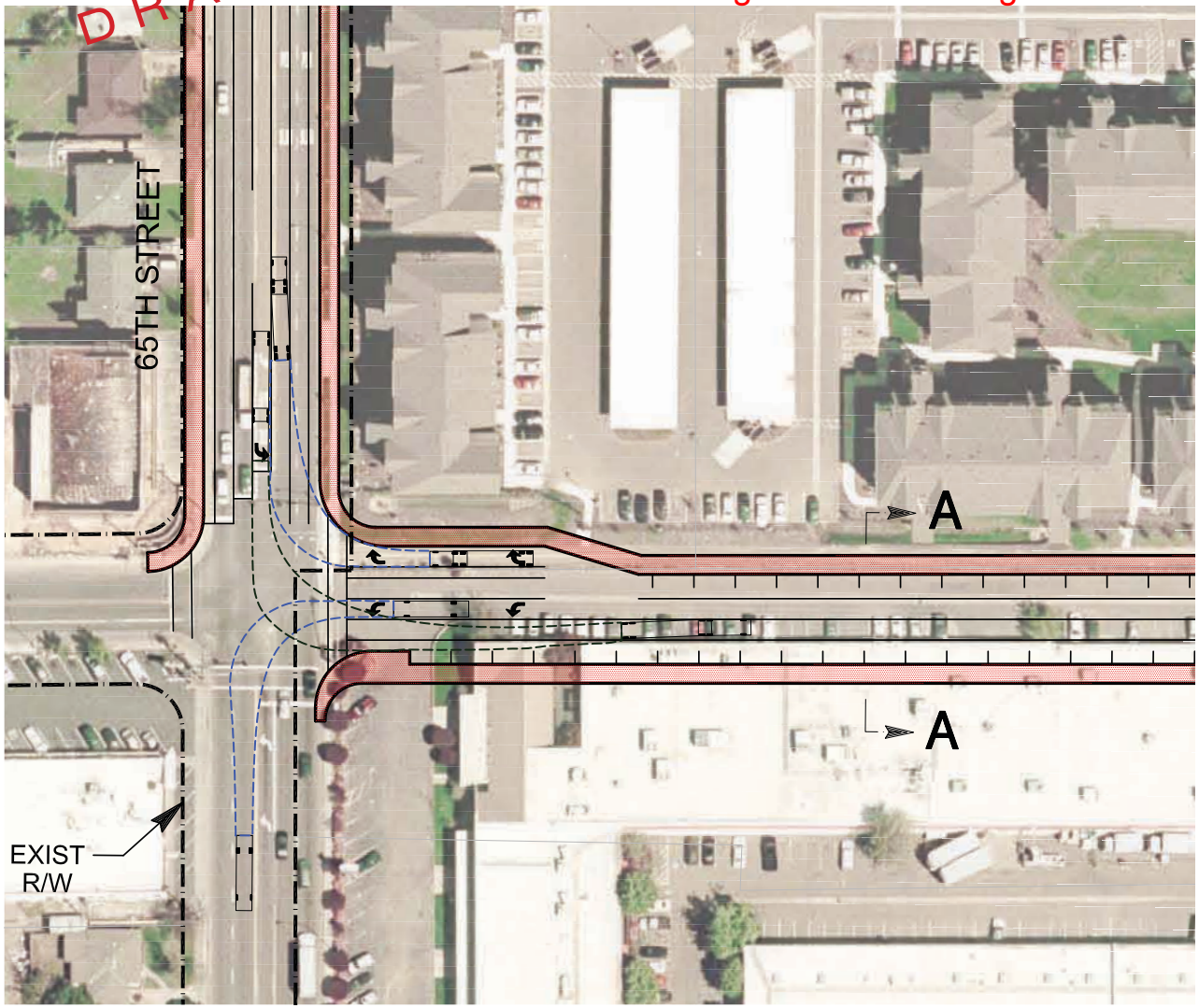
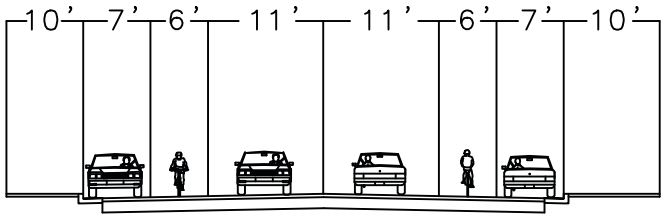
Broadway and San Joaquin Street Extensions

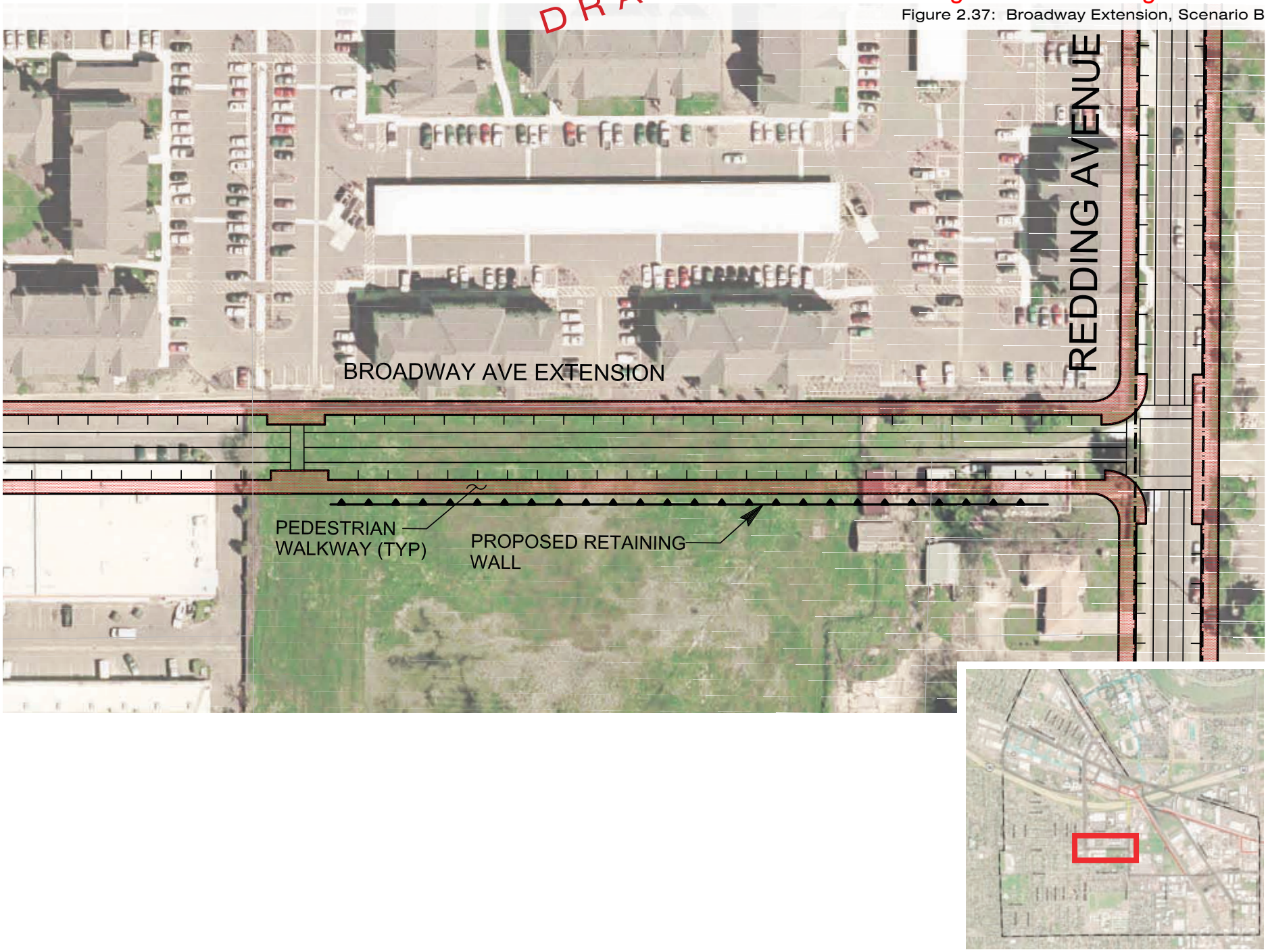
Broadway is extended from 65th Street to Redding Avenue and San Joaquin Avenue is extended from Redding Avenue to Ramona Avenue in an effort to provide east-west connectivity. The Broadway extension will require a small retaining wall along the southside of the road where the extension is adjacent to 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.





SECTION A-A

Figure 2.37: Broadway Extension, Scenario B



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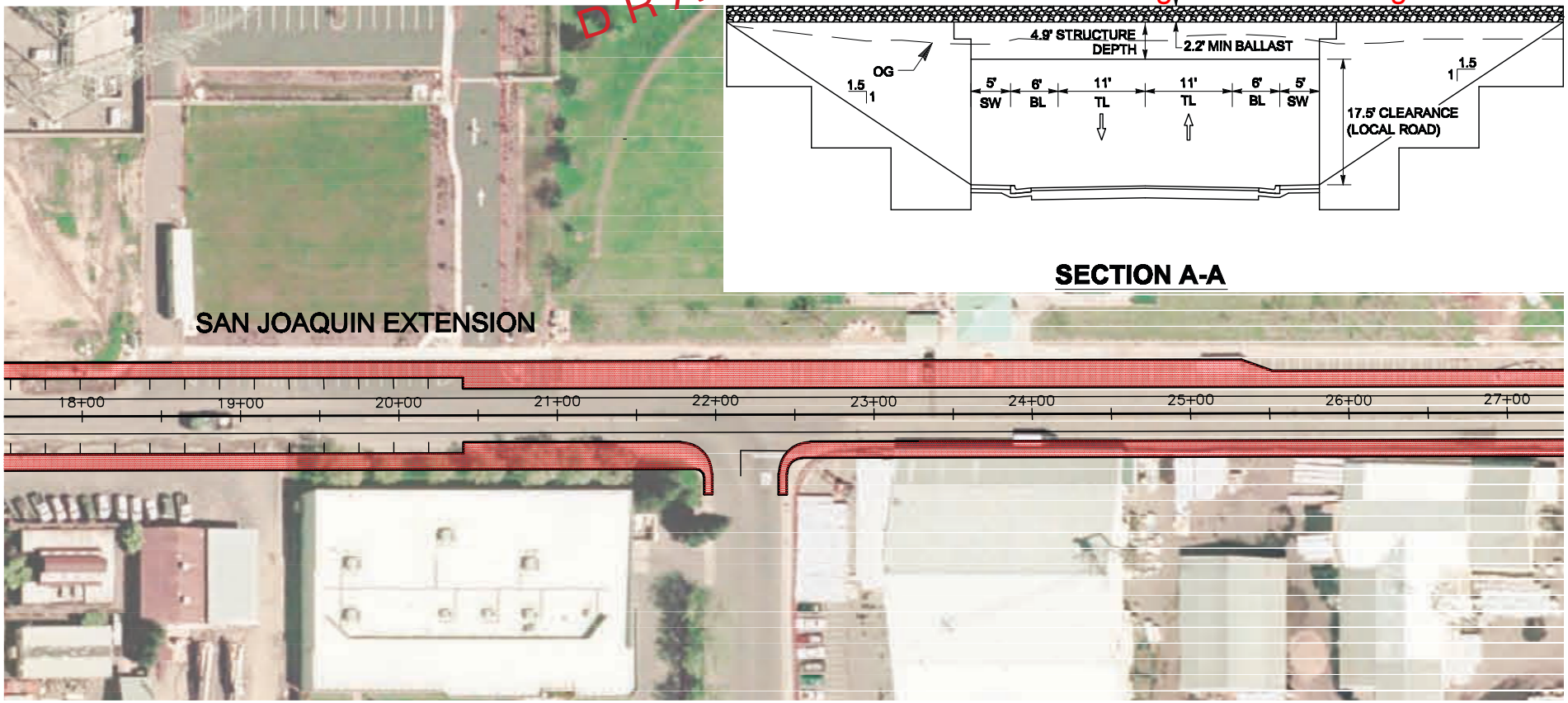

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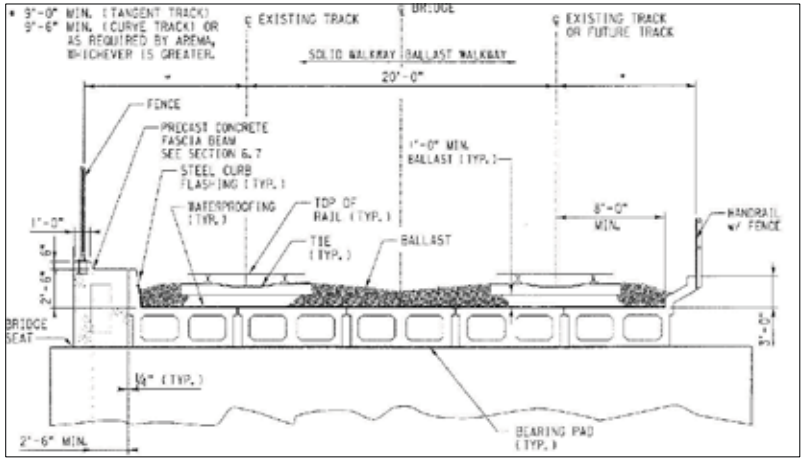

SECTION B-B

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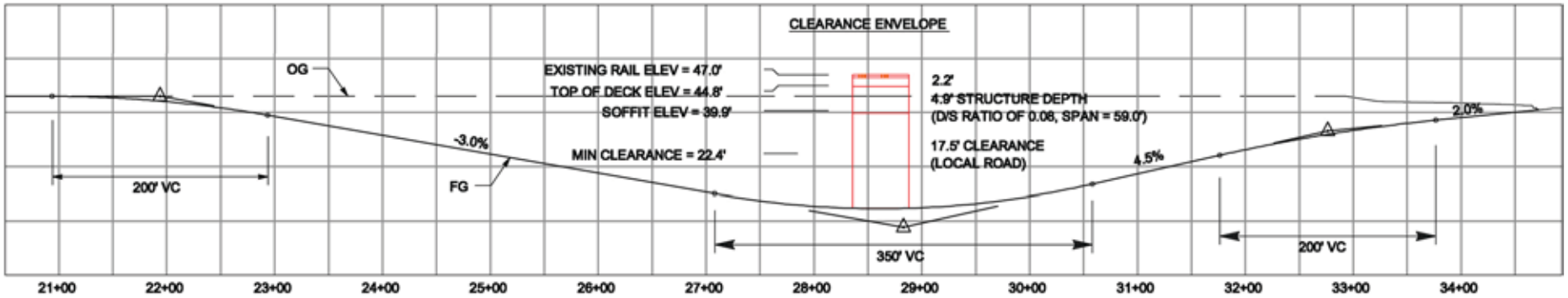
Figure 2.38: San Joaquin Street Extension, Scenario B



DESIGN SPEED = 35MPH

PROFILE

SCALE: 1" = 150' (H)
1" = 30' (V)

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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

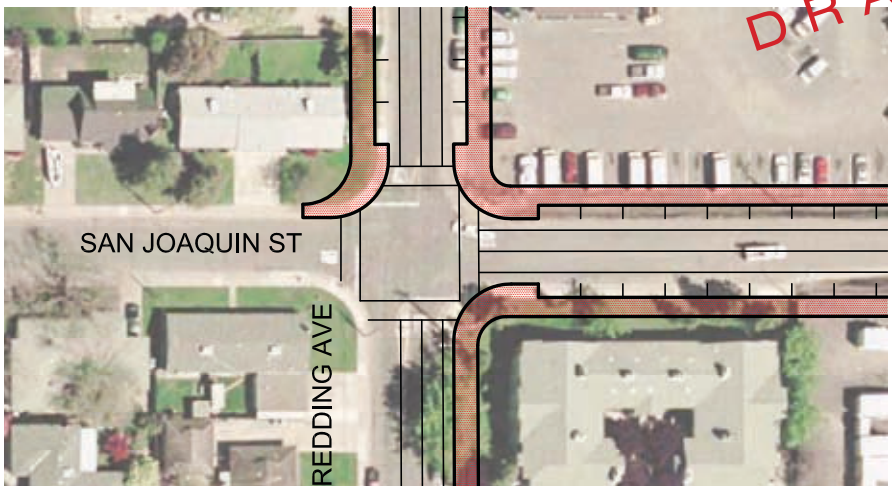

Diagram A - Full Access

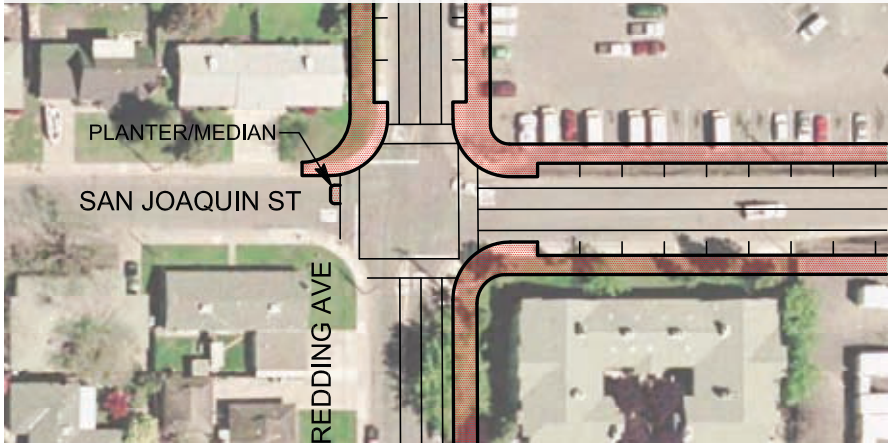

Diagram B - Half Closure

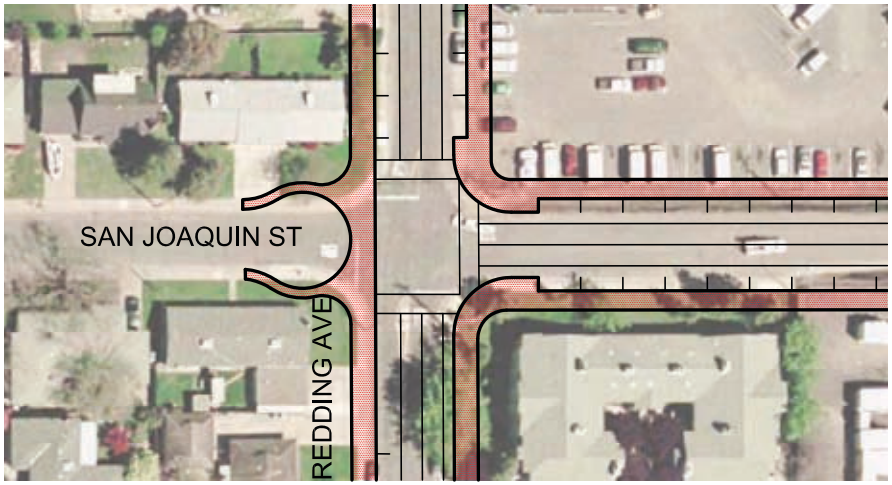

Diagram C - Full Closure

H Street and 27th Street

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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 that 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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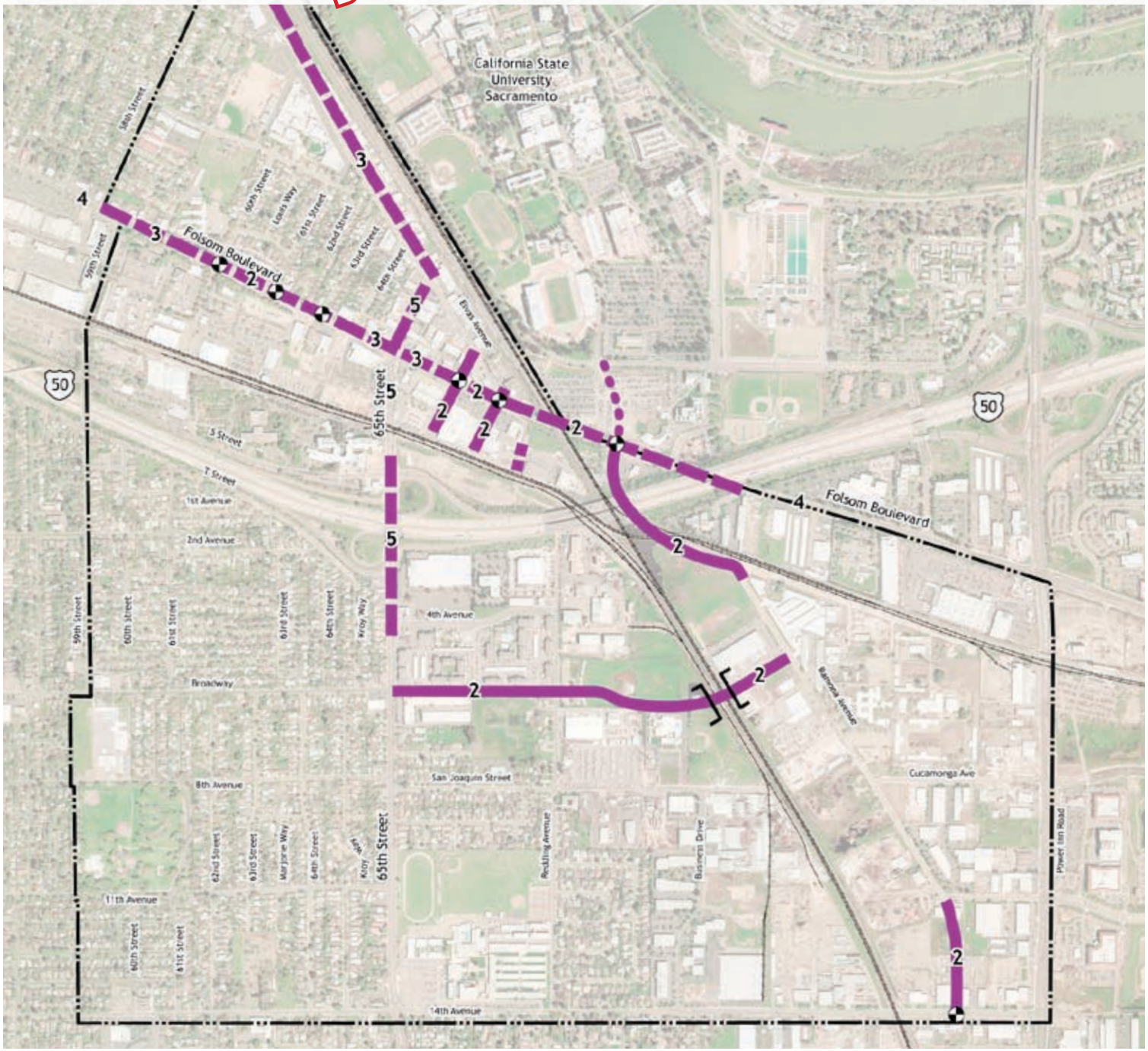
Figure 2.40: Roadway Network,Scenario C

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



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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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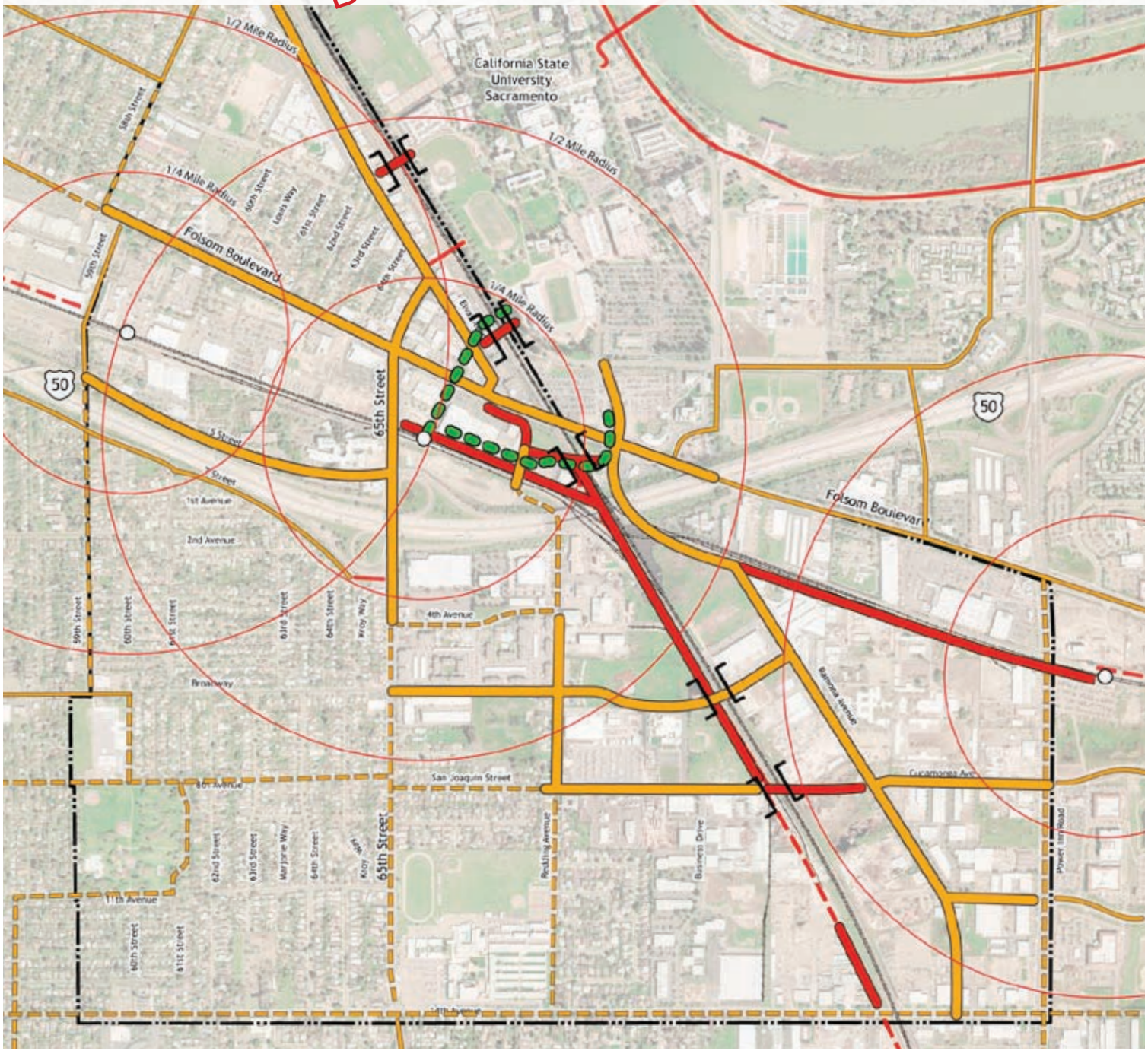
Figure 2.41: Pedestrian and Bicycle Network, Scenario C

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



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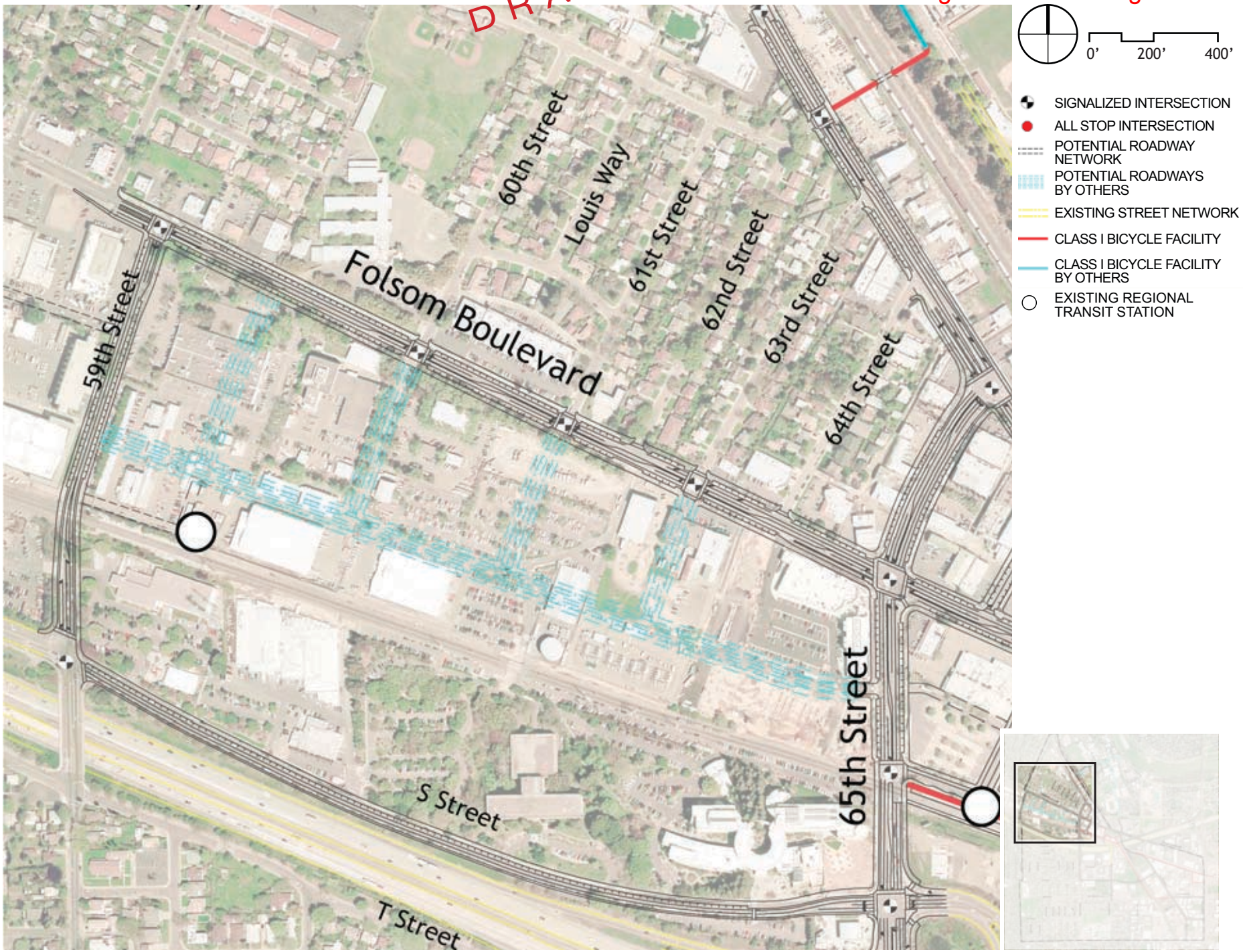
0'
200'
400'
SIGNALIZED INTERSECTION
ALL STOP INTERSECTION
POTENTIAL ROADWAY NETWORK
POTENTIAL ROADWAYS BY OTHERS
EXISTING STREET NETWORK
CLASS I BICYCLE FACILITY
CLASS I BICYCLE FACILITY BY OTHERS
EXISTING REGIONAL TRANSIT STATION
Folsom Boulevard
59th Street
60th Street
Louis Way
61st Street
62nd Street
63rd Street
64th Street
65th Street
S Street
T Street

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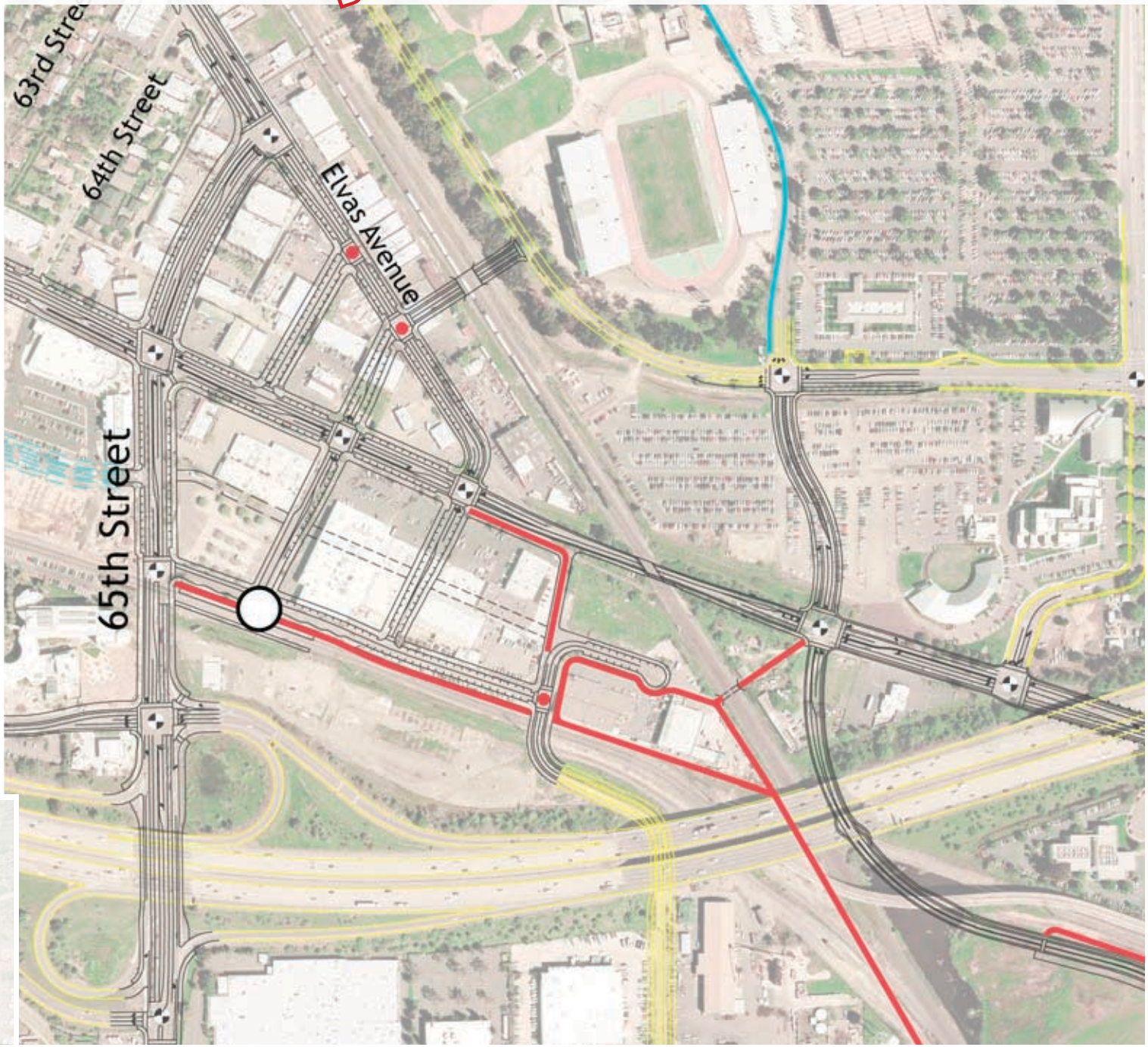
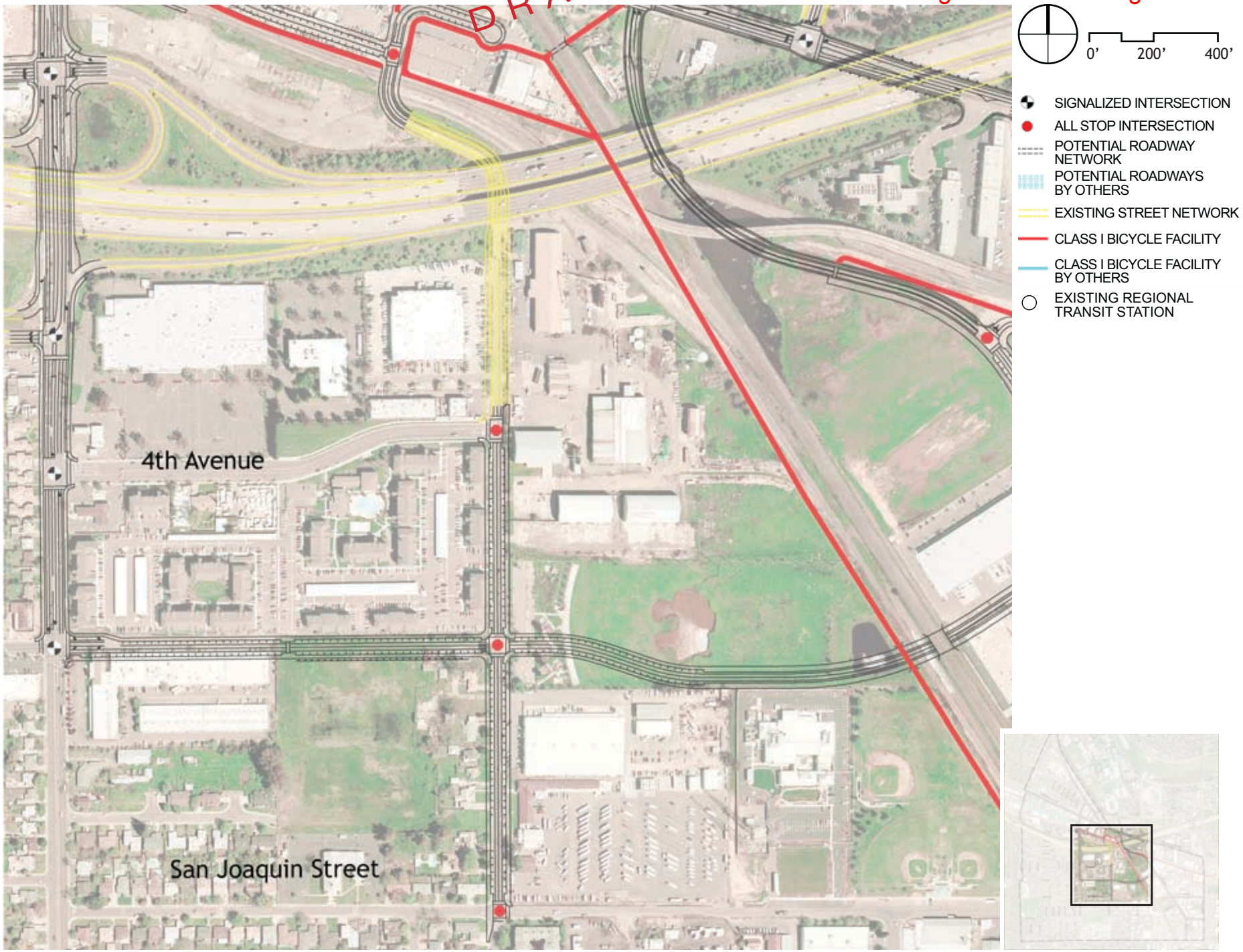
Figures 2.42 & 2.43: Civil Engineer's line work diagram - area detail, Scenario C

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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
4th Avenue
San Joaquin Street

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

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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).

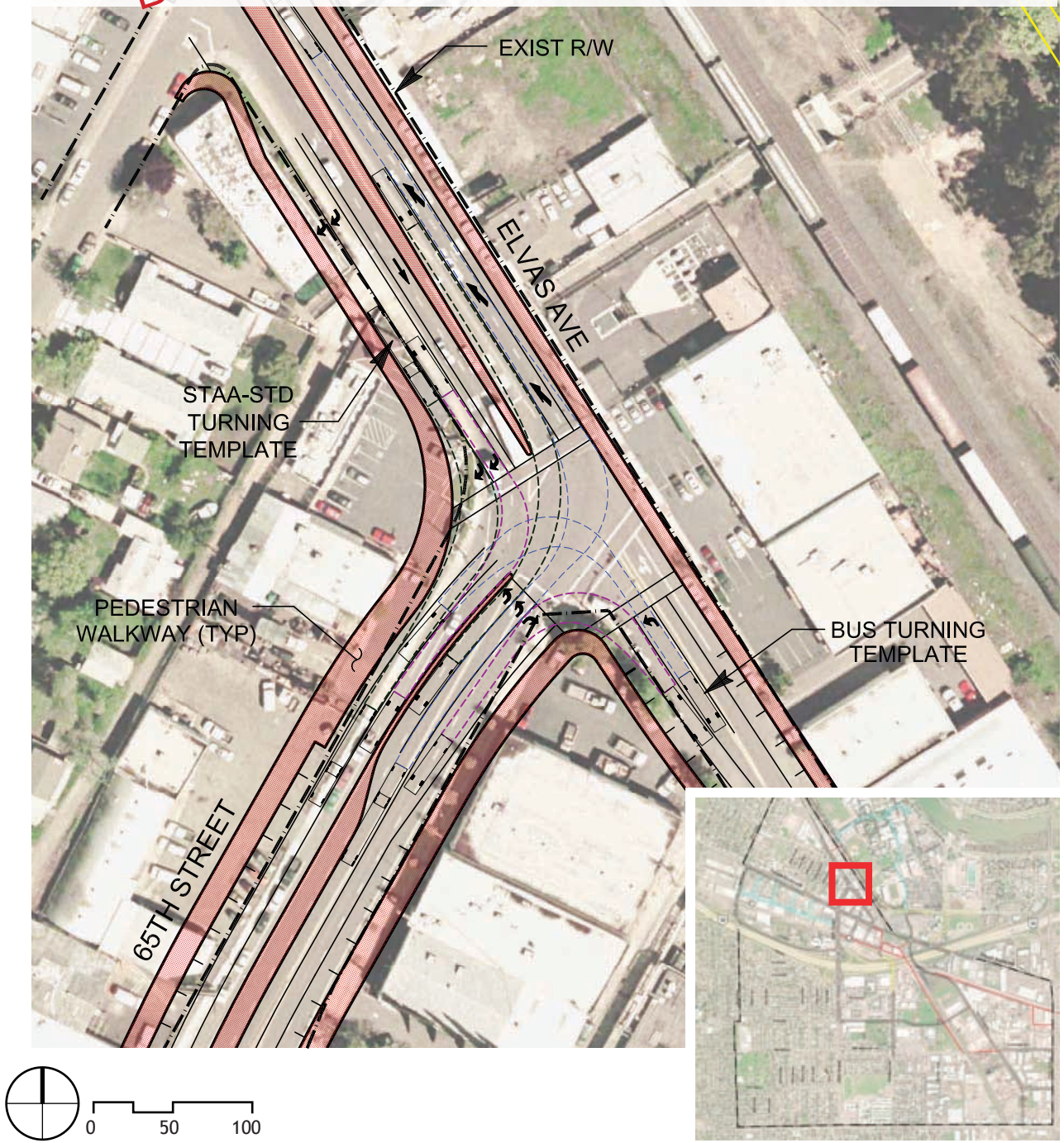
Broadway Extension

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



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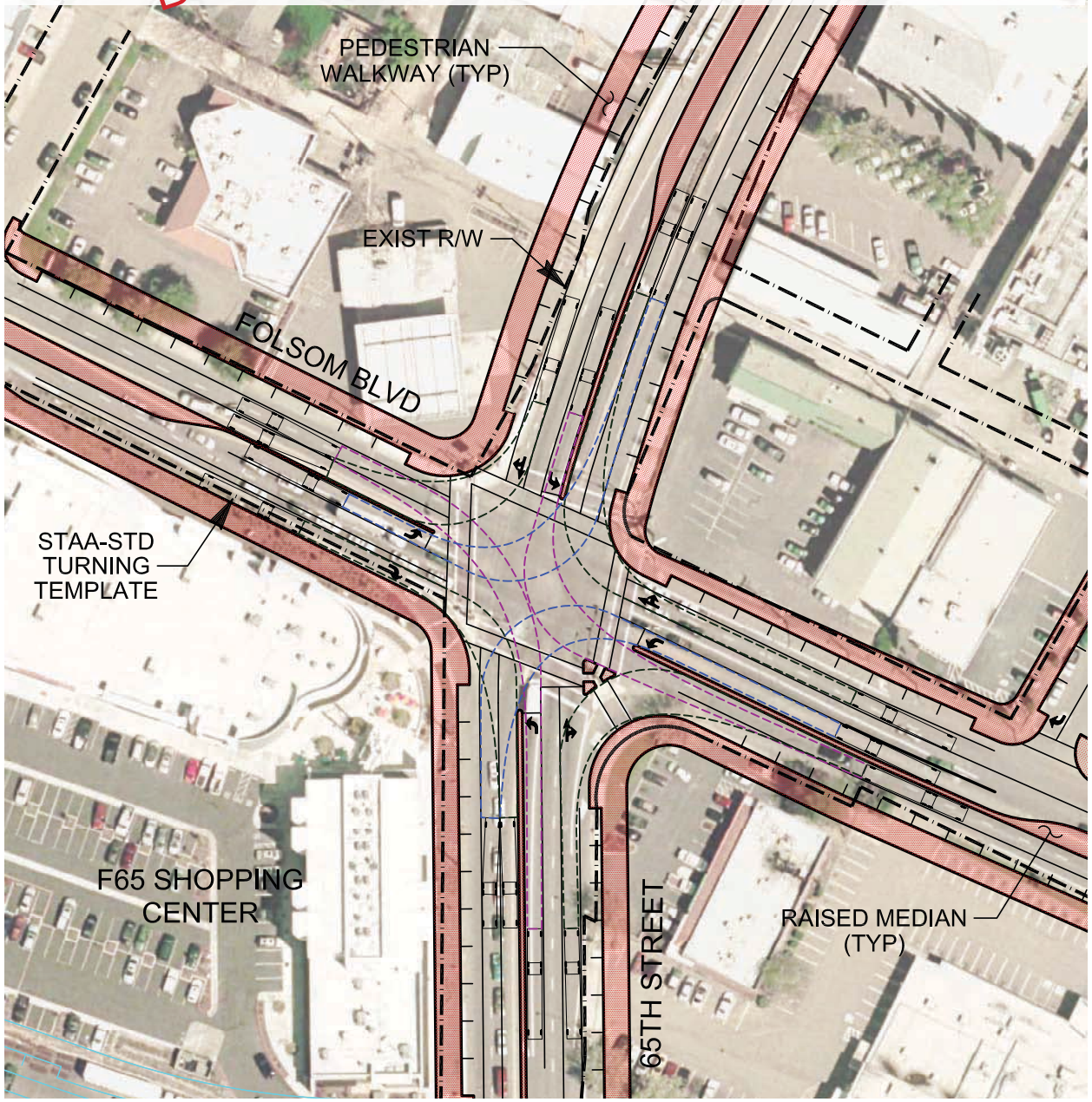
and clearances for a pedestrian/tram tunnel were analyzed and a preliminary roadway profile was developed to evaluate project impacts and quantify the potential costs of the proposed improvements.

Figure 2.47: 65th Street at Folsom Boulevard, Scenario C



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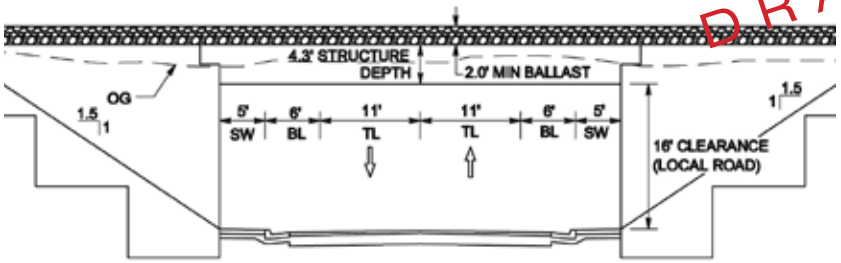
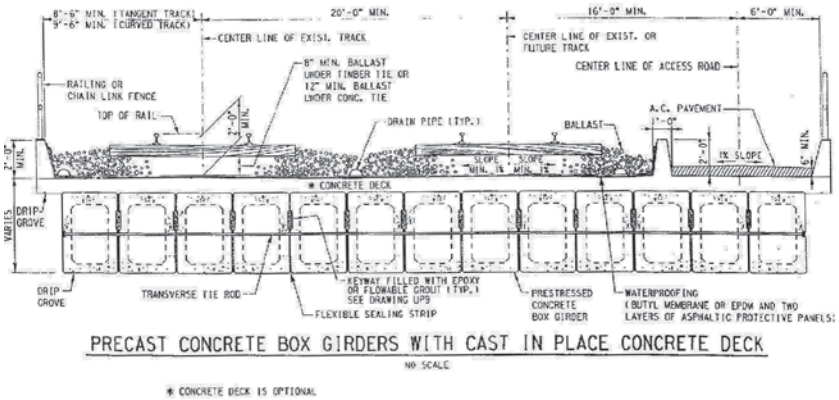
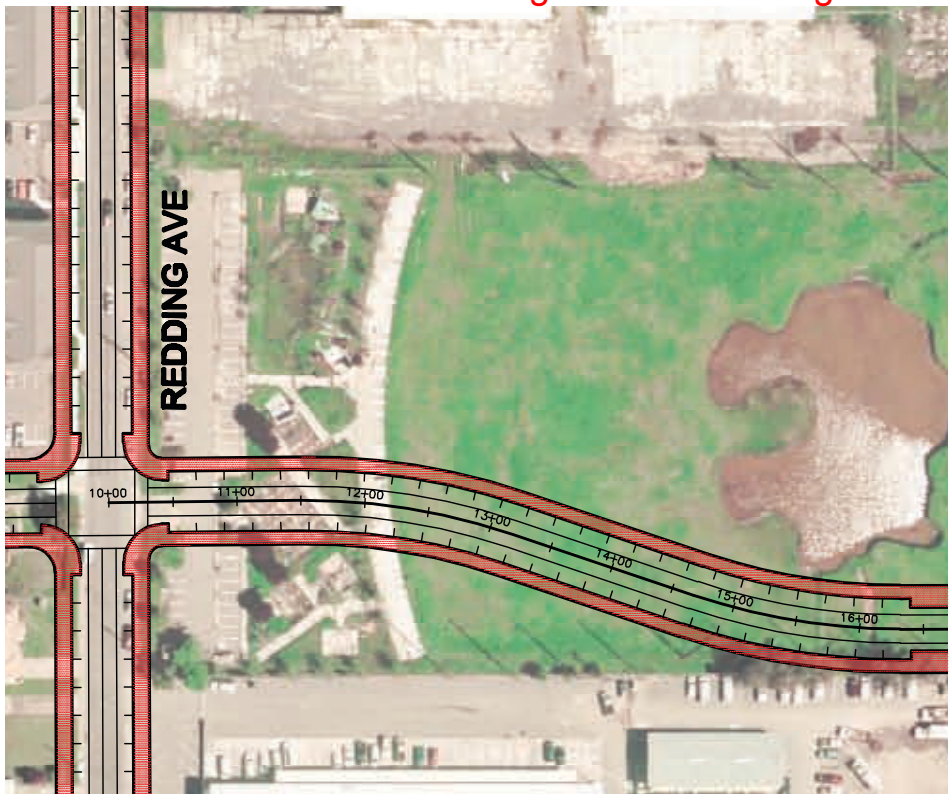


SECTION A-A



SECTION B-B



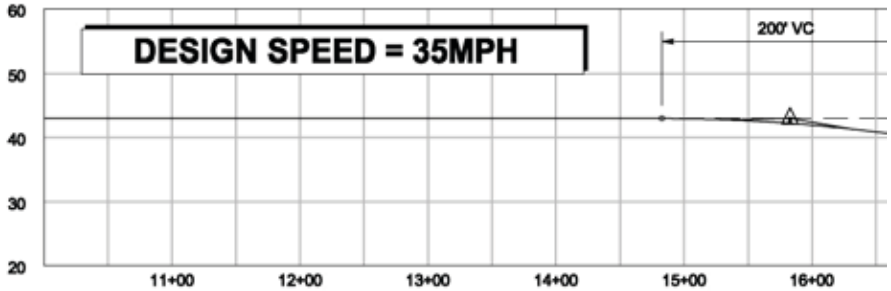


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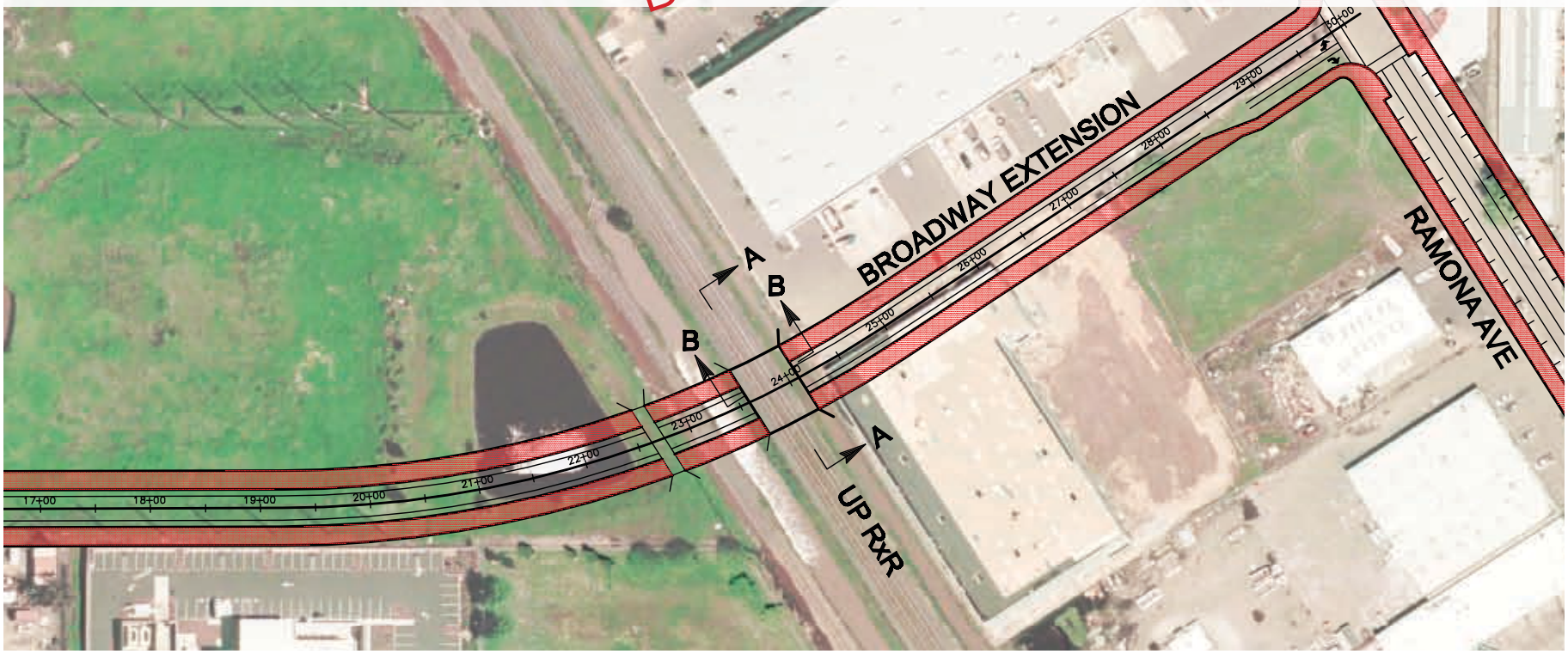
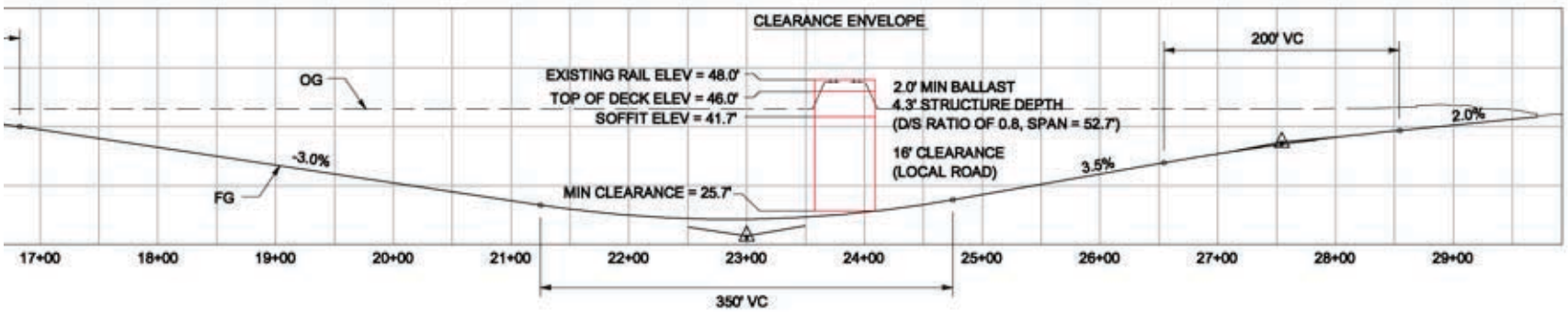
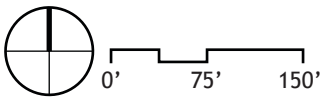
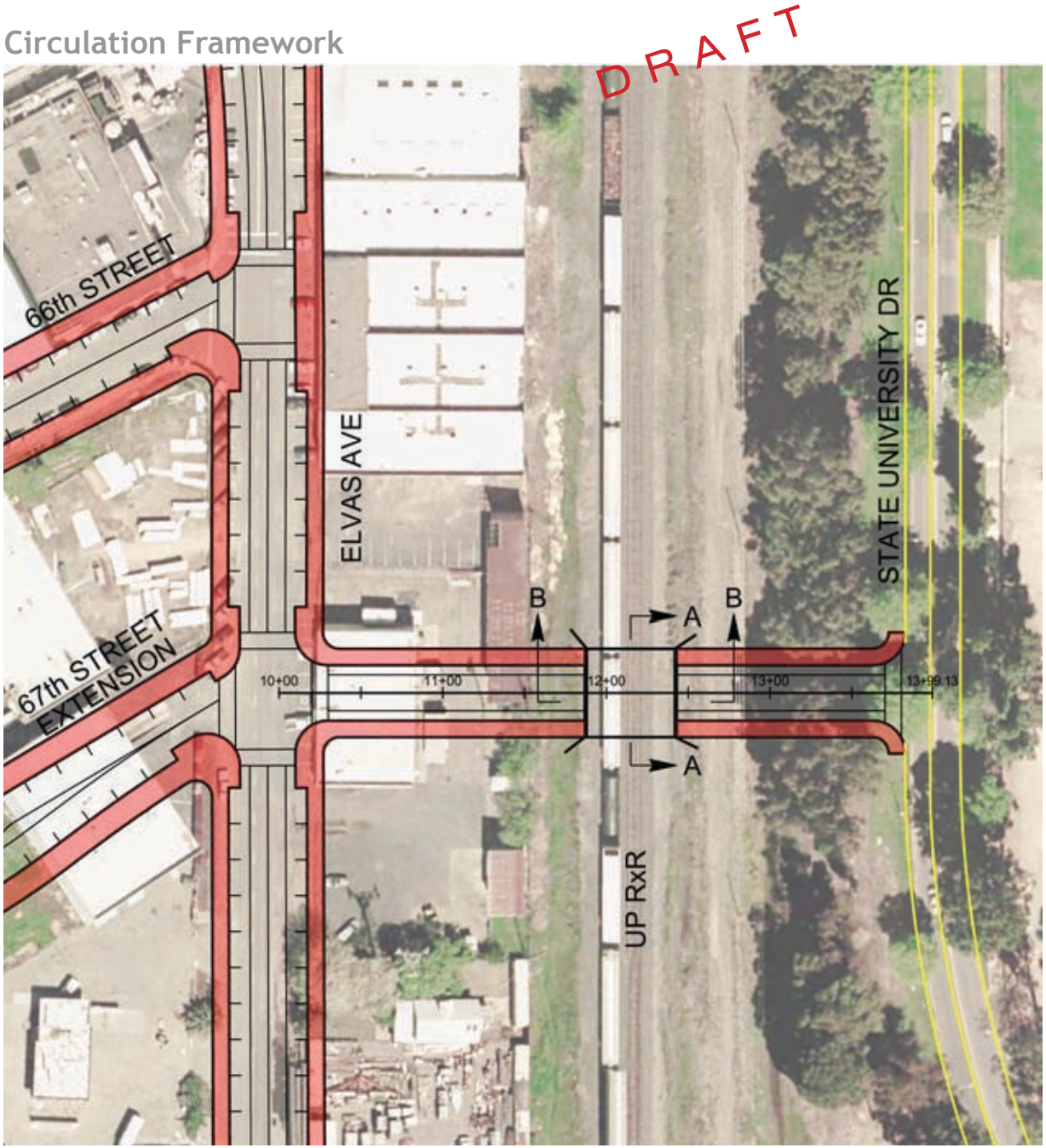
Figure 2.48: Broadway Extension, Scenario C





PROFILE

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66th STREET
67th STREET EXTENSION
ELVAS AVE
UP RxR
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B
A
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10+00
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12+00
13+00
13+99.13

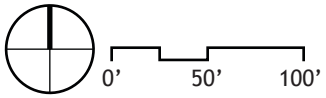
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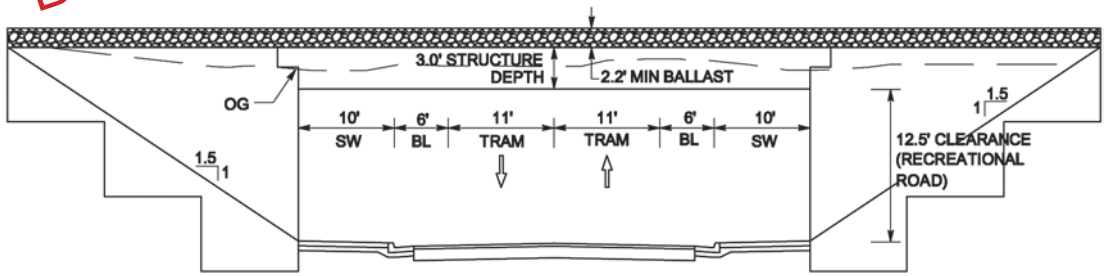
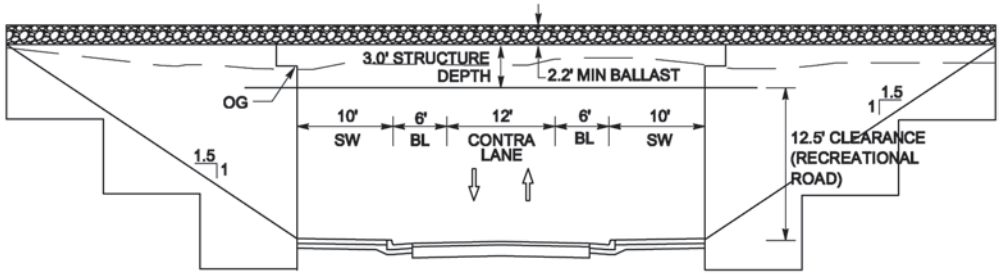
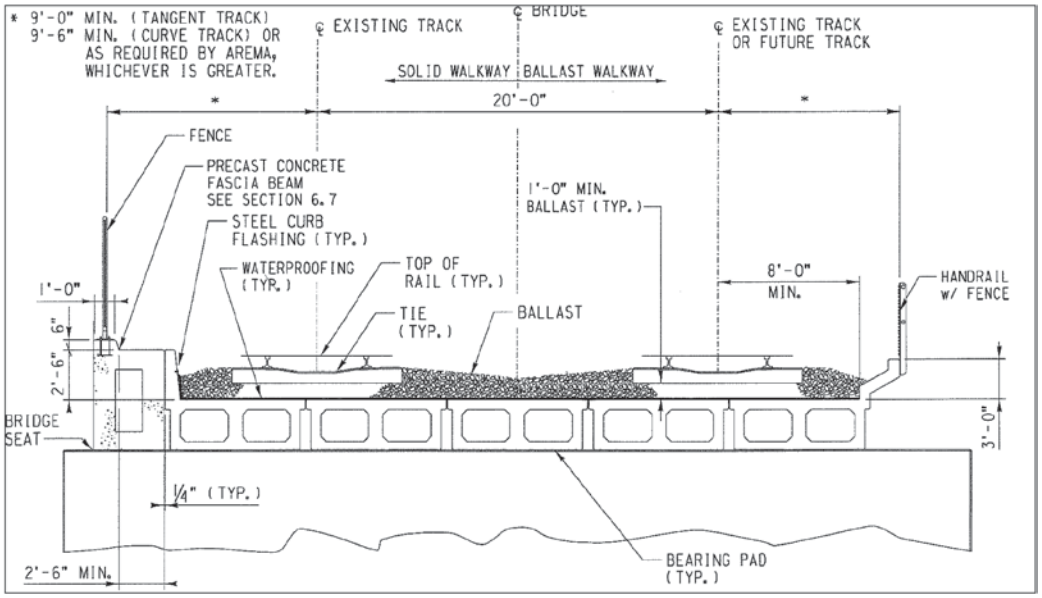
Figure 2.49: 67th Street Tunnel, Scenario C



SECTION A-A



ALTERNATE SECTION



SECTION B-B

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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

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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

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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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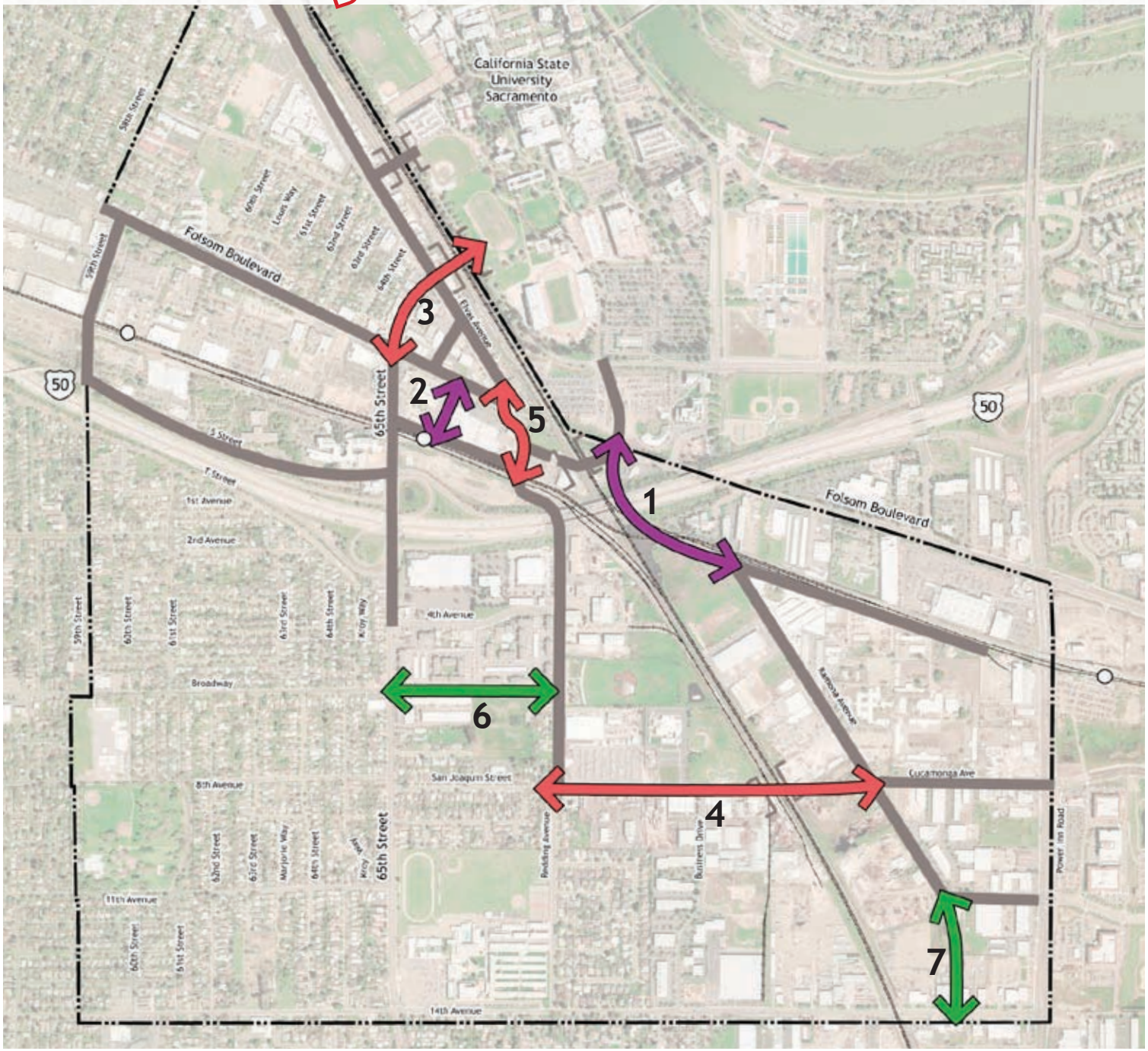
Figure 3.1: Catalyst Projects, Scenario B

- 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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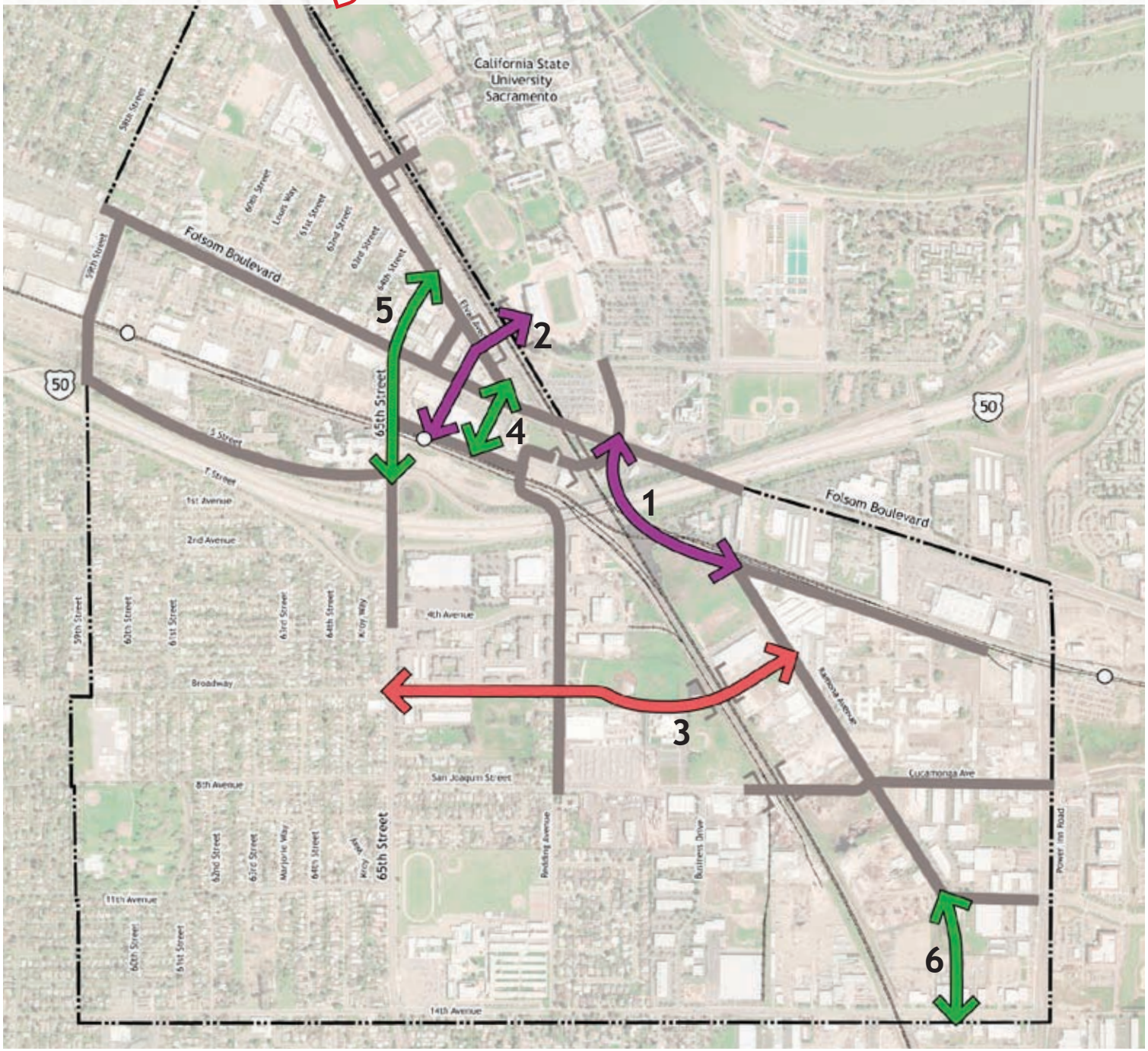
Figure 3.2: Catalyst Projects, Scenario C

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



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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.

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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,

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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

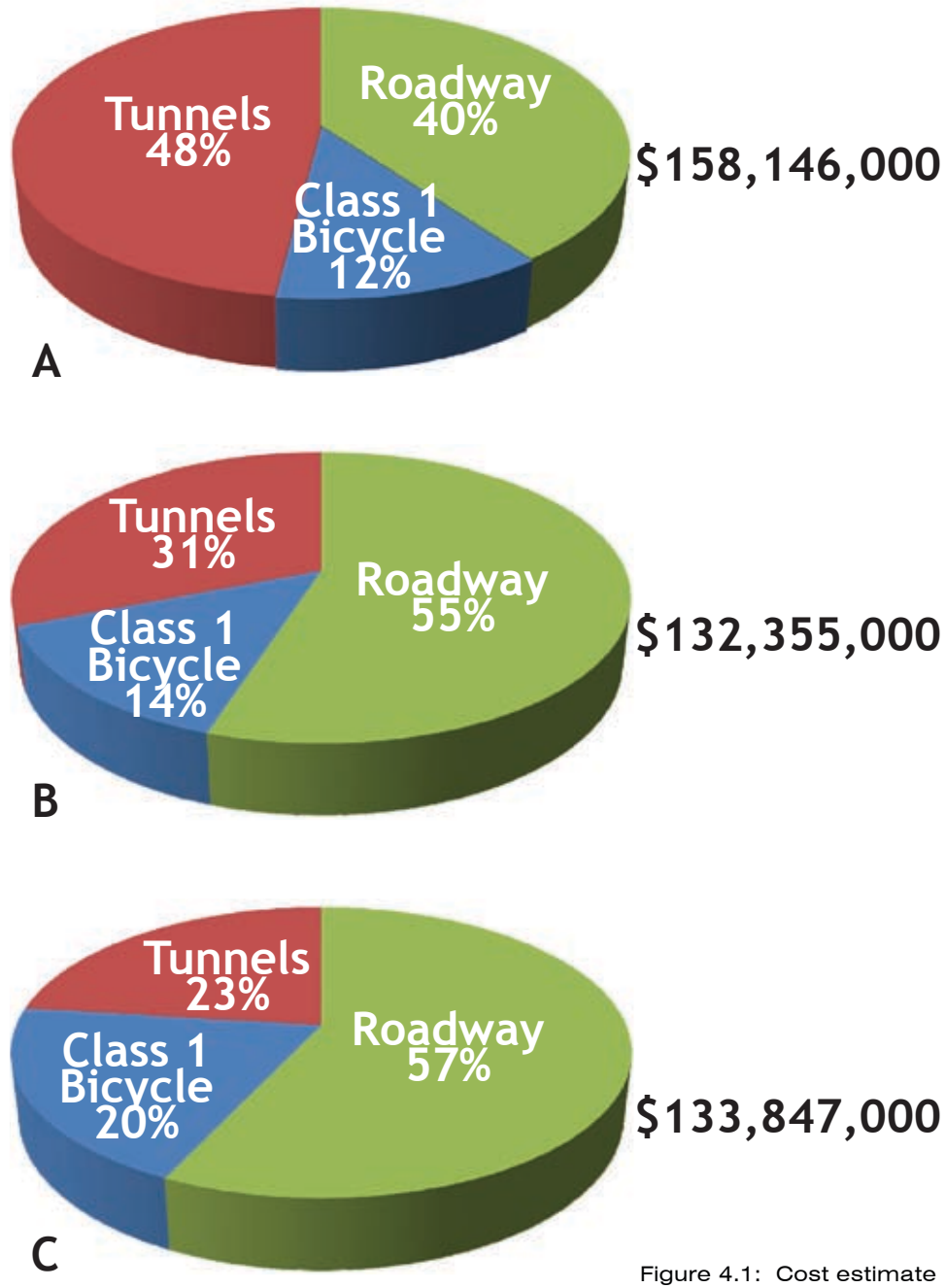

Figure 4.1: Cost estimate comparison charts

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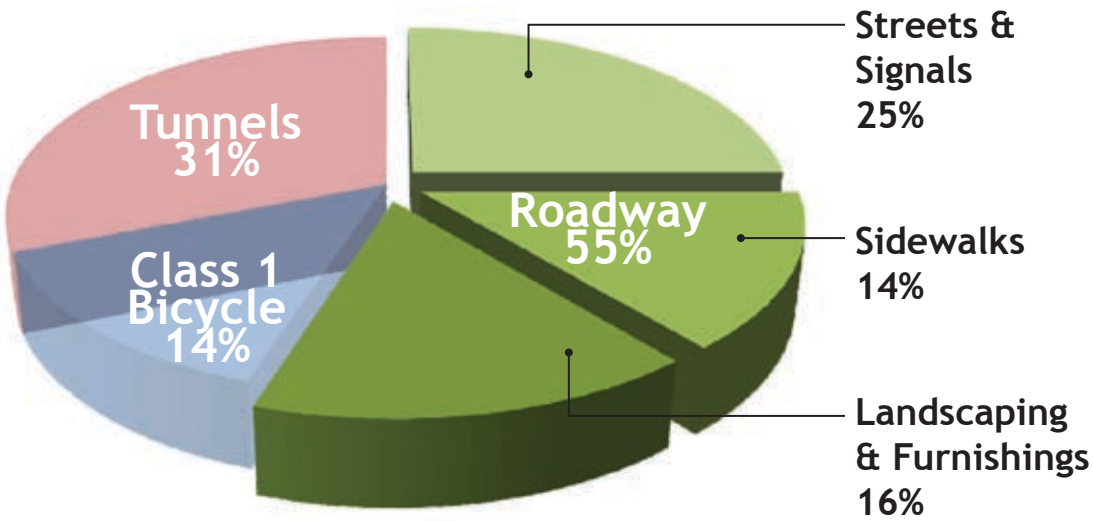

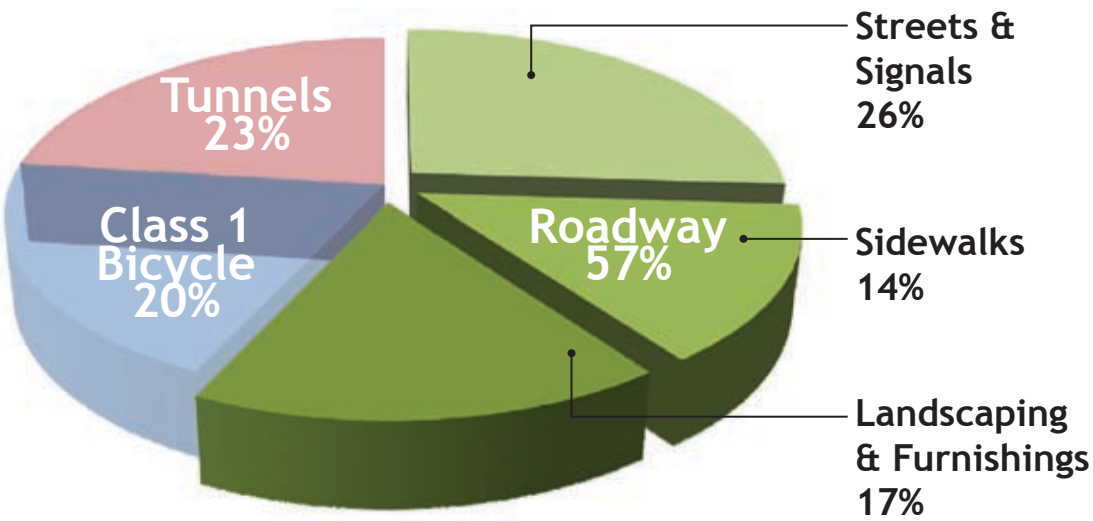

Figure 4.2: Roadway cost allocation comparison charts

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.

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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 were held in conjunction with the 65th Street Redevelopment Area Committee (RAC), allowing a local decision-making body to participate with the public in review of the plan and provide official input to the design team. These meetings were attended by both City Council members in whose district the project is located.
- **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.

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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.

City Council

- Steve Cohn, District 3
- Kevin McCarty, District 6

Technical Advisory Committee

- Gregory Chew, AICP, Community Design Program Manager, Sacramento Area Council of Governments (SACOG)
- Evan Compton, Associate Planner, City of Sacramento Development Services Department
- Stacia Cosgrove, Senior Planner, City of Sacramento Development Services Department, Current Planning Division
- Raymond Costantino, Assistant Planner, City of Sacramento Department of Parks and Recreation
- Ed Cox, Bike and Pedestrian Coordinator, City of Sacramento, Program Analyst
- Jean Frederick, Zoning Investigator, City of Sacramento Code Enforcement Department
- Phil Garcia, Executive Director, Governmental and Civic Affairs, California State University, Sacramento
- Jennifer Hageman, Senior Plannor, City of Sacramento Development Services Department, Environmental Services
- Samar Hajeer, Senior Engineer, city of Sacramento Department of Transportation
- Kimberly Kaufmann-Brisby, Associate Planner/Team Lead, City of Sacramento Development Services Department, Current Planning Division
- Derrick Lim, Area Manager, City of Sacramento Neighborhood Services Department
- Jim McDonald AICP, Senior Planner, City of Sacramento Planning Department
- Roy Tatman, Associate Landscape Architect, City of Sacramento Department of Parks & Recreation
- Celia Yniguez, Redevelopment Manager, Housing and Community Development Department, Sacramento Housing and Redevelopment Agency

Project Management

- Fedolia "Sparky" Harris, Senior Planner, City of Sacramento Department of Transportation
- Azadeh Doherty, Principal Planner, City of Sacramento Department of Transportation
- Christopher Dougherty, Associate Planner, City of Sacramento Department of Transportation
- Tara Goddard, Associate Planner, City of Sacramento Department of Transportation

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

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Consultants

BMS Design Group

- Michael Smiley, AICP, ASLA, Partner
- Barbara Maloney, Partner
- Tim Hurley, Project Manager and Senior Urban Designer
- Valerie Conant, ASLA, Senior Landscape Architect
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Fehr and Peers

- Bob Grandy, TE, Principal, Project Manager
- Dan Block, Transportation Engineer
- Chris Breiland, Senior Transportation Engineer
- Kwasi Donkor, Transportation Engineer
- Jason Isaac, PE/TE, Associate

Mark Thomas and Co., Inc.

- Adrian Engel, Project Manager
- Bill Shunk, Project Engineer

PBS&J

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- Tracey Ferguson, Associate Planner, Deputy Project Manager

Environmental Analysis Team

- Christine Kronenberg, AICP, Senior Environmental Project Manager, Project Director
- Christina Erwin, Associate Project Manager, Project Manager
- Natalie Irwin, Associate Project Manager
- Chris Mundhenk, Project Manager
- Paul Stephenson, Associate Project Manager

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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.

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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′	
Cuca-monga	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) 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
	Redding - Ramona	2	11′	2	6′	North South (to in-cline)	7′ 7′	n/a		North South	10′ 10′	12
Cuca-monga	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

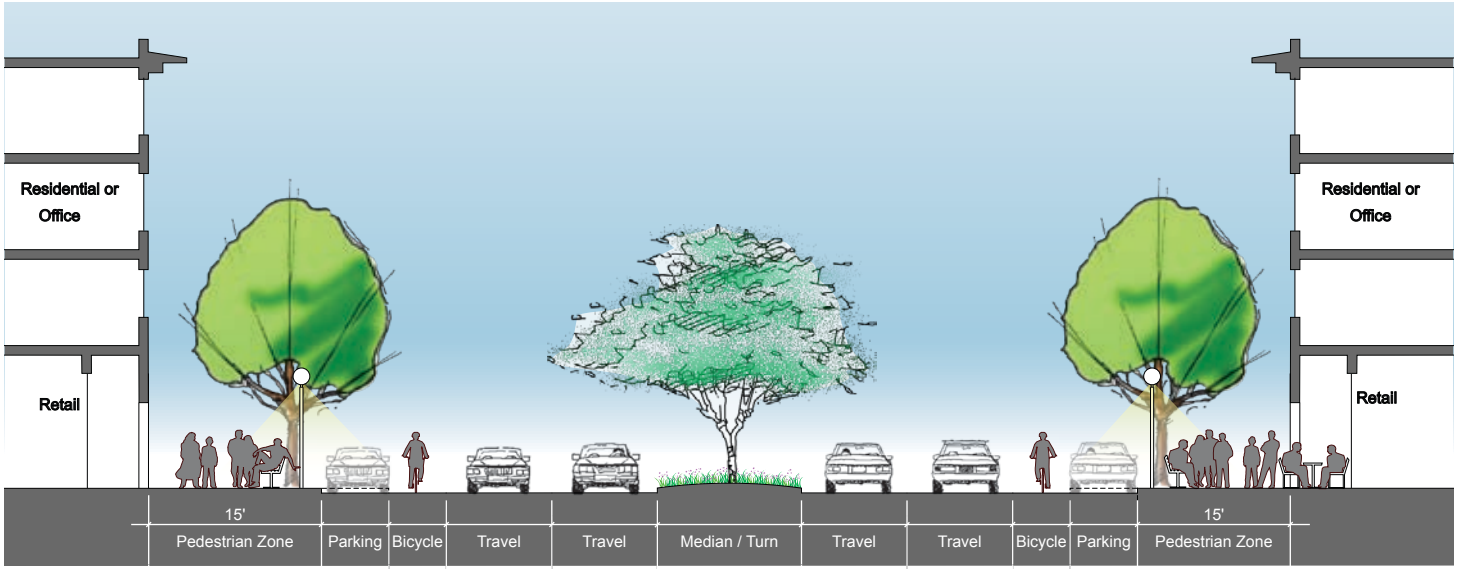

Figure A.2: Section 2
65th Street between Folsom Blvd. and Q St., Scenarios B & C

0' 10' 20'

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

0' 10' 20'

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

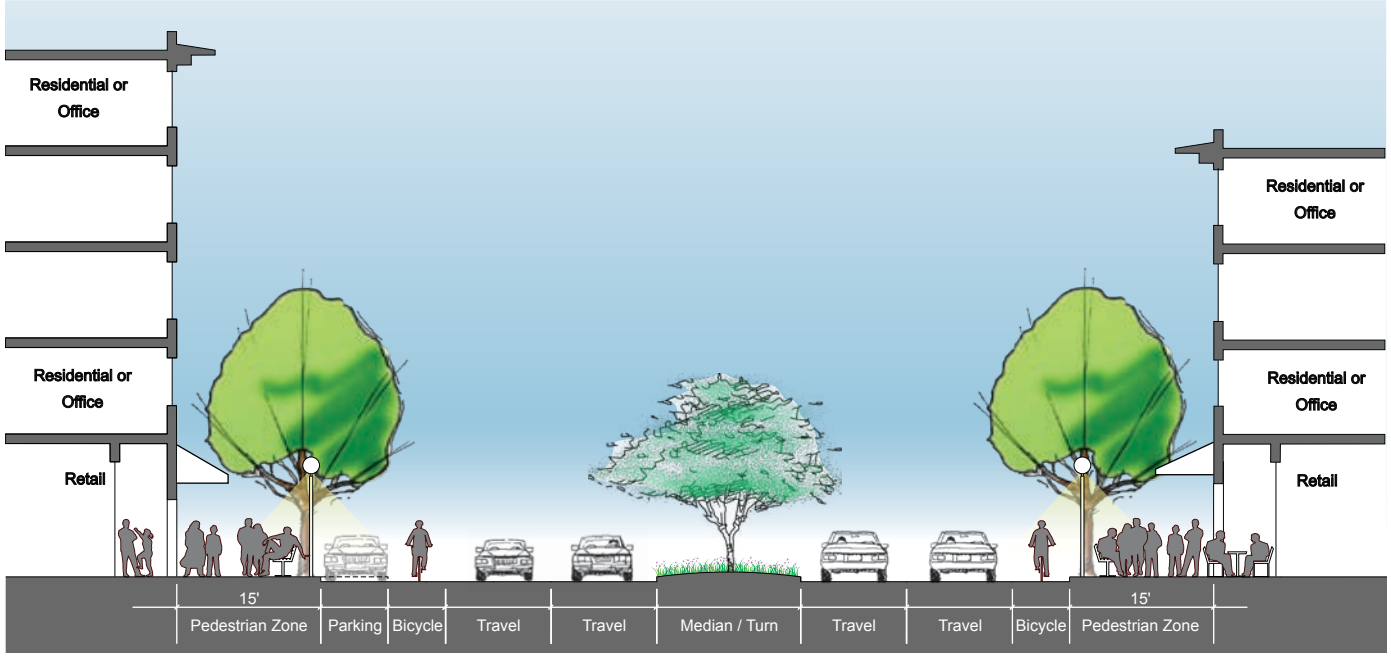
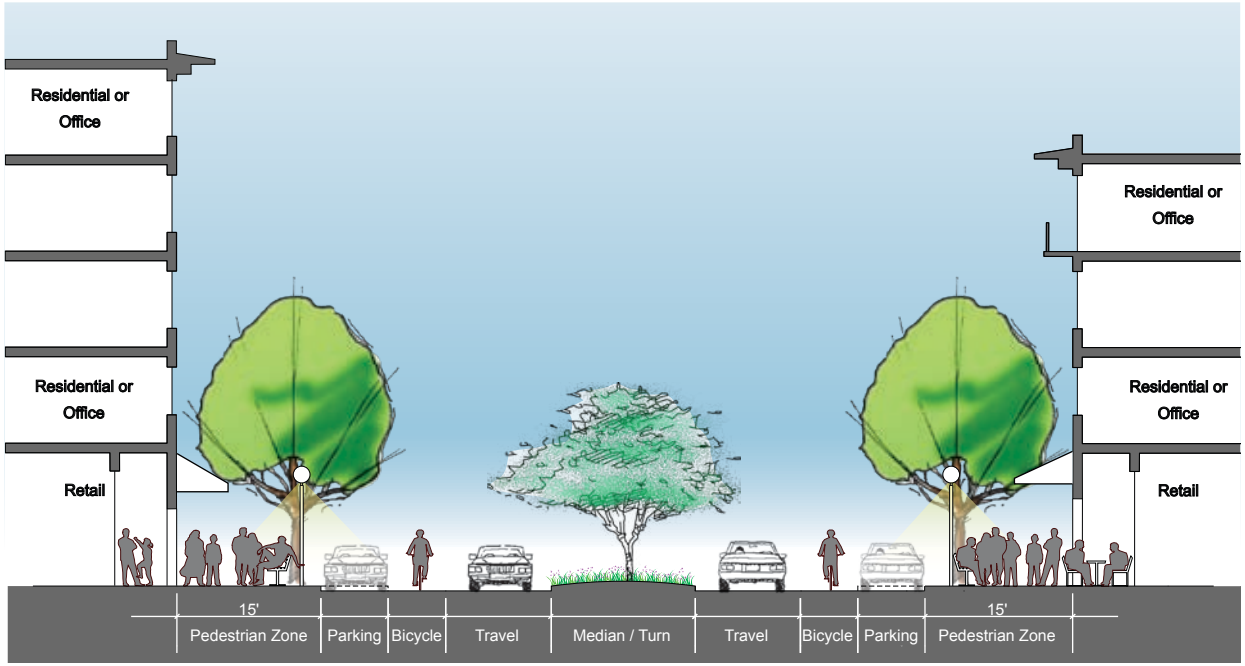


Figure A.5: Section 5
Folsom Blvd. between 59th St. and 62nd St., Scenario C.



0' 10' 20'

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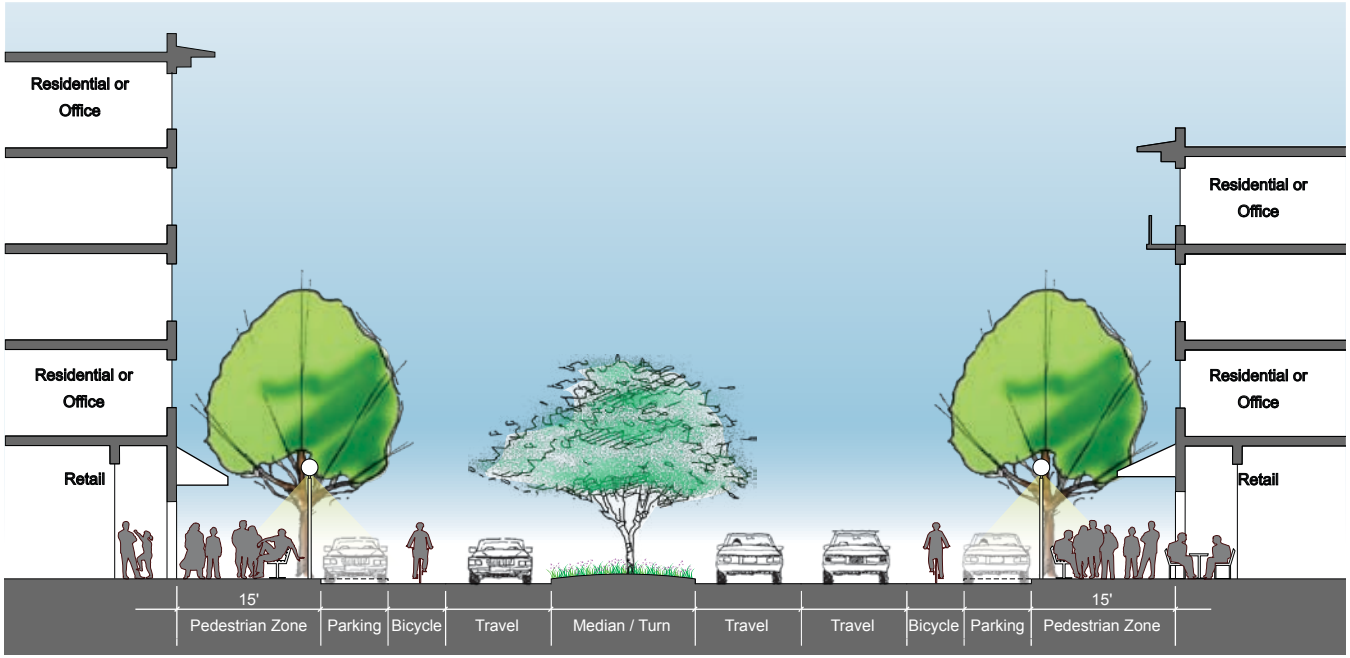

Figure A.6: Section 6 Folsom Blvd. between 62nd St. and 68th St., Scenario C.

0' 10' 20'

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

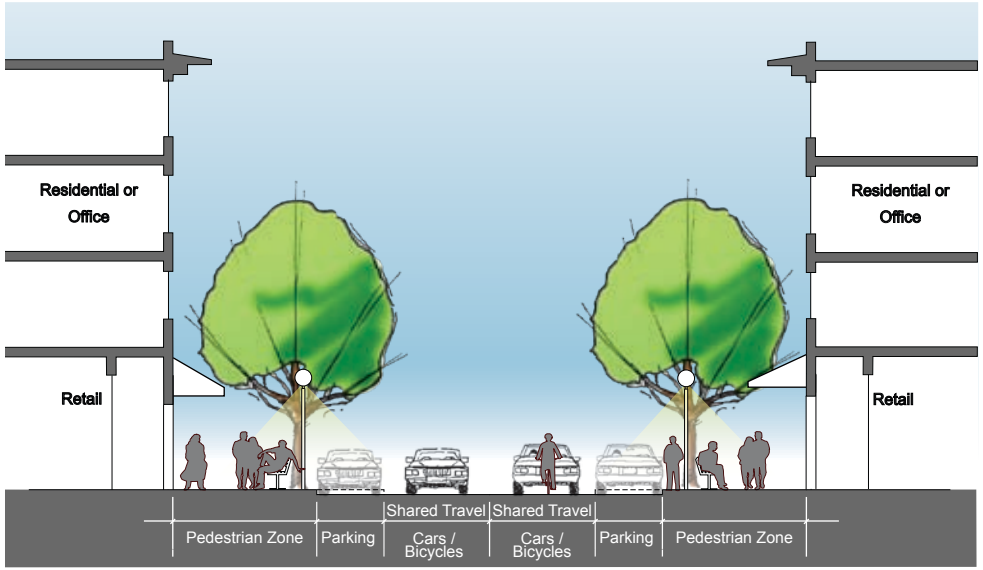
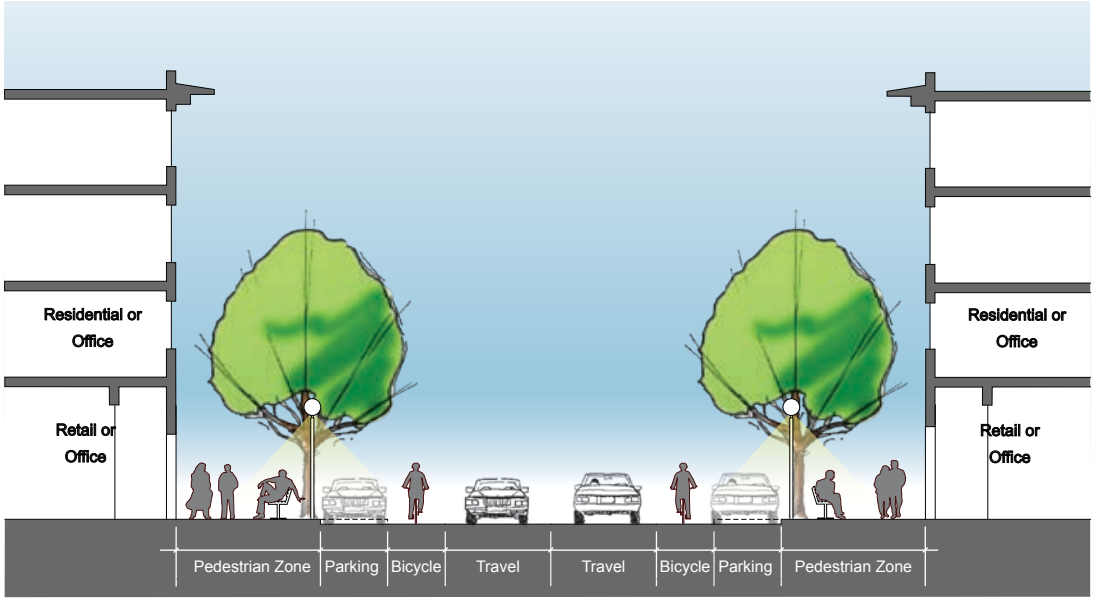


Figure A.8: Section 8
2 lane street with bicycle and parking lanes, Scenarios B & C.



0’ 10’ 20’

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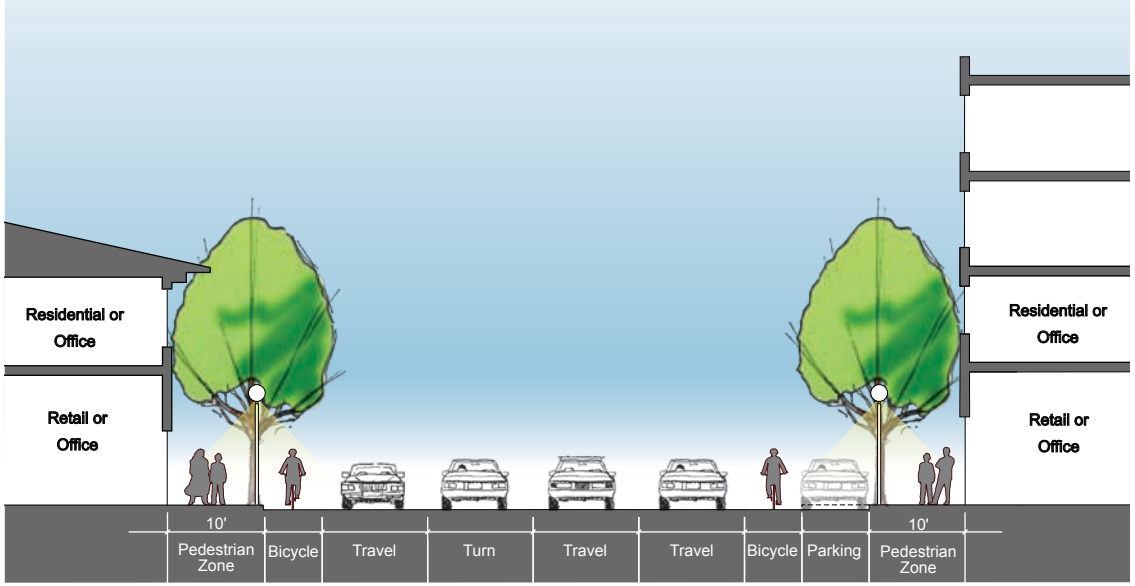

Figure A.9: Section 9 Elvas Ave. between J St. ramps and 64th St., Scenario B.

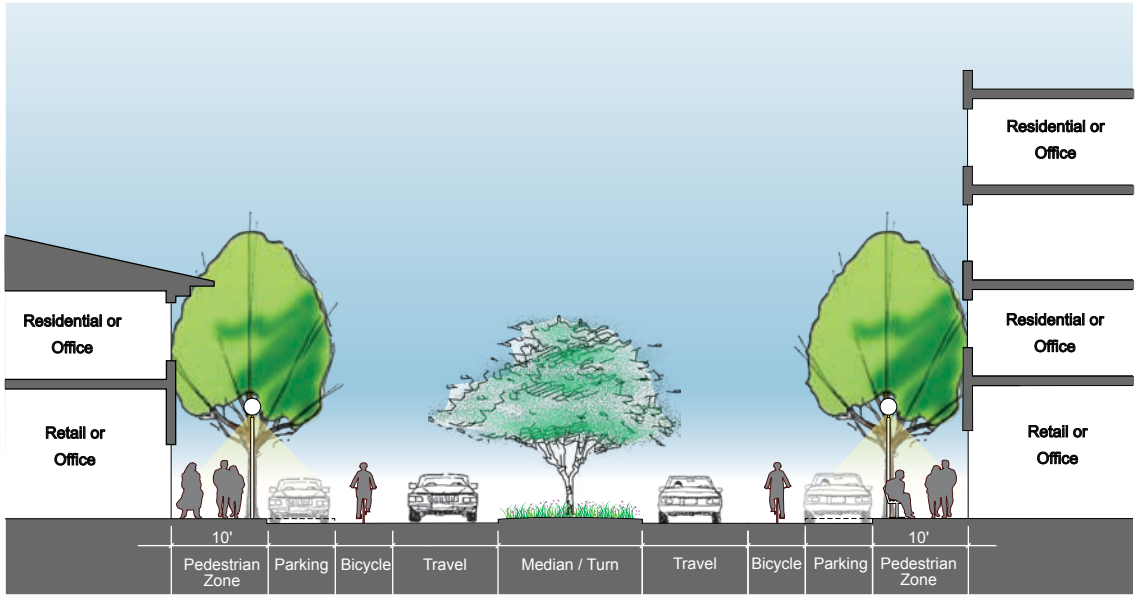

Figure A.10: Section 10 Elvas Ave. between St. Francis High School and 64th St., Scenario C.

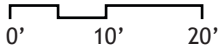

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Figure A.11: Section 11
San Joaquin St. between Redding Ave. and Business Dr., Scenario B.

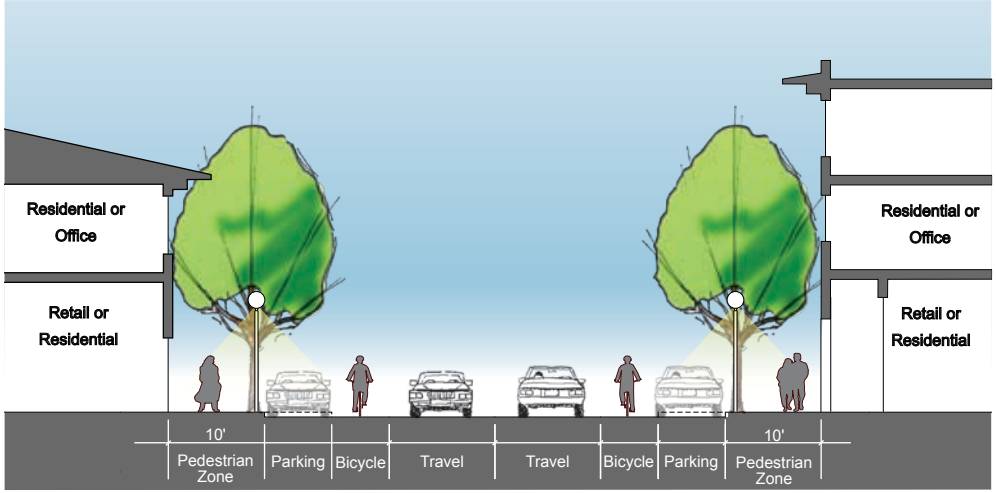
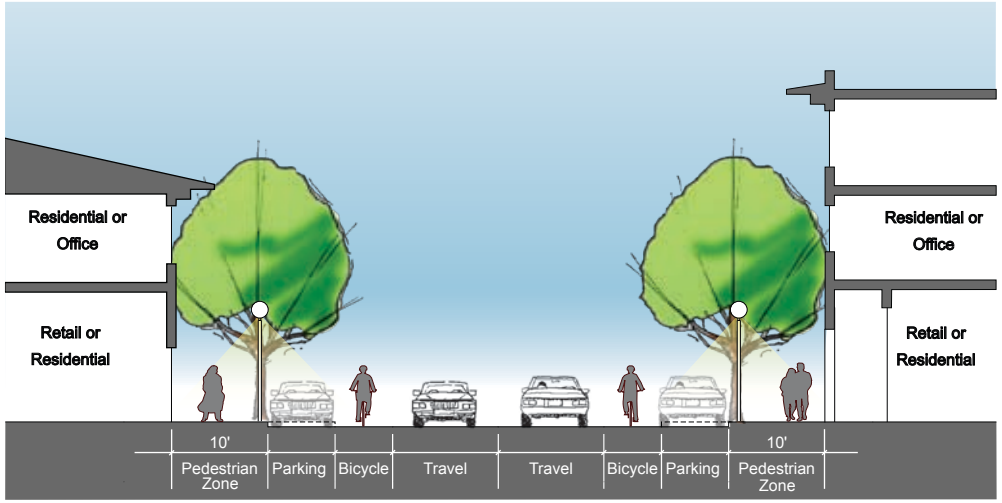


Figure A.12: Section 12
Broadway between 65th St. and Redding Ave., Scenarios B & C.



0' 10' 20'

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ATTACHMENT 10

CORRESPONDENCE RECEIVED

Sacramento Area Bicycle Advocates
SABA
Making Sacramento a cycling capital

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Office of the Director

January 29, 2010

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Michele McCormick
Principal
Circle Point/MMC *Communications*

James Moose
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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.

On 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

American Lung Association Clean Air Award, Sacramento Environmental Commission Environmental Recognition Award, League of Women Voters Civic Contribution Award, League of American Bicyclists Club of the Year

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
Executive Director

cc: Ed Cox, City of Sacramento Alternative Modes Coordinator

ADVOCATES FOR BUSINESS, TRANSPORTATION AND COMMUNITY

POWER INN ALLIANCE

The Honorable Kevin Johnson, Mayor
City of Sacramento
915 I Street, New City Hall
Sacramento, California 95814

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Trong Nguyen

Executive Director/CEO
Jerry Vorpahl

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

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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Sacramento, CA 95820
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REPORT TO PLANNING COMMISSION City of Sacramento

10

915 I Street, Sacramento, CA 95814-2671

INFORMATION
July 22, 2010

To: Members of the Planning Commission

Subject: Delta Vision (LR10-006)
An overview of State legislation and activities relating to the Delta that may affect Sacramento's water rights, drainage and wastewater disposal, and land uses.

Location/Council District: Citywide

Recommendation: This item is for Planning Commission information only; no action is requested by staff. The Commission may wish to direct staff to invite knowledgeable guest speakers to further explore the issue of how the legislation might impact land use decision making authority.

Contact: Scot Mende, New Growth Manager, (916) 808-4756

Summary: On the date of May 27, 2010, the Planning Commission requested that staff agendize for Commission discussion the Delta Vision project. This staff report provides background on the November 2009 water legislation package and other concurrent activities related to the Delta Vision.

Background Information:

Plans, Committees and Commissions

In 1992, the California Legislature passed and the Governor signed into law the Delta Protection Act of 1992 (SB 1866). This Act established the **Delta Protection Commission** (DPC), a new State entity, to plan for and guide the conservation and enhancement of the natural resources of the Delta while sustaining agriculture and meeting increased recreational demand. The Act requires the DPC to prepare and adopt, and thereafter review and maintain, a comprehensive long-term resource management plan for land uses within the Primary Zone of the Delta. The Land Use and Resource Management Plan (RMP), originally adopted on February 23, 1995, outlined long-term land use requirements for the Sacramento-San Joaquin Delta.

CalFed began in 1994 as an agreement between the federal and state governments to work together on delta water issues. In 2000, the state and federal governments created

a more formal process. Ultimately, CalFed became an amalgamation of 25 local, state and federal agencies and other organizations with disparate interests in the delta.

In 2002, the Legislature created a new governing board to oversee CalFed: the Bay-Delta Authority. But the authority stopped meeting in the past few years because not enough members showed up for the scheduled sessions.

The **California Bay-Delta Authority**, created as a mix of state and federal agency and public members in 2003, has been judged in several independent reviews to have been largely ineffective. Its failure has been largely attributed to a lack of statutory authority to enforce priorities and an inability to direct policy through a budgetary approval process.

In September 2006 Governor Schwarzenegger signed Executive Order S-17-06. This Executive Order built on the Legislature's SB 1574, AB 1200 and AB 1803. The Executive Order launched the **Delta Vision process** by establishing a Blue Ribbon Task Force, a Cabinet-level Delta Vision Committee, Delta Science Advisors, and a Stakeholder Coordination Group. The independent Blue Ribbon Task Force was charged with developing both a long-term vision for the Delta and a plan to implement that vision. That same Executive Order charged a Committee of the Governor's Cabinet Secretaries, the Delta Vision Committee, to review the completed work of the Task Force and to make their own implementation recommendations to both the Governor and Legislature by December 31, 2008.

The **Delta Stewardship Council** was established as an independent State agency, effective February 3, 2010 by the Sacramento-San Joaquin Delta Reform Act of 2009 (§85000 et seq of the Water Code). The Council's primary duty is to develop and adopt by January 1, 2012, a comprehensive resource management plan for the Delta that furthers the co-equal goals of providing a more reliable water supply for California and protecting, restoring and enhancing the Delta ecosystem (which must be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place.) The 2009 Act transferred to the Delta Stewardship Council all of the staff, resources, and administrative rights, duties and obligations of the California Bay-Delta Authority.

In crafting the stewardship council, lawmakers sought to avoid the pitfalls that doomed CalFed. They made the council small and powerful - a panel of only seven individuals - as opposed to the more than two dozen agencies that made up CalFed.

The Delta Stewardship Council, which succeeds the CALFED Bay-Delta Authority, is the most significant player in terms of the impact of its decisions on public agencies because the Council will make decisions that will impact future land use and planning throughout the state. The Council is tasked with developing and implementing a regional land use plan for the Delta (the "Delta Plan") that will guide state and local land use decisions in the Delta to further the co-equal goals of maintaining a sustainable water supply and protecting the Delta ecosystem. Additionally, the Council must develop performance measures for the assessment and tracking of progress and changes to the health of the Delta ecosystem, fisheries, and water supply reliability. These measures ultimately may impact future Delta water delivery decisions until an alternative conveyance system through or around the Delta is identified and constructed.

The Council's land use authority also may extend to projects outside of the Delta if the Council determines the project has a significant impact on the Delta.

The Bay Delta Conservation Plan (BDCP) is being developed to promote the recovery of endangered, threatened and sensitive fish and wildlife species and their habitats in the Sacramento-San Joaquin Delta in a way that will also protect and restore water supplies. The Bay Delta Conservation Plan is guided by a steering committee of local water agencies, environmental and conservation organizations, state and federal agencies, and other interest groups.

The **Bay Delta Conservation Plan (BDCP) Steering Committee** is preparing a Draft Habitat Conservation Plan (HCP) and Natural Communities Conservation Plan (NCCP) for the Sacramento / San-Joaquin Delta (Delta), expected to be available for public comment by the end of 2010. When completed, the BDCP will provide the basis for the issuance of Endangered Species Act (ESA) authorizations for the operation of the state and federal water projects. The Plan is designed to provide for the conservation of sensitive species and their habitat in a way that will protect and restore water supplies.

Separately, a detailed analysis of impacts to water quality and other important aspects of the human environment will be conducted through the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The EIR/EIS will analyze BDCP-proposed actions and alternatives to those actions, including alternative water conveyance options.

The issues and concerns identified currently include, but are not limited to:

- existing land uses such as agriculture and ag-based economies
- recreational activities and recreation-based economies
- property tax, in lieu fees and user fee revenues of local jurisdictions
- potential regulatory effects on adjacent property owners
- the compatibility of the plan with flood control plans
- the effects on existing irrigation and drainage infrastructure
- existing water rights
- effects on existing wastewater treatment operations of local jurisdictions
- local control over local land use

The mission of the **Delta Protection Commission** (DPC) is to guide the protection of the Sacramento-San Joaquin Delta's unique agricultural values, natural quality, cultural viability, economic vitality, and recreational opportunity through:

- Protection, maintenance, and enhancement and restoration of the overall quality of the Delta environment including agriculture, wildlife habitat, and recreational activities:
- Findings, goals, policies and recommendations in the areas of land use, agriculture, natural resources, recreation and access (including marine patrol, boater education and safety programs), water, levees, utilities and infrastructure; and
- Assurance of orderly, balanced conservation and development of Delta land resources.

The DPC operates under the regulatory authority of the 1992 Delta Protection Act, which established the boundaries of the Primary Zone of the Delta.

Why is the Delta Important?

The Delta is home to half a million people and many historic communities. It is a key recreation destination and supports extensive infrastructure of statewide importance. Fresh water that reaches the Delta is the core of California's water system, which provides 25 million people throughout the Bay Area, the Central Valley, and southern California with a portion of their water supplies. Delta-conveyed water supports farms and ranches from the north Delta to the Mexican border. These agricultural resources are a major economic driver for the state, producing roughly half of the nation's domestically grown fresh produce. The Delta – the largest estuary on the West Coast – is also a vitally important ecosystem that is home to hundreds of aquatic and terrestrial species, many of which are unique to the area and several of which are threatened or endangered.

Legislative Package Adopted in November 2009

In November 2009, the California Legislature passed and Governor Schwarzenegger signed a comprehensive water package that included four policy bills and an $11.14 billion bond measure. Senate Bill X7-1 (SB 1) by Senators Simitian and Steinberg establishes the framework to achieve the co-equal goals of providing a more reliable water supply to California and restoring and enhancing the Delta ecosystem. Specifically, this Bill creates the Delta Stewardship Council, ensures that the Department of Fish and Game and the State Water Resources Control Board identify the water supply needs of the Delta estuary, establishes the Sacramento-San Joaquin Delta Conservancy, restructures the DPC, and appropriates funding from Proposition 84 for the Two-Gates Fish Protection Demonstration Program.

This legislation – comprised of four policy bills and a funding program – establishes a governance structure for the San Joaquin-Sacramento River Delta (the "Delta"), sets ambitious water conservation policy, requires groundwater monitoring, provides funds for increased enforcement of illegal water diversions, and provides for an $11.14 billion bond measure to fund many of these projects and programs. This sweeping legislative package has the potential of achieving significant reforms in water supply management and restoration of the Delta.

Although the condition of the Delta estuary and restrictions on water deliveries from the Delta were perhaps the primary drivers in forging the bipartisan compromise, the legislation is not limited to the Delta. The legislation will have a profound impact on the reliability and quality of water supplies, land use and planning, and natural resource protections within the jurisdiction of every public agency, regardless of whether they are water suppliers.

Senate Bill 1 – Primary Zone Boundaries

SB 1 directs the newly reconstituted DPC to prepare and submit to the Legislature, on or before July 1, 2010, recommendations regarding the potential expansion of or change to the Primary Zone or the Delta. The DPC is directed by SB 1 to consider recommendations on the status of all of the following areas: Rio Vista, Isleton, Bethel

Island, Brannan-Andrus Island, Cosumnes/Mokelumne floodway, and the San Joaquin/South Delta lowlands.

The Act requires the DPC to prepare and adopt, and thereafter review and maintain, a comprehensive long-term resource management plan for land uses within the Primary Zone of the Delta. The Land Use and Resource Management Plan (RMP), originally adopted on February 23, 1995, outlined long-term land use requirements for the Sacramento-San Joaquin Delta.

The Act calls for local governments with lands in the primary zone to ensure their General Plans are consistent with the RMP:

> *Within 180 days from the date of the adoption of the resources management plan or any amendments, changes, or updates, to the resources management plan by the commission, each local government shall submit to the commission proposed amendments to its general plan that are intended to make the general plan consistent with the resources management plan with respect to land located within the primary zone.*

As shown in Attachment 1 – no portion of the City of Sacramento is within the Primary Zone. However, the DPC has issued a Request for Proposal (Bid Log Number 2009-10) "Sacramento-San Joaquin Delta Primary Zone Study" for consultant assistance in the development of recommendations regarding the potential expansion of or change to the Primary Zone or the Delta.

Senate Bill 2 – An $11.14 Billion Bond Measure

The funding mechanism for many of the projects and programs contemplated by the water legislation is set forth in Senate Bill No. 2X7 (2009-2010 7th Ex. Sess.) ("SB2"). SB2 provides for a ballot measure that, if approved by the voters in the November 2, 2010 statewide general election, will authorize the issuance of $11.14 billion in bonds. A portion of the funding is dedicated to each primary watershed throughout California, and all regions will be able to compete for grants and loans to help finance water management projects and programs with local, regional and statewide benefits. [Note: Governor Schwarzenegger is now recommending postponing this ballot measure.]

Senate Bill 6 – Groundwater Monitoring Programs

SB 6 addresses the problems posed by "overdraft" of groundwater supplies – that is, declining groundwater levels that never fully recover, even in wet years. Overdraft can lead to increased extraction costs, land subsidence, water quality degradation, and environmental impacts.

In keeping with the goal of establishing an integrated, reliable, and secure water supply system, Senate Bill No. 6X7 (2009-2010 7th Ex. Sess.) ("SB6") establishes, for the first time in California, a statewide framework for systematic groundwater monitoring and reporting programs intended to protect water quality and prevent basin overdraft. Beginning in 2012, local groundwater management entities will be required to monitor the elevation of their groundwater basins and report this information to the DWR. Although the bill does not invest DWR with any authority to reduce or control groundwater pumping, DWR now will have continuing oversight of the condition of the state's aquifers.

Senate Bill 7 – Mandatory Water Conservation

Because the mounting adverse impacts on the Delta ecosystem, climate change and a growing population all continue to place greater stress on California's limited water supplies, the fourth bill in the water legislation package mandates water conservation measures. Senate Bill 7X7 (2009-2010 7th Executive Session) ("SB7") proposes to protect water supplies by mandating a statewide 20 percent reduction in urban per capita water use by 2020. The state is required to make incremental progress toward achieving this goal by reducing per capita water use by at least 10 percent by 2015. Both urban water suppliers and agricultural water suppliers are required to develop plans for reducing water use.

Urban retail water suppliers must report their interim and overall water use targets in their Urban Water Management Plan ("UWMP") due July 1, 2011, and must report their progress toward reaching their targets in their 2015 UWMP.

Water for urban landscaping comprises approximately one-third of urban water use, or three million acre feet of water annually. Availability of water is essential to the continued growth and development of our communities. Cities and urbanizing counties can update, implement, and enforce water-efficient landscape ordinances and other water conservation measures in effect in their respective jurisdictions.

Senate Bill 8 – Water diversion and reporting

SB8 takes on the issue of water diversion – providing stricter regulation of who gets to take water and how much they get to take. With certain exceptions, existing law has required diverters of water to file a statement of diversion or use with the State Water Resources Control Board. SB8 provides stricter water diversion reporting requirements, revises the types of water diversions exempt from reporting, and redefines the exemption criteria for diverters. As a result, many previously exempted diverters will now be required to file water diversion and use statements. The new law also strengthens the reporting requirements by establishing civil penalties for failure to file an annual diversion or use statement for a diversion or use, tampering with any measuring device, or making a material misstatement in connection with the filing of a diversion or use statement.

According to the legislative findings for SB8, there are an estimated 1,800 agricultural, municipal, and industrial diversions in the Delta that, combined, divert 5 percent of the freshwater flows from the Delta watershed. Because none of these in-Delta diverters are required to measure and report their water diversion and use, there presently is no data regarding the nature, extent and location of these diversions. The new law will address these issues in the Delta and throughout the state. Additionally, the increased data from the reporting requirements will provide greater enforcement and assist in developing more reliable watershed planning.

For further information: http://baydeltaconservationplan.com
http://www.delta.ca.gov/ (Delta Protection Commission)

Environmental Considerations: This information item is not subject to CEQA because there are no discretionary actions before the Commission.

Policy Considerations: The Sacramento 2030 General Plan identifies Goal ER 1.1: Water Quality Protection. Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American rivers, and their shorelines.

Policy ER 1.1.1 Conservation of Open Space Areas. The City shall conserve and where feasible create or restore areas that provide important water quality benefits such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees, and drainage canals for the purpose of protecting water resources in the City's watershed, creeks, and the Sacramento and American rivers. (RDR/MPSP)

Policy ER 1.1.2 Regional Planning. The City shall continue to work with local, State, and Federal agencies and private watershed organizations to improve water quality. (IGC/JP)

Policy U 2.1.1 Exercise and Protect Water Rights. The City shall exercise and protect its water rights and entitlements in perpetuity. (SO)

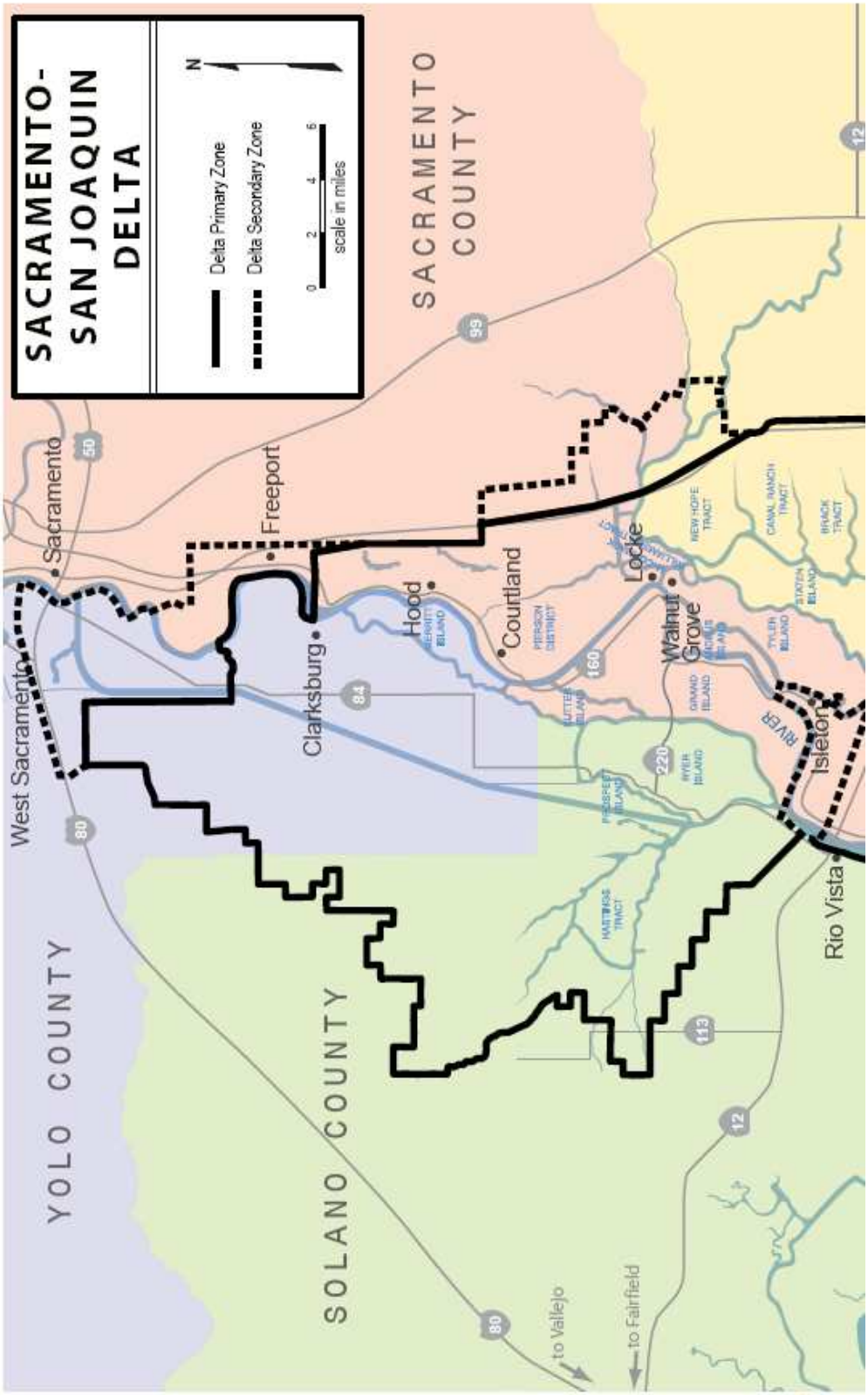
Respectfully submitted by:

SCOT MENDE, AICP
Principal Planner, New Growth & Infill

Attachments

1	Delta – Delineation of Primary & Secondary Zones	pg	8
2	"Historic Water Legislation: New Opportunities, Challenges for Public Agencies" published in Public Law Journal, Volume 33, No. 2, Spring 2010.	pg	9
3	BDCP Status Update 3 June 2010	pg	13
4	SF Chronicle Article – June 27, 2010	pg	20

Attachment 1
DELTA – DELINEATION OF PRIMARY & SECONDARY ZONES



PUBLIC LAW Journal
An Official Publication of the State Bar of California Public Law Section
Vol. 33, No. 2
Spring
2010

Student Writing Competition Winner Announced!

See details page 21

MCLE SELF-STUDY

Historic Water Legislation:

New Opportunities, Challenges for Public Agencies

*By Kelly J. Salt and Stefanie Hedlund**

An integrated, reliable, and secure water supply system is essential to sustaining the economy and providing for continued growth and development in California, but for decades, Californians have failed to address the mounting crisis of the state's water supply and conveyance system. In November 2009, however, a bipartisan package of five bills emerged from the state legislature's 2009 Extraordinary Session to address California's mounting water crisis. The bills passed in November 2009 and took effect January 1, 2010.

This legislation – comprised of four policy bills and a funding program – establishes a governance structure for the San Joaquin-Sacramento River Delta (the "Delta"), sets ambitious water conservation policy, requires groundwater monitoring, provides funds for increased enforcement of illegal water diversions, and provides for an $11.14 billion bond measure to fund many of these projects and programs. This sweeping legislative package has the potential of achieving significant reforms in water supply management and restoration of the Delta.

Although the condition of the Delta estuary and restrictions on water deliveries from the Delta were perhaps the primary drivers in forging the bipartisan compromise, the legislation is not limited to the Delta. The legislation will have a profound impact on the reliability and quality of water supplies, land use and planning, and natural resource protections within the jurisdiction of every public agency, regardless of whether they are water suppliers. This article provides a summary of the legislation and its potential impacts on public agencies.

CALIFORNIA'S WATER HISTORY

The state's first opportunity to provide a more reliable water supply was presented in 1982 when California voters were asked to approve an initiative to build a peripheral canal. The peripheral canal proposed to divert water from the Sacramento River, through (or around the periphery of) the Delta. The Delta – the hub of California's public water supply system, providing two-thirds of California's water – is a labyrinth of more than 1,000 earthen levees, meandering sloughs, sunken islands, wetlands, and channels that flush water from the Sacramento River to giant pumps in the south Delta. The Delta is also a fragile ecosystem and a critical habitat for fish and wildlife species.

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Cover article continued

The peripheral canal was proposed to remedy the adverse effects on fisheries caused by diversions from the Delta and to provide a more reliable state water supply system.[1] In what proved to be a contentious North versus South campaign, the voters rejected the ballot measure. In the decades that followed, California's population continued to grow exponentially,[2] placing even greater demands on the Delta and a conveyance system that was designed to serve a much smaller population. The frailty of the Delta and California's water supply system has been highlighted by recent events, including a multi-year drought, adverse impacts to the Delta ecosystem, declining fish populations, court-imposed restrictions on water deliveries, earthquakes, and risks posed by climate change, including less snowpack, higher flood peaks, rising sea levels, and levee failures.

Photo of the Delta provided courtesy of the California Department of Water Resources

THE NEW WATER LEGISLATION

A. SENATE BILL 1 – DELTA GOVERNANCE

The first piece of the legislation package, Senate Bill 1X7 (2009-2010 7th Ex. Sess.) ("SB1X7"), concerns land use within and governance over the Delta and proposes the most extensive changes to the current water supply system.

SB1X7 creates a Delta governance structure that provides a framework for public agencies to work under one comprehensive plan to achieve the co-equal goals of both providing a more reliable water supply and protecting, restoring and enhancing the Delta's ecosystem. This policy statement is significant because it does not recognize a priority under the law for either protection of the Delta ecosystem or providing a sustainable and reliable water supply for the state, but recognizes both goals as equal in importance.

The co-equal goals are embodied in the authorities granted to each of the governing entities – the new Delta Stewardship Council (the "Council"), a modified Delta Protection Commission (the "Commission"),[3] a Delta Watermaster (the "Watermaster"),[4] a new Sacramento-San Joaquin Delta Conservancy (the "Conservancy"),[5] and a new Delta Independent Science Board (the "Science Board").[6]

The Delta Plan – protecting the water supply and the ecosystem

The Delta Stewardship Council, which succeeds the CALFED Bay-Delta Authority, is the most significant player in terms of the impact of its decisions on public agencies because the Council will make decisions that will impact future land use and planning throughout the state. The Council is tasked with developing and implementing a regional land use plan for the Delta (the "Delta Plan") that will guide state and local land use decisions in the Delta to further the co-equal goals of maintaining a sustainable water supply and protecting the Delta ecosystem. Additionally, the Council must develop performance measures for the assessment and tracking of progress and changes to the health of the Delta ecosystem, fisheries, and water supply reliability. These measures ultimately may impact future Delta water delivery decisions until an alternative conveyance system through or around the Delta is identified and constructed.

The Delta Plan is the keystone to reforming and rebuilding California's water supply system and restoring the Delta.[7] The plan is required to promote options for new and improved infrastructure relating to water conveyance in the Delta, storage systems, and operation of both to achieve the co-equal goals. Notably, the Delta Plan must include options for constructing a canal to convey water around or through the Delta, but funding for construction of such a canal is not provided for in the legislation. Rather, the legislation contemplates a user-pays principle by which users of the State Water Project ("SWP") and Central Valley Project ("CVP") will be financially responsible for the design and construction of the canal.[8] The Department of Water Resources ("DWR") estimates construction of a canal around the Delta will cost as much as $9 billion, while an underground pipeline could cost as much as $11.7 billion. The selected project undoubtedly will have a significant impact on the water rates and charges imposed by every public agency that receives water from the SWP or CVP.

The Delta Plan also will attempt to reduce the risks of flooding in the Delta by promoting effective emergency preparedness, appropriate land uses, and strategic levee investments. Increased flooding could potentially cause more harm to the intricate Delta levee system, and levee failures can impact water flows within the Delta, resulting in increased salinity and degradation of drinking and agricultural water quality. The Delta Plan is therefore essential to protecting the quality of the state's water supplies.

After adoption of the Delta Plan, the regional and local planning efforts of public agencies located in the Delta will be directly impacted by the Delta Stewardship Council. Certain local land use projects planned for the Primary and Secondary Zones of the Delta are subject to review by the Council for consistency with the Delta Plan, with a few exceptions.[9] Public agencies that propose to undertake covered actions within the Delta must submit a written certification of consistency – providing detailed findings confirming that the action is consistent with the Delta Plan – to the Council. If a party challenges the proposed action's certification of consistency, the Council will act as an appellate body and may remand the matter back to the state or local agency for reconsideration if the Council finds the certification to be unsupported by substantial evidence.[10]

The Council also has discretion to determine whether or not a public agency's regional planning documents are consistent with the directives of the Delta Plan and the ecosystem restoration needs of the Delta.[11] Because the Council is charged with developing the regulations by which it will govern and exercise its authority in and around the Delta,[12] a public agency that may be subject to the land use review and authority of the Council should be engaged with the Council as it develops these regulations. The Council's land use authority also may extend to projects outside of the Delta if the Council determines the project has a significant impact on the Delta. Consequently, any public agency near, or receiving water directly from or directly discharging water into the Delta, should participate in the process of helping to define when a project has a "significant impact" on the Delta.

The Council's land-use regulations, consistency review process, and appeal procedures may significantly impact the ability of projects to expeditiously move forward within the Delta. Moreover, opponents of projects likely will use the consistency review and appeal processes as a means of delaying projects.[13] In addition to these regional impacts, the Delta Plan will affect land use and entitlements, and water supply planning and funding throughout the state. Until an alternative conveyance system around the Delta is determined and constructed, project proponents, lead agencies, and water supply agencies will need to consider what findings will need to be made regarding water availability for proposed projects, and what implications the Delta Plan has on California Environmental Quality Act ("CEQA") analyses, Urban Water Management Plans, Water Supply Assessments, and Written Verifications.

B. SENATE BILL 2 – AN $11.14 BILLION BOND MEASURE

The funding mechanism for many of the projects and programs contemplated by the water legislation is set forth in Senate Bill No. 2X7 (2009-2010 7th Ex. Sess.) ("SB2").

10
Item #10

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SB2 provides for a ballot measure that, if approved by the voters in the November 2, 2010 statewide general election, will authorize the issuance of $11.14 billion in bonds.[14] A portion of the funding is dedicated to each primary watershed throughout California,[15] and all regions will be able to compete for grants and loans to help finance water management projects and programs with local, regional and statewide benefits.[16]

State and regional budget shortfalls and a tightened credit market have delayed new projects and programs critical to resolving the state water crisis, and the bond measure is intended to provide the funds to advance these projects. But, with state general fund revenues already significantly constrained, the legislature will have to address the financial implications that issuing $11.14 billion in bonds will have on the state budget or find alternative revenue sources to pay the debt service.[17] Local agencies and water suppliers are the most likely sources for alternative revenues.

This ambitious bond measure seeks to address decades of neglect for California's water infrastructure, and therefore is generally perceived to be a critical component to a long-term solution to the Delta and local water supply reliability. The bond funding will create significant opportunities for public agencies and a possible economic stimulus to California's economy. The open question, however, is whether California voters will approve the bond measure or again take a North versus South approach to water supply issues. Although voter authorization for the bond measure is not a prerequisite to implementation of other provisions of the water legislation, failure of the bond measure will significantly jeopardize their financial viability.

C. SENATE BILL 6 – GROUNDWATER MONITORING PROGRAMS

The third bill in the water legislation package addresses the problems posed by "overdraft" of groundwater supplies – that is, declining groundwater levels that never fully recover, even in wet years. Overdraft can lead to increased extraction costs, land subsidence, water quality degradation, and environmental impacts.

In keeping with the goal of establishing an integrated, reliable, and secure water supply system, Senate Bill No. 6X7 (2009-2010 7th Ex. Sess.) ("SB6") establishes, for the first time in California, a statewide framework for systematic groundwater monitoring and reporting programs intended to protect water quality and prevent basin overdraft. Beginning in 2012, local groundwater management entities will be required to monitor the elevation of their groundwater basins and report this information to the DWR.[18] Although the bill does not invest DWR with any authority to reduce or control groundwater pumping, the department now will have continuing oversight of the condition of the state's aquifers.[19]

SB6 allows local groundwater entities to regionally manage their groundwater monitoring and reporting programs. Only certain qualified entities can assume these functions, and each entity must submit written notification, including a map of the area to be monitored, to DWR by January 1, 2011.[20] By January 1, 2012, DWR must begin identifying the extent of groundwater elevation monitoring, and prioritize the monitoring.[21]

If qualified local entities fail to implement monitoring programs, or fail to provide DWR with the required reports, DWR itself may implement the groundwater monitoring program for that particular basin.[22] When this occurs, DWR may determine that a county or other entity that should have assumed monitoring responsibility, but did not, is ineligible for water grants or loans awarded or administered by the state. Essentially, this is the legislation's only effective enforcement tool.[23]

For regions that rely heavily on groundwater as their water supply, this legislation is a significant step in protecting water quality and safeguarding local water supply. Because the entitlement and development review process must consider the availability of water for a project, the data obtained from a groundwater monitoring and reporting program likely will play a significant role in the preparation of CEQA analyses, Urban Water Management Plans, Water Supply Assessments, and Written Verifications prepared by many local agencies.

D. SENATE BILL 7 – MANDATORY WATER CONSERVATION

Because the mounting adverse impacts on the Delta ecosystem, climate change and a growing population all continue to place greater stress on California's limited water supplies, the fourth bill in the water legislation package mandates water conservation measures.

Senate Bill 7X7 (2009-2010 7th Ex. Sess.) ("SB7") proposes to protect water supplies by mandating a statewide 20 percent reduction in urban per capita water use by 2020. The state is required to make incremental progress toward achieving this goal by reducing per capita water use by at least 10 percent by 2015. Both urban water suppliers and agricultural water suppliers are required to develop plans for reducing water use.

Urban water suppliers will have to develop long-term strategies for developing water conservation and water resource management programs and practices that will be sufficient to reach their interim and overall water use targets. Similarly, agricultural water suppliers will have to develop and implement efficient water management programs and practices in order to comply with the new requirements of this legislation. These changes may ultimately have an impact on agricultural practices and uses of agricultural land throughout California.

Cutting Urban Water Use – 10 percent by 2015, 20 percent by 2020

SB7 requires urban retail water suppliers to formulate water demand reduction targets and to reduce per capita water[24] use within their service area by 10 percent by 2015 and by 20 percent by 2020.[25] Urban retail water suppliers must report their interim and overall water use targets in their Urban Water Management Plan ("UWMP") due July 1, 2011, and must report their progress toward reaching their targets in their 2015 UWMP.[26]

SB7 provides four options for urban retail water suppliers to set their individual water use targets: (1) establish a conservation target of 80 percent of the agency's current baseline daily per capita water use; (2) utilize performance standards for water use that are specific to indoor, landscape, and commercial, industrial and institutional uses; (3) meet the per capita water use goal for the agency's specific hydrologic region as identified by DWR and other state agencies in the state's draft 20x2020 Water Conservation Plan (dated April 30, 2009); or (4) adopt an alternative method that will be identified and developed by DWR by no later than December 31, 2010. Urban water suppliers are expected to rely most heavily on the first option, using their current baseline daily per capita water use to measure whether they achieve a 20 percent reduction in use by December 31, 2020.[27]

In developing the fourth option's alternative method of setting water use targets, the DWR must consider climatic and population density differences; provide flexibility to communities and regions; consider different levels of per capita water use according to plant water needs; consider different levels of commercial, industrial and institutional water use in different regions of the state; and avoid any undue hardship that reductions will place on communities that already have implemented conservation measures or taken actions to keep per capita water use low.[28] The Association of California Water Agencies already has proposed its own "option 4" alternative method of setting water use targets, which it outlined in a white paper sent to DWR on April 29, 2010.[29]

An urban retail water supplier must include in its UWMP its base daily per capita water use,[30] interim urban water use target,[31] urban water use target,[32] and compliance daily per capita water use[33] – and the bases for determining each of these estimates to achieve its required water use reductions. DWR is required to establish technical criteria and methodologies for calculating each of the four measures by October 1, 2010.[34] Notwithstanding these requirements, a retail urban water supplier may update its 2020 urban water use target in its 2015 UWMP.

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Agricultural Water Suppliers – improving water efficiency by 2012

Agricultural water suppliers also are required to assist in meeting the statewide 20x2020 goal by implementing water efficient management practices on or before July 31, 2012.[35] These practices include measuring water deliveries and adopting pricing structures for water customers based at least in part on the quantity of water delivered. Additionally, agricultural water suppliers must implement other measures to improve water use efficiency where technically and economically feasible.[36]

Significantly, for the first time, agricultural water suppliers will be required to develop agricultural water management plans that must include information about the water efficiency measures they have implemented and those that will be implemented in the future. These plans are due on or before December 31, 2012 and will require updates.[37]

How Local Governments May Help

The responsibility of conserving water, however, is not entirely placed on water suppliers. Cities, counties, and other local agencies will need to play a role in these efforts. Water for urban landscaping comprises approximately one-third of urban water use, or three million acre feet of water annually. Because the availability of water is essential to the continued growth and development of our communities, cities and counties that do not supply water within their jurisdictions should assist urban water suppliers in achieving their interim and overall water use targets by updating, implementing, and enforcing the water-efficient landscape ordinances and other water conservation measures in effect in their respective jurisdictions.[38]

SB7 underscores the critical link between water supply and land use planning. Perhaps now more than ever, urban and agricultural water management plans will serve as the backbone of regional, sub-regional, and local water supply planning to ensure that adequate water supplies are available to serve existing and future demands. As the focus on this process increases, the challenges increase even more.

In addition to the new water conservation and resource management requirements imposed under SB7, the factors previously identified – a continuing drought, adverse impacts to the Delta ecosystem, declining fish populations, court-imposed restrictions on water deliveries, and risks posed by climate change – will continue to affect the availability and reliability of imported and local water supplies. Hence, beyond achieving extraordinary conservation, agencies must commit to diversifying and maximizing the use, re-use, and management of local resources, particularly recycled water.

Increasing demands for water will continue to play an important, if not predominant, role in the preparation of urban and agricultural water management plans. Accordingly, growth and demand forecasts should be evaluated early on in the planning process and closely coordinated with similar analyses undertaken by cities, counties and regional and local agencies as part of their general planning, housing and infrastructure, sustainable community, and related processes.

Moreover, urban and agricultural water management plans are subject to direct legal challenge against the adopting agency. Previous court cases have shown that an urban water management plan can be invalidated for an agency's failure to adequately describe all factors covering all aspects of providing water service – factors that include water rights, environmental issues, legal and regulatory constraints, demand management and conservation, alternative water supplies, implementation measures and obstacles, infrastructure and transmission facilities, financing, and more. In an era when land use decisions are often tied closely to the information, analyses and conclusions set forth in an urban water management plan, the importance of this process becomes even more apparent to all public agencies.

Water supply agencies also will have to consider, forecast and plan for the impact that the interim and overall water use targets will have on their revenues. As has been demonstrated during the most recent drought, with water conservation comes reduced revenues. Moreover, as the cost to produce and purchase water continues to increase, California will continue to feel the economic effects of maintaining a sufficient water supply system.

E. SENATE BILL 8 – WATER DIVERSION AND REPORTING

The last bill included in this historic water package is Senate Bill No. 8X7 (2009-2010 7th Ex. Sess.) ("SB8"). SB8 takes on the issue of water diversion – providing stricter regulation of who gets to take water and how much they get to take.

With certain exceptions, existing law has required diverters[39] of water to file a statement of diversion or use with the State Water Resources Control Board. SB8 provides stricter water diversion reporting requirements, revises the types of water diversions exempt from reporting, and redefines the exemption criteria for diverters. As a result, many previously exempted diverters will now be required to file water diversion and use statements. The new law also strengthens the reporting requirements by establishing civil penalties for failure to file an annual diversion or use statement for a diversion or use, tampering with any measuring device, or making a material misstatement in connection with the filing of a diversion or use statement.

According to the legislative findings for SB8, there are an estimated 1,800 agricultural, municipal, and industrial diversions in the Delta that, combined, divert 5 percent of the freshwater flows from the Delta watershed. Because none of these in-Delta diverters are required to measure and report their water diversion and use, there presently is no data regarding the nature, extent and location of these diversions. The new law will address these issues in the Delta and throughout the state. Additionally, the increased data from the reporting requirements will provide greater enforcement and assist in developing more reliable watershed planning.

CONCLUSION

Water is critical to the future of our local and state economies and the quality of life of all Californians. Without careful management, water-related issues may limit what California can accomplish – without a reliable water supply, sustained economic growth, business vitality, and agricultural productivity within California will be severely limited. The aggressive package of legislation that took effect in January 2010 establishes a framework to help achieve a reliable water supply system, improve water quality, and restore and enhance the Delta ecosystem.

Public agencies will be directly impacted by the success or the failure of this legislation and will play a role in its implementation. And in November, California voters will play the most important role in determining the success of these programs and projects, by deciding whether to approve or vote down the bond measure that provides the necessary funding for the projects. Whether voters choose to participate in making this historic legislation a success is yet to be determined.

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June 2010

BDCP
Bay Delta Conservation Plan

A plan to restore the Delta's ecosystem and California's water supplies

What is new with the BDCP?

The Bay Delta Conservation Plan (BDCP) Steering Committee is preparing a Draft Habitat Conservation Plan (HCP) and Natural Communities Conservation Plan (NCCP) for the Sacramento San-Joaquin Delta (Delta), expected to be available for public comment by the end of 2010. The Plan is designed to provide for the conservation of sensitive species and their habitat in a way that will protect and restore water supplies.

PRELIMINARY DETAILS:

Habitat Restoration & Other Stressors

- Habitat restoration targets (up to 80,000 acres) for aquatic species
- Preserve and enhance approximately 45,000 acres of habitat for the needs of plant & wildlife species
- Refined list of measures to address water quality and other stressors on aquatic species

New Water Conveyance Facilities

- Up to five intakes along the Sacramento River from Freeport to Courtland
- Additional study of two underground 33-foot-diameter tunnels/pipelines designed for a combined capacity of up to 15,000 cubic feet per second (cfs). In addition, an above-ground canal is being considered as a conveyance option.

Flow Criteria (Operations Rules)

A range of potential new diversion rules for new North Delta water facilities in combination with continued operation of existing South Delta facilities (dual conveyance) and other key flow rules.

What are the Next Steps to Complete the Draft Plan?

In the coming months, the Steering Committee will address other important elements that need to be completed prior to the release of the Draft Plan, such as identifying terrestrial communities and species conservation measures, developing the adaptive management plan and implementation schedule, verifying covered activities, identifying funding mechanisms, refining biological goals, developing a governance structure, and further developing conservation measures.

Separately, a detailed analysis of impacts to water quality and other important aspects of the human environment will be conducted through the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The EIR/EIS will analyze BDCP-proposed actions and alternatives to those actions, including alternative water conveyance options.

What is in the Draft Conservation Strategy?

Below is an overview of the most recent draft conservation strategy measures:

Habitat Restoration Targets

- Restore up to 65,000 acres of freshwater and brackish tidal habitat within restoration opportunity areas.
- Restore 5,000 acres of riparian forest and scrub in restoration opportunity areas.
- Enhance channel banks along 20 to 40 linear miles with more natural riverbank features, such as overhanging shade, instream woody debris, and shallow benches.
- Restore 10,000 acres of seasonally inundated floodplain.
- Increase the frequency and duration of Yolo Bypass inundation via the modification of the Fremont or Sacramento Weirs to improve fish migration, food production, and spawning and rearing habitat.
- Preserve and enhance approximately 45,000 acres of terrestrial habitat. This target acreage is above and beyond the 75,000 acres of tidal marsh and riparian restoration in support of aquatic and terrestrial species. These targets can take place anywhere within the planning area where species may be present.

Water Facilities Rules

North Delta Diversion and Bypass Flows (1)*

- Construct diversion facilities to support flexibility in flow management, with a preliminary design capacity of up to 15,000 cfs, which is similar to existing south Delta facilities.
- Establish minimum river flows to ensure that Sacramento River flows are always greater than export diversions and that flows support the habitat needs of covered fish and the ecological needs of the Delta as a whole.

South Delta Channel Flows (2)*

- Minimize incidence and magnitude of reverse flow to acceptable levels during times of year most important to fish, and also to reduce entrainment.

Outflow (3)*

- Provide freshwater outflow necessary to maintain a desirable salinity regime and for fish health and survival.

Water Quality

- Maintain water quality standards set forth by the State Water Resources Control Board and other standards for quality throughout the Delta.

Other Controls

- Set new operating rules to better manage inflows, better manage flows through the Delta Cross Channel, and better manage flows at Rio Vista.

*Numbers refer to pull-out map.

Actions to Limit Other Stressors

- Minimize methyl mercury generation from restoration sites
- Control non-native aquatic plants that support predator habitat
- Reduce illegal harvest of Chinook salmon, Central Valley steelhead, green sturgeon, and white sturgeon
- Establish hatchery and genetic management plans
- Support Delta and longfin smelt propagation programs
- Reduce predators in high predator density locations
- Construct non-physical barriers to redirect outmigrating juvenile salmonids (e.g., bubbles, light, and sound barriers)
- Improve dissolved oxygen levels in the Stockton Deep Water Ship Channel

For a complete description of the proposed conservation measures, visit http://baydeltaconservationplan.com/BDCPPages/BDCPInfoCurrentDocs.aspx

What New Conveyance Facilities Are Currently Proposed?

A focused analysis is underway on an underground tunnel/pipeline conveyance system for potential inclusion into the Draft Plan. While the current pumping capacity proposed allows for a maximum diversion of up to 15,000 cfs, the Steering Committee is evaluating criteria based on a range of facility sizes, operations, and anticipated costs. The decision to further analyze a tunnel/pipeline is based on best available, preliminary information including cost estimates of $11.7 billion, as well as energy requirements, ongoing operations, maintenance needs, and anticipated environmental impacts at a 10 percent design stage. An above-ground canal is also being considered as a conveyance option. A decision on the proposed conveyance facility will be made after additional analysis has been completed.

In addition, five intake locations along the eastern bank of the Sacramento River between Freeport and Courtland are under consideration for the Draft Plan. Intake locations were identified, in part, to avoid and minimize impacts to important fish and wildlife species and their habitats, cultural and historical sites and housing, existing communities, and planned future land uses.

Under the current proposal, the conceptual tunnel/pipeline conveyance system would include:

- Up to 5 intakes, each at 3,000 cfs
- 6 pump stations
- 36 miles of tunnel (2 bores, 33 feet inside diameter)
- One 620-acre forebay near the existing Clifton Court Forebay
- One 750-acre forebay near Courtland

How will BDCP Water Operations Rules Help Recover Fish and Their Habitat?

Separating California's water supply system from the fragile Delta estuary provides the ability to restore critical ecosystem functions – such as spawning and rearing habitat, production of food for fish, and fish migration patterns – throughout the Delta that are essential for species recovery. The Plan intends to restore these functions by:

- Establishing water flow rules that mimic natural seasonal flows in the estuary.
- Steering fish away from the existing state and federal water pumps.
- Restoring habitat areas throughout the Delta to support the natural ecological processes that are found in a properly functioning estuary.

How Will Water Diversions from the Sacramento River be Determined?

The Plan will propose water operations criteria that will determine how much water could be diverted from the Sacramento River via a new water conveyance facility. Currently, a range of operations is being studied that will limit the amount of water available for diversion depending on the time of the year and real-time flows. For instance, from December through April the proposed rules would require a base flow of 9,000 to 15,000 cfs in the Sacramento River before any water could be diverted at a North Delta diversion. These rules will be put in place to support the BDCP's goals of fish recovery and the restoration of natural seasonal flows.

What is the Role of Science in Developing the Draft Conservation Strategy?

The BDCP Conservation Strategy is built upon and reflects the extensive body of scientific investigation, study, and analysis of the Delta. The BDCP Steering Committee also undertook a rigorous process to develop new and updated information, including an evaluation of conservation options using the CALFED Bay-Delta Ecosystem Restoration Program's Delta Regional Ecosystem Restoration Implementation Plan (DRERIP) evaluation process conducted by multiple teams of experts in early 2009. The BDCP Steering Committee sought and utilized independent scientific advice at several key stages of the planning process, enlisting well-recognized experts in ecological and biological sciences to produce recommendations on a range of relevant topics, including conservation planning for both aquatic and terrestrial species and to develop adaptive management and monitoring programs. Independent science input will continue as the plan is developed, and ongoing scientific input will be provided during plan implementation.

What Are the Benefits of Regional Conservation Planning?

The combination of an HCP/NCCP is the best available tool to develop a comprehensive plan that will contribute to the recovery of sensitive species and their habitats in a way that will protect and restore water supply reliability. This conservation plan will:

- Allow operations of state and federal water projects to proceed with a comprehensive ecosystem-focused approach that provides for the conservation of affected species and habitats and meets the standards of the NCCP Act.
- Eliminate more costly, often less effective piecemeal project-by-project, species-by-species permitting
- Provide flexibility in addressing those issues that are most effective for promoting the conservation of covered species.
- Are based on the best available science.
- Provide reliable funding sources for ecosystem restoration.

What Species Will Be Addressed by the BDCP?

"Covered Species" identified in the BDCP include both endangered or sensitive terrestrial and aquatic species whose conservation and management will be provided by the plan. The draft conservation strategy includes biological goals and objectives for approximately 50 sensitive wildlife and plant species, and also identifies conservation measures to help in their recovery. Species considered for coverage include:

- Delta smelt
- Longfin smelt
- Winter-run Chinook salmon
- Spring-run Chinook salmon
- Fall-run and late fall–run Chinook salmon
- Central Valley steelhead
- Green sturgeon
- White sturgeon
- Sacramento splittail
- River lamprey
- Pacific lamprey
- Approximately 50 terrestrial species (such as Giant garter snake, Swainson's hawk, and others)

Where feasible, BDCP conservation measures will be designed to complement other existing or planned terrestrial HCP/NCCPs in the Delta to enhance benefits to natural communities and species, and to support locally led conservation efforts and compatible existing land uses to the extent possible.

How Will Lands for Habitat Restoration Be Identified?

The following is a partial list of site selection criteria that will be used, along with local input, to identify lands for habitat restoration and enhancement.

FEASIBILITY

- Minimized effects on existing land uses
- Site availability
- Cost effectiveness in implementing restoration
- Potential effects on mosquito vector control

BIOLOGICAL ATTRIBUTES

- Ability to achieve multiple biological objectives for multiple species
- Proximity to channel systems that could benefit from restoration (e.g., increased tidal marsh restoration may help reduce bi-directional flows in upstream channels, or support greater mixing in channels, both of which are beneficial for native fish)
- Capacity to contribute to more natural transitions between habitats in the Delta (seasonal wetland, riparian, grassland)
- Proximity to existing habitats so that new restoration adds to and develops habitat corridors for fish and wildlife
- Minimal effects of other stressors (such as nearby water diversions or discharges of low-quality water) that could offset intended fish and wildlife benefits

How Will Restoration Sites Be Managed in the Long Term?

Individual habitat management plans will guide long-term management of BDCP restoration sites and will include:

- Biological goals and objectives to be met by the restoration activity
- Site-specific monitoring requirements and approach to adaptive management
- Controls for invasive plants
- Controls for non-native predators and competitor species
- Vegetation management and infrastructure maintenance
- Public access and other allowable uses

In addition, recent legislation created the Delta Conservancy to implement long-term restoration efforts.

What is the BDCP?

The BDCP is an HCP and NCCP under federal and state laws, respectively. When completed, the BDCP will provide the basis for the issuance of Endangered Species Act (ESA) authorizations for the operation of the state and federal water projects. The plan considers a 50-year planning period. The heart of the BDCP is a long-term conservation strategy that sets forth actions needed for a healthy Delta ecosystem.

Why is the Delta Important?

The Delta is home to half a million people and many historic communities. It is a key recreation destination and supports extensive infrastructure of statewide importance. Fresh water that reaches the Delta is the core of California's water system, which provides 25 million people throughout the Bay Area, the Central Valley, and southern California with a portion of their water supplies. Delta-conveyed water supports farms and ranches from the north Delta to the Mexican border. These agricultural resources are a major economic driver for the state, producing roughly half of the nation's domestically grown fresh produce. The Delta – the largest estuary on the West Coast – is also a vitally important ecosystem that is home to hundreds of aquatic and terrestrial species, many of which are unique to the area and several of which are threatened or endangered.

For More Information visit
www.BayDeltaConservationPlan.com
or call 1-866-924-9955

Contact Karla Nemeth
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Who Is Participating In the BDCP?

The BDCP is being prepared through a voluntary collaboration of state, federal, and local water agencies, state and federal fish and wildlife agencies, environmental organizations, and other interested parties. The BDCP Steering Committee consists of the following participants.

STATE AND FEDERAL AGENCIES

California Department of Water Resources
California Natural Resources Agency (chair)
California State Water Resources Control Board
US Bureau of Reclamation
US Army Corps of Engineers

FISH & WILDLIFE AGENCIES

California Department of Fish and Game
US Fish and Wildlife Service
US National Marine Fisheries Service

WATER AGENCIES

Kern County Water Agency
Metropolitan Water District of Southern California
San Luis & Delta-Mendota Water Authority
Santa Clara Valley Water District
Westlands Water District
Zone 7 Water Agency
Contra Costa Water District
Friant Water Authority
North Delta Water Agency

ENVIRONMENTAL ORGANIZATIONS

American Rivers
Defenders of Wildlife
Environmental Defense Fund
Natural Heritage Institute
The Bay Institute
The Nature Conservancy

OTHER ORGANIZATIONS

California Farm Bureau Federation
Mirant Delta

Planning Area Boundary:

- **Statutory Delta**
  Conservation measures also are identified in Suisun Marsh and upper Yolo Bypass areas.

Water Conveyance:

- **Water Conveyance Tunnel/Pipeline**
- **Isolated Conveyance Facility East Option**
- **Intake**
- **Forebay**

Habitat Restoration Opportunity Area(s):

Potential New Floodplain *and* **Riparian Habitat Restoration**
10,000 acre target may occur anywhere appropriate within the planning area.

- **Channel Margin**
  20-40 mile target may occur within the following areas:
  - **Sacramento River Between Freeport and Walnut Grove**
    Approx. total area: 36 linear miles
  - **Steamboat/Sutter Slough Area**
    Approx. total area: 36 linear miles
  - **San Joaquin/Old River/Mossdale to Vernalis Area**
    Approx. total area: 86 linear miles
- **Floodplain** *(enhanced existing)*
- **Tidal Marsh**
  Tidal marsh restoration over and above the minimum tidal marsh targets in each ROA, up to 65,000 acres, would be expected to occur over the life of the plan depending in part on the availability of willing sellers, as well as the total relative amount of suitable habitat within each ROA, among other factors.
- **Terrestrial Restoration**
  May occur anywhere appropriate within the planning area.

Yolo Bypass

Objectives: (1) modify Fremont or Sacramento weirs to increase the frequency and duration of Yolo Bypass inundation, (2) increase spawning and rearing habitat for splittail and salmon, (3) provide alternate migration corridor to the mainstem Sacramento River, and (4) increase availability and quality of food and habitat in Cache Slough.

Inflow

Potential objectives: (1) maintain seasonal and daily increases and decreases in river flows between the mainstem Sacramento River and its tributaries, (2) maintain environmental cues used by fish and other aquatic species to signal spawning, migration, and other population responses and behaviors, and (3) increase the survival and growth of covered fish inhabiting the river and estuary.

1 North Delta Diversion Bypass Flows ✻

Objectives: Maintain adequate river flows to (1) keep fish away from the pumps, (2) keep fish moving in the right direction, towards regions of suitable habitat, (3) minimize fish predation, (4) maintain or improve the overall quality of rearing habitat in the north Delta.

Yolo Bypass/Cache Slough Area
Minimum tidal marsh restoration target: 5,000 acres
within the total area: 49,167 acres

Cosumnes/Mokelumne Area
Minimum tidal marsh restoration target: 1,500 acres
within the total area: 7,805 acres

In-Delta Water Quality

Maintain existing water quality standards in the North, Central, and West Delta.

Delta Cross Channel Gate Operations

Objectives: (1) reduce movement of outmigrating Sacramento River fish into central Delta, (2) maintain flows downstream on Sacramento River, and (3) provide enough Sacramento River flow into interior Delta when water quality for municipal and industrial use and agriculture may be of concern.

Suisun Marsh Area
Minimum tidal marsh restoration target: 7,000 acres
within the total area: 82,970 acres

Rio Vista Flows

Objectives: maintain flows for migrating salmon and smelt.

West Delta Area
Minimum tidal marsh restoration target: 2,100 acres
within the total area: 6,178 acres

East Delta Area
Minimum tidal marsh restoration target: 1,400 acres
within the total area: 9,033 acres

3 Outflow ✻

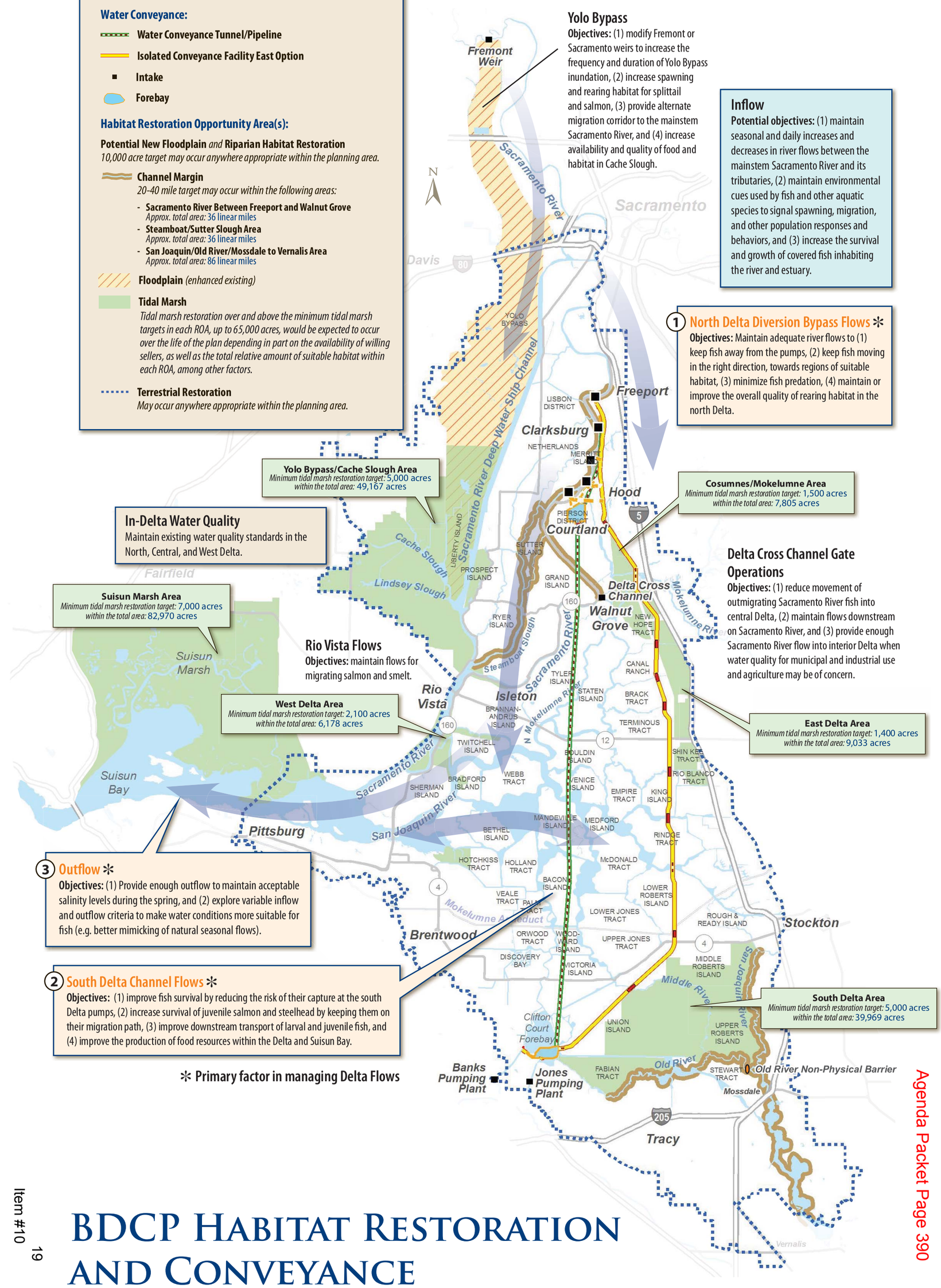
Objectives: (1) Provide enough outflow to maintain acceptable salinity levels during the spring, and (2) explore variable inflow and outflow criteria to make water conditions more suitable for fish (e.g. better mimicking of natural seasonal flows).

2 South Delta Channel Flows ✻

Objectives: (1) improve fish survival by reducing the risk of their capture at the south Delta pumps, (2) increase survival of juvenile salmon and steelhead by keeping them on their migration path, (3) improve downstream transport of larval and juvenile fish, and (4) improve the production of food resources within the Delta and Suisun Bay.

South Delta Area
Minimum tidal marsh restoration target: 5,000 acres
within the total area: 39,969 acres

✻ Primary factor in managing Delta Flows



BDCP Habitat Restoration and Conveyance

New state agency tries to revive delta

Wyatt Buchanan, Chronicle Sacramento Bureau

Sunday, June 27, 2010

Read more: http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2010/06/27/MNB01E0QML.DTL#ixzz0spf3b5rS

Lance Iversen / The Chronicle

A cornfield gets its fresh irrigation water from the Sacramento River just north of Rio Vista.

Over the past 10 years, California spent more than $3.5 billion on an agency that failed to solve the water crisis in the Sacramento-San Joaquin River Delta.

Now, the state is trying again - with a newly formed agency.

This new agency is much like the old one with a different set of rules: It has the same staff of about 50 employees who were transferred over from the failed organization, and it has hired the same consulting firm to do much of the ground work, raising questions of whether it will succeed where its predecessor failed or whether it will be another expensive boondoggle.

The stakes are enormous: the ecosystem of the delta - which provides water for 25 million Californians and millions of acres of farmland - is on the verge of collapsing, water users have seen their yearly allotments slashed, and a major earthquake could destroy the levee system protecting islands, communities and farmland in the region.

Sen. Joe Simitian, D-Palo Alto, author of the bill that created the new agency - the Delta Stewardship Council - said there is no guarantee the council will succeed where the old agency, CalFed, failed.

But something needs to be done. Decades of "benign neglect and ineffective governance have not served the state well," Simitian said. "There's always some risk with a new direction, but I think the old model was a proven failure."

CalFed's failure

CalFed began in 1994 as an agreement between the federal and state governments to work together on delta water issues. But the pact proved ineffective almost from the start.

In 2000, the state and federal governments created a more formal process that was supposed to fix the delta for everyone - its motto was "everyone gets better together." They pledged to improve water supply and quality and strengthen the ecosystem and levees.

Ultimately, CalFed became an amalgamation of 25 local, state and federal agencies and other organizations with disparate interests in the delta. The idea was to unite - and spend big - for a common cause.

But, created under the Clinton administration, interest in CalFed waned during the Bush years. To worsen matters, CalFed was enormous, with so many agencies involved that it struggled under its own weight to create a structure to make decisions.

In 2002, the Legislature created a new governing board to oversee CalFed: the Bay-Delta Authority. But the authority stopped meeting in the past few years because not enough members showed up for the scheduled sessions.

No consistent funding

Perhaps contributing most significantly to CalFed's failure is that it lacked the force of law in its decisions and did not have a consistent source of funding to operate. An audit of the program determined that the state spent $217 million in general fund dollars from 2000 to 2004, along with $813 million in bond funds. The federal government was supposed to contribute significant money, too, but in the same period spent just $242 million.

Later in 2004, the program released a controversial 10-year financing plan totaling $8 billion, which drew wide criticism and led the Legislature to slash its budget. Then, in early 2007, the Public Policy Institute of California concluded in a report on the delta that CalFed "is now widely perceived as having failed to meet its objectives."

The Delta Stewardship Council was created via a bill the Legislature approved as part of last fall's comprehensive package of legislation to overhaul California's water infrastructure. Among the other bills that passed was one for an $11 billion water bond that voters will decide in November.

In crafting the stewardship council, lawmakers sought to avoid the pitfalls that doomed CalFed. They made the council small and powerful - a panel of only seven individuals - as opposed to the more than two dozen agencies that made up CalFed.

This group, appointed largely by the governor, is charged with creating a comprehensive plan to revive the delta - with the "co-equal goals" of restoring the ecosystem and

ensuring water supply reliability for the state - by Jan. 1, 2012, an extremely tight deadline by government bureaucracy standards.

Final plan will become law

One key difference from CalFed is that the council's final plan will actually be state law.

Simitian said some lawmakers were wary about how much power to give the council, as it would limit the Legislature's authority. But he said he believes giving it real legal teeth is essential for success.

"I would suggest to you that if everyone is a bit nervous, that is a good thing," Simitian said.

The council first met in April and has had four meetings since, including last week.

"This is a bigger step than the kind of limping along of the last 30 or 40 years," said Phil Isenberg, the chairman of the stewardship council who is a well-regarded former mayor of Sacramento and a former state assemblyman.

As for the similarities to CalFed, Isenberg defended the decision to transfer the staff and said it is important to retain them to meet the new timelines. "I think they are competent, and I don't think there is any way the state deadlines would be met without" them, he said.

State water experts agree that California needed a new direction for the delta and that putting decisions into the hands of a limited council is a better process.

"The way it has been set up, the decision will come to seven people working on a council rather than getting a bunch of agencies to form a consensus," said Ellen Hanak, director of research for the Public Policy Institute of California, adding, "You have more of a sense of who is in charge."

And even though it ultimately failed to solve the crisis in the delta, CalFed did fund a lot of research about the delta estuary that gives the council a better starting point for making decisions than its predecessor, Hanak said.

What is yet to be resolved, however, is how the council will fund its ongoing operations - a key reason CalFed failed. The governor's proposed budget for the year beginning July 1 sets aside nearly $50 million to fund the stewardship council, money that previously was budgeted for CalFed.

Long-term finance plan

But future funding was not specified in the water legislation, Simitian said, because determining who would pay and how much they would pay probably would have overwhelmed and doomed the debate over the package of water bills.

Last week, a Senate committee approved a bill by Assemblyman Jared Huffman, D-San Rafael, to require the Delta Stewardship Council to create a long-term finance plan with fees assessed to the beneficiaries of the council's delta plan. The fee plan would need approval by the Legislature.

Huffman called his legislation "a critical missing piece" of the water legislation and the lack of funding a "critical flaw" in CalFed.

Whether the council succeeds where CalFed failed will depend largely on the members of the council, said James Mayer, executive director of California Forward and former executive director of the Little Hoover Commission, a state body that investigates state operations.

That commission published a damaging assessment of CalFed in 2005.

People key to success

Mayer said he believes the ultimate success of the council could have more to do with who is on the panel than the law creating it, and predicted the council would be successful if its members take action that "represents the long-term public interest."

"Regardless of what's in the law, the question is whether the stewardship council will develop the political authority to compel cooperation and alignment of otherwise competing public agencies," Mayer said.

Environmental organizations themselves were split on whether they supported the legislation creating the council and that divide has continued in predictions of the council's success.

"We felt that this was CalFed redux," said Jim Metropulos, senior advocate for the Sierra Club California. "I just think the council is not really empowered to make wholesale changes to the delta and improve water supply reliability."

Cynthia Koehler, California water legislative director at the Environmental Defense Fund, said she is optimistic about the council's prospects.

"This is clearly a time-will-tell kind of thing," she said. "This is the next experiment."

Delta Stewardship Council members

-- **Phil Isenberg,** chairman, is a former state assemblyman and mayor of Sacramento. He is a lawyer and, until recently, a registered lobbyist. He also chaired the Delta Blue Ribbon Task Force, which called for creating an independent body to oversee the delta.

-- **Randy Fiorini** of Turlock (Stanislaus County)is the managing partner of Fiorini Ranch and managing partner of FarmCo. He is the past president and board member of the Association of California Water Agencies.

-- **Gloria Gray** of Inglewood (Los Angeles County) is a member of the board of directors of the West Basin Municipal Water District. She previously spent 36 years at the Los Angeles County departments of Human Services and Health Services.

-- **Patrick Johnston** of Stockton is president of the California Association of Health Plans and spent 20 years in the Legislature. He is a former member of the Bay-Delta Authority and the Delta Protection Commission.

-- **Hank Nordhoff** of Del Mar (San Diego County) is chairman of Gen-Probe Inc., a biotechnology company.

-- **Don Nottoli** of Galt is a member of the Sacramento County Board of Supervisors and is chairman of the Delta Protection Commission.

-- **Richard Roos-Collins** of Berkeley is director of legal services for the Natural Heritage Institute. He is co-chair of the Agricultural Water Management Council and was a member of the Bay Delta Conservation Plan Steering Committee.

West Coast's largest estuary

The Sacramento-San Joaquin River Delta is home to more than 750 animal and plant species. More than 500,000 people call it home, and it is a recreation and tourist destination. The delta is the hub of state, federal and local water systems providing at least some of the water needs for two-thirds of Californians. It is formed by the confluence of the state's two largest rivers: the Sacramento and the San Joaquin.

Source: Delta Stewardship Council

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