REPORT TO PLANNING COMMISSION City of Sacramento

6

915 I Street, Sacramento, CA 95814-2671

STAFF REPORT
December 9, 2010

Honorable Members of the Planning Commission:

Subject: Northeast Line Implementation Plan (LR09-021)

Council District: 2

Recommendation: Review and comment.

Contact: Greg Sandlund, Associate Planner, (916) 808-8931; Jim McDonald AICP, Senior Planner, (916) 808-5723.

Presenters: Greg Sandlund, Associate Planner, (916) 808-8931

Department: Community Development
Division: Planning
Organization Number: 22001111

Description/ Analysis

Issue: The Northeast Line Implementation Plan is a planning effort to promote reinvestment, redevelopment, and revitalization along the light rail corridor that includes the Globe, Arden/Del Paso and Royal Oaks Stations. The Plan includes specific strategies to address housing, economic development, the strategic financing of infrastructure, public safety, and design needs along the light rail corridor.

The land use changes proposed are intended to better streamline uses that support an active and safe commercial corridor such as mixed use and mixed density housing as well as office and general commercial uses. Staff is also recommending that future infrastructure improvements be focused in key areas along the light rail corridor to encourage catalyst and near term development in the area.

Policy Considerations: The Northeast Line Implementation Plan is implementing the 2030 General Plan, which amended land use designations in key opportunity areas,

including light rail station areas and commercial corridors, to facilitate the revitalization of corridors and centers.

Environmental Considerations: At the time action is requested, staff will provide the appropriate discussion and findings to comply with the California Environmental Quality Act (CEQA).

Rationale for Recommendation: Staff would like any comments from the Commission prior the Commission taking formal action on the project on January 13th 2011.

Financial Considerations: None

Respectfully submitted by: _____
Greg Sandlund
Associate Planner

Recommendation Approved:

_____
Jim McDonald AICP
Senior Planner

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Attachment 1

Background

Project Background

The Globe, Arden/Del Paso, and Royal Oaks Stations were built as part of the light rail starter line in 1987. Much of the land used for the starter line was existing right of way from freight rail lines. Therefore, most of the surrounding land uses were industrial or heavy commercial and not supportive of transit.

In 2002, Regional Transit and the City of Sacramento collaborated to identify land use and policy changes for areas within a 1/4 mile of transit stations to support transit. This planning effort was called Transit for Livable Communities (TLC).

As a follow up to the TLC planning effort, the Northeast Line Light Rail Stations Plan was approved by the City Council in 2007. This plan was predominately an urban design document that recommended, among other things: streetscape improvements, revisions to the North Sacramento Design Guidelines, rezones and urban design schemes for the Globe, Arden/Del Paso and Royal Oaks Station. The plan also analyzed the necessary infrastructure improvements to support 30 years of growth in project area.

The 2030 General Plan, adopted in 2009, amended land use designations in key opportunity areas, including light rail station areas and commercial corridors, to facilitate the revitalization of corridors and centers. The TLC and Northeast Line Light Rail Stations Plan informed the identification of the 2030 General Plan land use designations for this area.

Project Description

The Northeast Line Implementation Plan is an effort to implement the previous planning efforts mentioned above and includes the following actions:

- Rezone specified sites;
- Amend general plan land use designations;
- Expand the boundaries of the Del Paso Boulevard Special Planning District;
- Amend the Del Paso Boulevard Special Planning District;
- Amend the North Sacramento Design Guidelines;
- Amend the North Sacramento Community Plan to establish a transit village plan;
- Amend the RMX Zone;
- Establish phased infrastructure finance recommendations.

Rezones and General Plan Amendments:

The project includes rezoning sixteen parcels along Del Paso Boulevard to add the Transit Overlay Zone. This overlay zone will allow greater heights and densities than

the base General Commercial (C-2) Zone as well as allow for expedited application review for transit friendly development. These zoning designations are consistent with the 2030 General Plan which was adopted on March 3, 2009.

A single site would be rezoned from the Standard Single Family (R-1) Zone to the General Commercial (C-2) Zone. Until recently, this site was used a firehouse. The C-2 designation would be consistent with adjacent and nearby parcels along Del Paso Boulevard.

Twenty six parcels, located between Del Paso Boulevard and the Royal Oaks Station, are proposed to be rezoned from the Standard Single Family (R-1) Zone to the Residential Mixed Use (RMX) Zone. The RMX zone would allow for neighborhood and transit friendly commercial uses along Arden Way. It would also allow for future multi-family housing to be located nearby the Del Paso/Arden and Royal Oaks stations. Rezoning these parcels will require an amendment to the general plan land use designations, from Traditional Low Density Residential to Urban Corridor Low.

Approximately 110 parcels located northwest of Del Paso Boulevard are proposed to have amended general plan designations. Ten of the 110 parcels would have land use designations changed from Urban Corridor Low to Employment Center Low Rise. The rest of the 110 parcels would have land use designations changed from Urban Low Density Residential to Employment Center Low Rise. The purpose of these land use amendments is to continue to allow viable industrial uses to operate and allow for a more gradual transition of the area from a predominantly an industrial area to one of a more commercial/residential nature.

Amend and Expand the Del Paso Boulevard Special Planning District:

The project includes an expansion of the Del Paso Boulevard Special Planning District to include parcels, one block deep, located along the north side of Arden Way as well as the parcels immediately south of the Royal Oaks Station. These parcels are proposed to be included in the Special Planning District (SPD) because of their location along a busy corridor and their close proximity to light rail stations. The expansion of the SPD into Arden Way will change to name of the SPD to the Del Paso/Arden Special Planning District.

Additionally, one parcel on the southwest edge of the SPD and twelve parcels north of Del Paso Boulevard, fronting El Monte Avenue, would be included in the SPD. These parcels are proposed to be included in the district because of their current non-residential uses and their close proximity to the commercial corridor.

The amendments to the Special Planning District will help to facilitate a more flexible and expedited planning application process for uses that support the commercial corridor. Additionally, residential mixed use developments would be allowed with a plan review, as opposed to a special permit. The specific changes to the SPD are listed in Attachment 4. :

Design Review Guidelines Amendments: The project includes amendments to the North Sacramento Design Review Guidelines that incorporate design guidelines from

the Northeast Light Rail Stations Plan. These new design guidelines would enhance the existing residential and commercial guidelines and also give specific guidance on transit friendly housing such as live-work lofts, town houses/row houses, and residential mixed use developments.

North Sacramento Community Plan Amendments: The project includes amending the North Sacramento Community Plan to include new policies resulting from the Northeast Line Implementation Plan effort as well as policies from the Northeast Light Rail Stations Plan. These policies are consistent with the existing 2030 General Plan policies. Policy additions include: those that designate the Northeast Line section of the North Sacramento Community Plan as a transit village plan; and the addition of a new map showing the Northeast Line station area.

The new section in the North Sacramento Community Plan would include the designation of the Globe, Arden/Del Paso, and Royal Oaks stations a transit village districts per the California Transit Village Development Planning Act of 1994 (Section 65460 *et al* of the State of California Government Code). Under State law, a transit village plan shall include land within ¼ mile from the station; should encourage development in close proximity to the transit station; should offer intermodal service; should include a mix of uses and housing types; and provide a number of benefits such as increased infill, greater transit ridership and live-travel opportunities. A transit village plan shall be prepared, adopted, and amended in the same manner as a general plan. The City's General Plan was adopted by City Council resolution and this transit village plan will be adopted through a resolution.

Amendments to the RMX Zone: Staff is recommending that parcels zoned RMX along Arden Way be able to have up to 100% commercial uses with a zoning administrator's special permit. After initially considering this provision to be applied only in the special planning district, staff reasoned that such a provision should be applied citywide. The amendments to the RMX zone will allow for greater flexibility in permitting neighborhood supporting commercial uses while still emphasizing residential mixed use.

Phased Infrastructure Finance Recommendations: The infrastructure finance strategy will include specific recommendations for the public/private financing of prioritized infrastructure improvements in the study area. The recommendations will be for near term improvements that will help facilitate catalyst development in the area.

Attachment 2

DRAFT ORDINANCE NO.

Adopted by the Sacramento City Council

AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING VARIOUS PARCELS OF REAL PROPERTY AS PART OF THE NORTHEAST LINE IMPLEMENTATION PLAN (LR09-021)

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 properties depicted in the attached Exhibit A and identified by APN and address in the attached Exhibit B, from the existing zone to the proposed zone as set forth in Exhibit B.

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 part of the Zoning Code, to conform to the provisions of this Ordinance.

Section 4. Exhibits A and B are a part of this Ordinance.

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Exhibit A – Rezone Maps
Exhibit B – List of Rezone Properties

Exhibit A

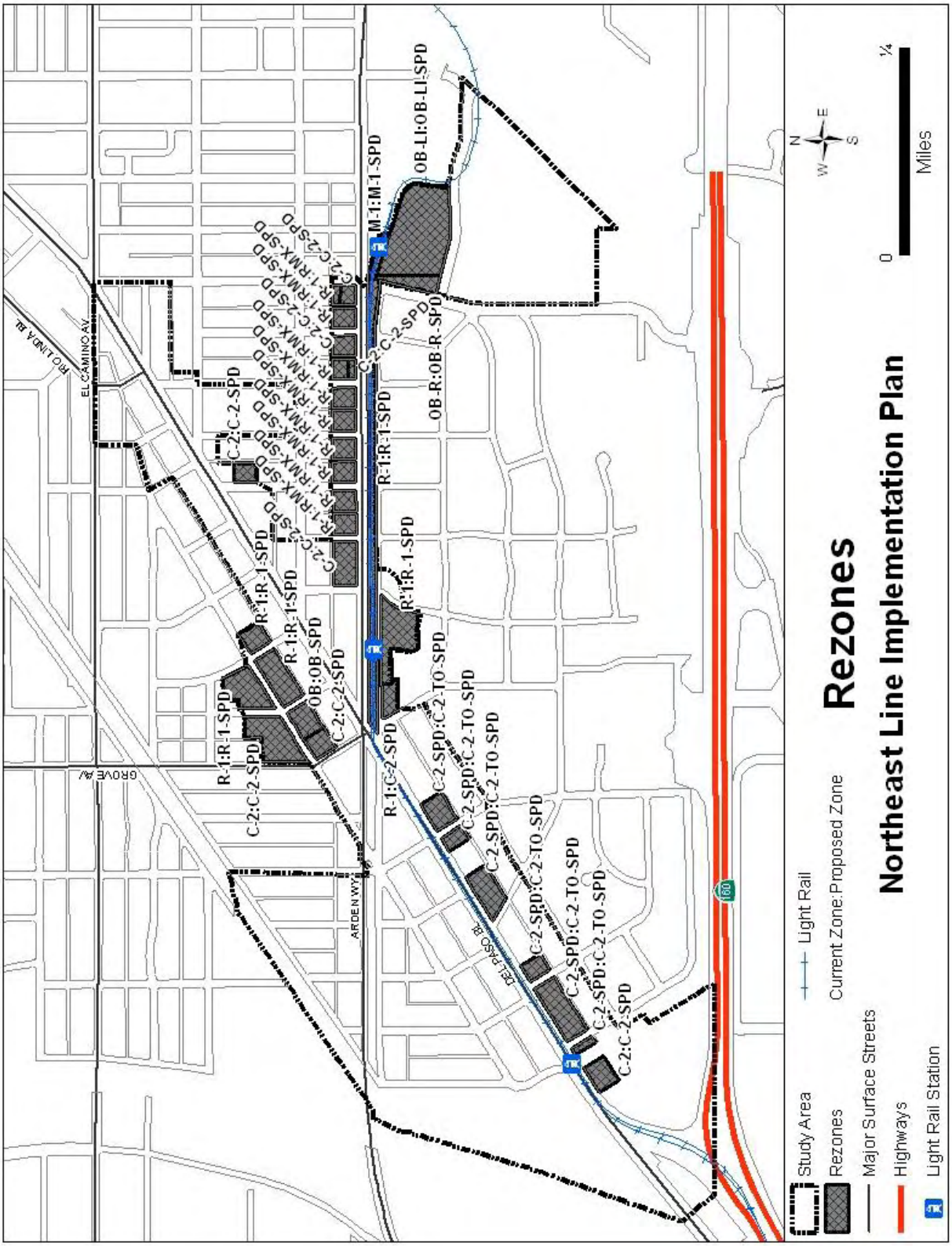
Rezones
Northeast Line Implementation Plan
Study Area
Rezones
Major Surface Streets
Highways
Light Rail Station
Light Rail
Current Zone:Proposed Zone
0
1/4
Miles
N
E
S
W
M-1:M-1-SPD
OB-LI:OB-LI-SPD
C-2:C-2-SPD
OB-R:OB-R-SPD
R-1:R-1-SPD
R-1:C-2-SPD
C-2:C-2-SPD
OB:OB-SPD
C-2-SPD:C-2-TO-SPD
EL CAMINO AV
ROLINDA AV
GROVE AV
ARDEN WY
DEL PASO RD
160

Exhibit B

[Property List to be Generated Prior to the Hearing]

Attachment 3

DRAFT RESOLUTION NO.

Adopted by the Sacramento City Council

AMENDING THE 2030 GENERAL PLAN LAND USE AND URBAN FORM DIAGRAM RELATING TO THE NORTHEAST LINE IMPLEMENTATION PLAN (LR09-21)

BACKGROUND

A. On October 15, 2002, the City Council accepted the Transit for Livable Communities (TLC) recommendations, which provided recommendations and strategies for transit-supportive development proximate to existing and future light rail stations.

B. On July 24, 2007, the City Council accepted the Northeast Line Light Rail Stations Plan as the guiding vision for development within the quarter mile radius around the Globe, Arden/Del Paso, and Royal Oaks light rail stations. This plan consisted of design guidelines, recommended land use changes and an infrastructure assessment.

C. On March 3, 2009, the City Council adopted the 2030 General Plan, which includes land use and policy direction to promote infill development in key opportunity areas, including commercial corridors and areas served by transit, such as the Northeast Line Light Rail Corridor.

D. The 2030 General Plan Urban Corridor Low and Urban Neighborhood Low land use designation for the area known as the El Monte Triangle have been re-evaluated and found to not acknowledge the many viable industrial uses in the area. The Employment Center Low Rise general plan land use designation is consistent with the current heavy commercial uses as well as future urban uses, including office, retail, and housing.

E. On January 13, 2011, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve proposed amendments to the 2030 General Plan Land Use and Urban Form Diagram consistent with the Northeast Line Implementation Plan.

F. On _____, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(1)(a) (publication).

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

Section 1. Environmental Determination: The City Council has approved the environmental review of the Project as being within the scope of the 2030 General Plan Master EIR by Resolution No. ___.

Section 2. Based on the verbal and documentary evidence received at the hearing, the City Council approves the 2030 General Plan Land Use and Urban Form Diagram Amendment as set forth in Exhibits A and B.

Section 3. Exhibits A and B are a part of this Resolution.

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EXHIBIT A: Land Use Diagram Changes Maps
EXHIBIT B: Land Use Changes Property List

Exhibit A

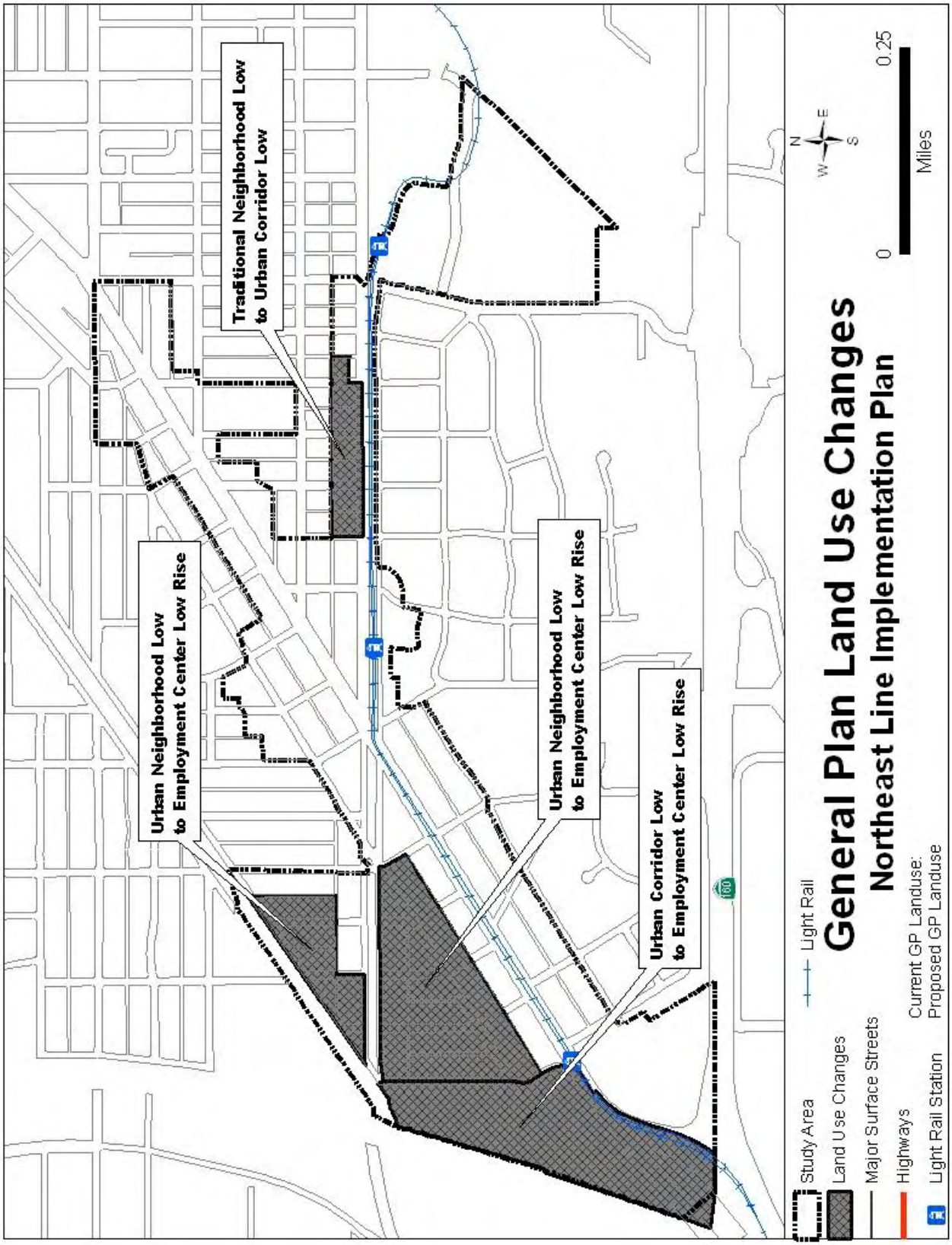
Traditional Neighborhood Low
to Urban Corridor Low
Urban Neighborhood Low
to Employment Center Low Rise
Urban Neighborhood Low
to Employment Center Low Rise
Urban Corridor Low
to Employment Center Low Rise
General Plan Land Use Changes
Northeast Line Implementation Plan
N
W
E
S
0
0.25
Miles
Study Area
Land Use Changes
Major Surface Streets
Highways
Light Rail Station
Light Rail
Current GP Landuse:
Proposed GP Landuse

Exhibit B

[Property List will be Generated Prior to Hearing]

Attachment 4

Highlighted Draft Amendments to the Del Paso Blvd Special Planning District

- Change the name to Del Paso Boulevard/Arden Way Special Planning District in section 17.20.030 and throughout 17.108
- Allow apartments in the General Commercial (C-2) Zone with a zoning administrators plan review (instead of a zoning administrators special permit)
- Set the maximum allowable density for residential uses in the General Commercial (C-2) Zone to be 60 dwelling units per net acre
- Require that new residential development of 12 dwelling units per net acre include the following open space standards:
    - A minimum of fifty (50) square feet of usable common open space per unit is required. This open space area may include courtyards, gardens, recreation areas, and similar areas.
    - A minimum of fifty (50) square feet of usable private open space per unit is required. This area is for the exclusive use of the unit and may include decks, balconies and patios. Private useable open space shall be directly accessible from the unit.
    - For each square foot of usable private open space over fifty (50) square feet that is provided, the required fifty (50) square feet of usable common open space may be reduced by one square foot.
- Require that manufacturing uses fronting Del Paso Boulevard in the General Commercial (C-2) Zone have an office or other active commercial use facing the street
- Allow produce stands with a zoning administrator's special permit
- Require stepbacks in the General Commercial (C-2) zone but allow them to be waived when appropriate through the design review process
- Continue to allow temporary parking lots with the same process as downtown
- Allow up to 50% residential uses in the Office (OB) Zone with a zoning administrators plan review
- Allow office-supporting uses in the Office (OB) Zone with a zoning administrator's plan review

Attachment 5

DRAFT RESOLUTION NO. 2010- ___

Adopted by the Sacramento City Council

AMENDING THE NORTH SACRAMENTO COMMUNITY PLAN CHAPTER OF THE 2030 GENERAL PLAN TO ADD POLICIES FOR THE NORTHEAST LINE TRANSIT VILLAGES AND TO ESTABLISH THE NORTHEAST LINE TRANSIT VILLAGE DEVELOPMENT DISTRICTS FOR THE GLOBE, ARDEN/DEL PASO, AND ROYAL OAKS LIGHT RAIL STATIONS (LR09-021)

BACKGROUND

A. On October 15, 2002, the City Council accepted the Transit for Livable Communities (TLC) recommendations, which provided recommendations and strategies for transit-supportive development proximate to existing and future light rail stations.

B. On July 24, 2007, the City Council accepted the Northeast Line Light Rail Stations Plan as the guiding vision for development within the quarter mile radius around the Globe, Arden/Del Paso, and Royal Oaks light rail stations. This plan consisted of design guidelines, recommended land use changes and an infrastructure assessment.

C. On March 3, 2009, the City Council adopted the 2030 General Plan, which includes land use and policy direction to promote infill development in key opportunity areas, including commercial corridors and areas served by transit, such as the Northeast Line Light Rail Corridor.

D. On October 6, 2009, the City Council designated the Northeast Line Light Rail Corridor as a Tier 2, shovel-ready area in order to promote reinvestment efforts in the area and to prepare the area for new development that would fulfill the vision of the 2030 General Plan and other past planning efforts.

E. The policies in Exhibit A, comprising the Northeast Line Transit Village Plan for the Globe, Arden/Del Paso, and Royal Oaks stations, are consistent with the goals and policies of the North Sacramento Community Plan and the 2030 General Plan.

F. The policies included in Exhibit A of this resolution support the City's vision for the Northeast Line Light Rail Corridor and were drafted in accordance with the provisions of the State Transit Village Development Act (Government Code section 65460 et seq.), which encourages mixed-use development at higher

densities around transit stations.

G. On January 13, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the components of the Northeast Line Implementation Plan, including the amendments to the North Sacramento Community Plan chapter of the 2030 General Plan as set forth in Exhibit A (LR09-021).

H. On _____, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Sections 17.200.010(C)(1) (a) and (c) (publication and mail (500 feet)), and received and considered evidence concerning the Northeast Line Implementation Plan, including the amendments to the North Sacramento Community Plan chapter of the 2030 General Plan as set forth in Exhibit A (LR09-021).

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

Section 1. Environmental Determination: The City Council has approved the environmental review of the Project as being within the scope of the 2030 General Plan Master EIR by Resolution No. ___.

Section 1. The North Sacramento Community Plan chapter of the 2030 General Plan is hereby amended to add the language and policies related to urban development in the Northeast Line Corridor as identified in Exhibit A.

Section 2. All that land within the North Sacramento Community Plan that is not more than a quarter mile from the Globe light rail station is hereby designated the Globe Transit Village Development District pursuant to the Transit Village Development Planning Act of 1994 (Government Code section 65460 et seq.). The Northeast Line Transit Village Plan set forth in Exhibit A, supporting policies have been prepared and are adopted as the transit village plan for the district.

Section 3. All that land within the North Sacramento Community Plan that is not more than a quarter mile from the Arden/Del Paso light rail station is hereby designated the Arden/Del Paso Transit Village Development District pursuant to the Transit Village Development Planning Act of 1994 (Government Code section 65460 et seq.). The Northeast Line Transit Village Plan set forth in Exhibit A, supporting policies have been prepared and are adopted as the transit village plan for the district.

Section 4. All that land within the North Sacramento Community Plan that is not more than a quarter mile from the Royal Oaks light rail station is hereby designated the Royal Oaks Transit Village Development District pursuant to the Transit Village Development Planning Act of 1994 (Government Code section 65460 et seq.). The Northeast Line Transit Village Plan set forth in Exhibit A, supporting policies have been prepared and are adopted as the transit village plan for the district.

Section 5. Exhibit A is a part of this Resolution.

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Exhibit A – North Sacramento Community Plan Amendment Language and Figures

Exhibit A

North Sacramento Community Plan Amendment Language and Figures

[To be inserted after the infrastructure challenges discussion on page 3-NS-17 of the North Sacramento Community Plan chapter of the City's 2030 General Plan.]

Policies for the Northeast Line Transit Village Plan

In order to promote reinvestment and the long-term success of the Northeast Line Light Rail Corridor, the City prepared the Northeast Line Implementation Plan (2011), a planning effort to promote new housing, economic development, the strategic financing of infrastructure, public safety, and design needs along the light rail corridor that includes the Globe, Arden/Del Paso, and Royal Oaks stations. The Plan is based on previous planning efforts, including the Northeast Line Light Rail Stations Plan (2007) and Transit for Livable Communities (2002).

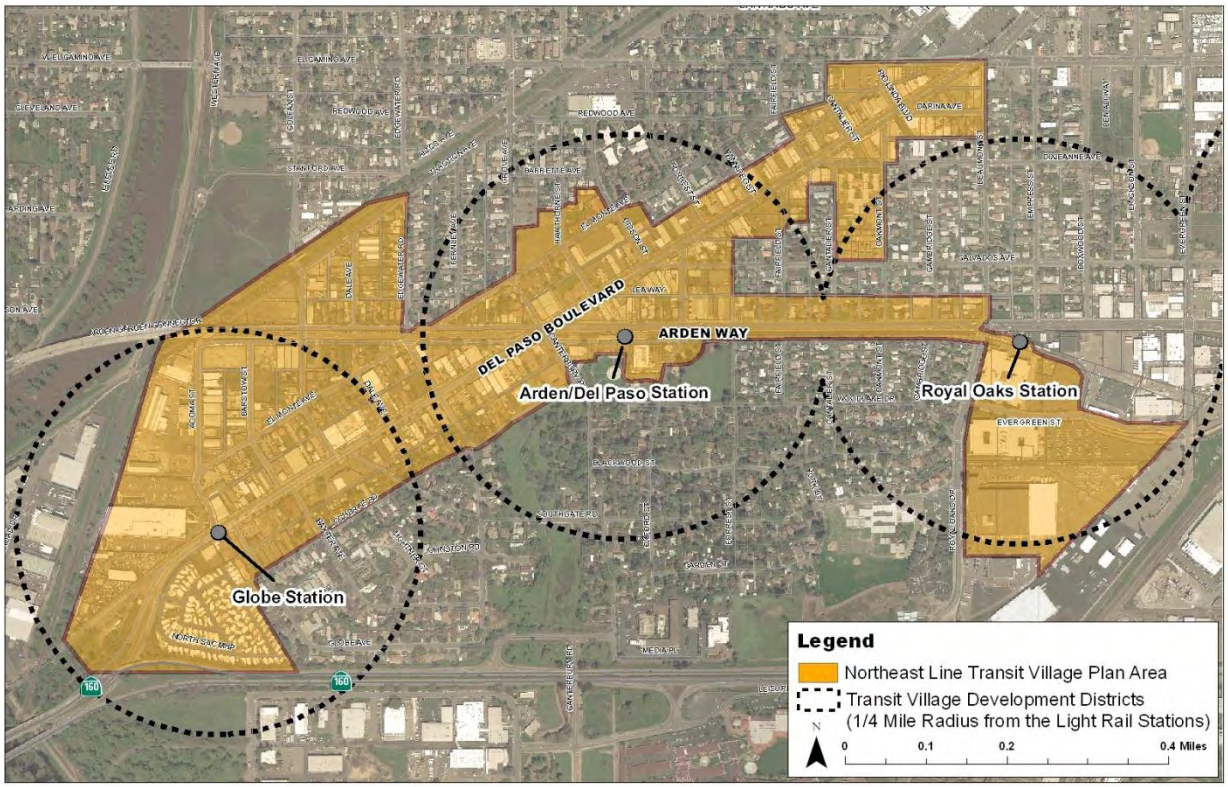

Figure NS-NELTV 1: Northeast Line Transit Village Plan Area (Pursuant to the Transit Village Development Act of 1994 [Government Code section 65460 et seq.]**)**

The Northeast Line Transit Village shown in Figure NS-NELTV 1 above has three transit village development districts, which are encompassed by land within a ¼ mile radius of the Globe, Arden/Del Paso and Royal Oaks Stations. These three separate transit village development districts are each subject to polices of the overall Transit Village Plan Area where the transit village development districts overlap

the Northeast Line Transit Village Plan area. The Northeast Line Transit Village Plan as well as the Globe, Arden/Del Paso, and Royal Oaks Transit Village Development Districts have been adopted pursuant to State law and embody both the State and City's vision of intensified development near transit and mixed-use activity centers, which in turn will lead to increased walking and reduced automobile use.

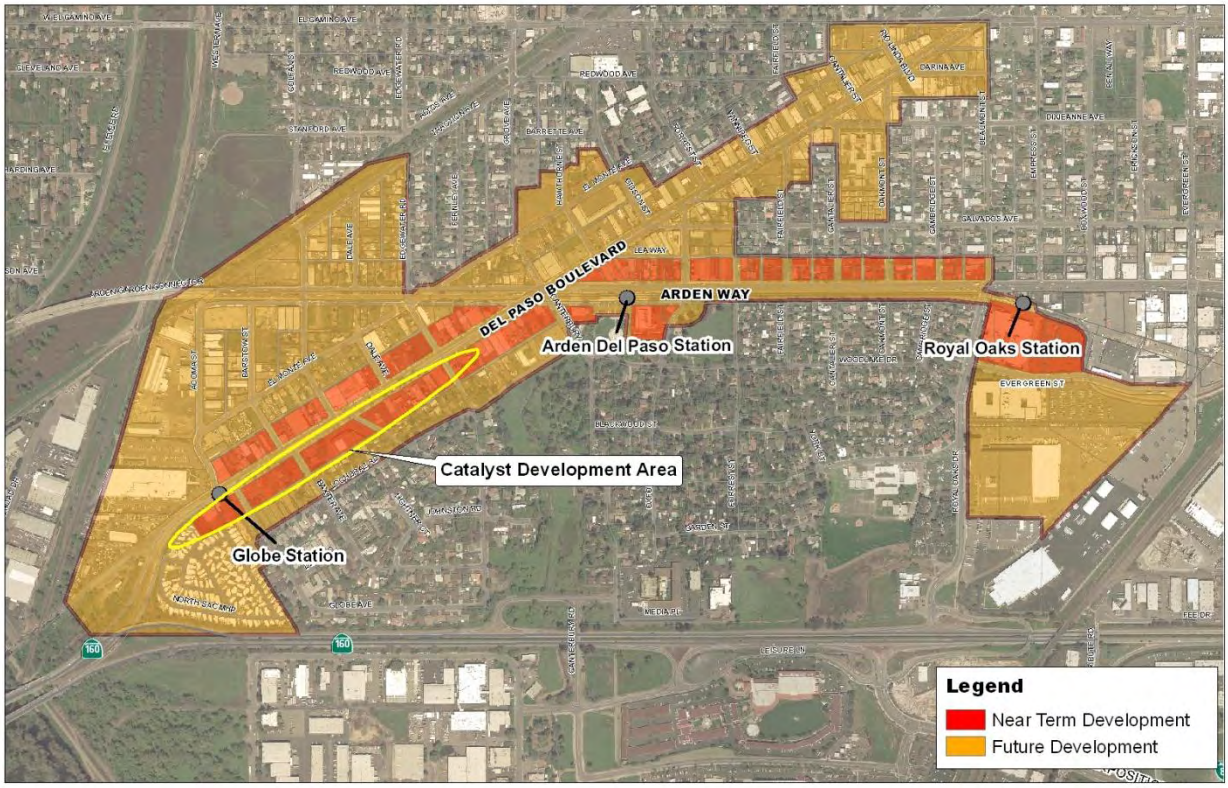

Figure NS-NELTV-2 – Policy Area for the Northeast Line Transit Village

The policies included in this section will help to shape a transit village that efficiently utilizes the land around each light rail station and provides a mix of uses that benefit the surrounding community. The areas that will accommodate catalyst development and near term development are shown in Figure NS-NELTV-2, above. Specific infrastructure improvements to facilitate development in these areas have been identified in the 2011 report entitled "Northeast Line Light Rail Stations Plan Phased Infrastructure Recommendations." Parking facilities shall be developed when on street parking is required to promote economic development.

NS.NELTV 1.1 **Active Ground Level Uses.** The City shall require larger residential mixed use projects along Del Paso Boulevard to have active ground level uses built up to the right of way in order to provide strong street definition and an active edge along the sidewalk. (RDR)

NS.NELTV 1.2 **Prioritized Infrastructure Improvements.** The City shall prioritize infrastructure improvements to support the catalyst development indicated in Figure NS-NELTV-2, above. (SO)

NS.NELTV 1.3 **Street Walls.** The City shall ensure that each block along Del Paso Boulevard has a predominant street wall. The street wall shall have a consistent height, be composed of contiguous buildings, and have upper stories stepped back when necessary. (RDR)

NS.NELTV 1.4 **Sensitivity to Adjacent Neighborhood Scale.** The City shall ensure that development along Del Paso Boulevard and Arden Way is sensitive to adjacent neighborhood scale and provide a height and mass transition to the medium to higher density development at the corridor. (RDR)

NS.NELTV 1.5 **Existing Industrial and Service Oriented Uses**. The City shall allow for the retention and continued operation of existing light industrial and service oriented uses, while providing for a comfortable coexistence with future new residential and commercial development. (RDR)

NS.NELTV 1.6 **Ground Floor Visibility.** The City shall require windows to be provided on the street level of new buildings in the Northeast Line Transit Village as a visual link between business and pedestrians. Ground-floor commercial facades facing streets, sidewalks, pedestrian routes and public plazas shall have non-reflective, transparent windows. (RDR)

NS.NELTV 1.7 **Parking.** The City shall support reduced parking ratios for transit oriented residential or commercial development in the transit village area while promoting the efficient design and use of parking, including curbside parking, shared parking, and the use of parking structures for higher density development and park-and-ride areas. (RDR)

NS.NELTV 1.8 **Temporary Parking Facilities along Del Paso Boulevard.** The City shall work with the Sacramento Housing and Redevelopment Agency to provide temporary parking facilities along Del Paso Boulevard when necessary. (IGC)

Attachment 6

DRAFT ORDINANCE NO.

Adopted by the Sacramento Council

AMENDING SECTION 17.28.030 OF TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO THE RESIDENTIAL MIXED USE ZONE (LR09-021)

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

Section 1. Section 17.28.030 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. Subsection A of Section 17.28.030 is amended to read as follows:

A. Nonresidential Development Limitations.

1. For new development in the RMX zone, commercial and office uses are limited to the ground floor only and may occupy up to a maximum of fifty (50) percent of the building square footage; provided, that

a. On lots that are less than or equal to three acres in size, the percentage of commercial or office use may be increased up to 100% of the building square footage, subject to approval of a zoning administrator's special permit;

b. On lots that are greater than 3 acres in size, the percentage of commercial or office use may be increased up to 100% of the building square footage, subject to approval of a planning commission special permit.

2. The design of the proposed commercial or office development shall conform to the commercial corridor design principles adopted under Section 17.132.180 as they may be amended from time to time. The commercial corridor design principles shall be applied in addition to the design guidelines applicable under Chapter 17.132, Design Review, if any. In the event of a conflict, the design guidelines applicable under Chapter 17.132 shall take precedence over the commercial corridor design principles.

3. An architecturally or historically significant structure of any size may be converted entirely to commercial or office uses, subject to approval of a zoning administrator's special permit, in order to ensure preservation and maintenance of the structure. The intent of this provision is to make structural repair and restoration economically viable, and ensure the community's continued benefit from the preservation of the significant structure.,

4. The percentage of nonresidential use may be increased up to one hundred (100) percent of the building square footage if the building is occupied by a community or neighborhood-based nonprofit organization, subject to approval of a zoning administrator's special permit.

B. Except as specifically amended by the amendments to subsection A, Section 17.28.030 remains unchanged and in full force and effect.

Attachment 7

DRAFT RESOLUTION NO.

Adopted by the Sacramento City Council

AMENDING THE NORTH SACRAMENTO DESIGN GUIDELINES AS PART OF THE NORTHEAST LINE IMPLEMENTATION PLAN (LR09-21)

BACKGROUND

A. On October 15, 2002, the City Council accepted the Transit for Livable Communities (TLC) recommendations, which provided recommendations and strategies for transit-supportive development proximate to existing and future light rail stations.

B. On July 24, 2007, the City Council accepted the Northeast Line Light Rail Stations Plan as the guiding vision for development within the quarter mile radius around the Globe, Arden/Del Paso, and Royal Oaks light rail stations. This plan consisted of design guidelines, recommended land use changes and an infrastructure assessment.

C. On March 3, 2009, the City Council adopted the 2030 General Plan, which includes land use and policy direction to promote infill development in key opportunity areas, including commercial corridors and areas served by transit, such as the Northeast Line Light Rail Corridor.

D. Design guidelines from the Northeast Line Light Rail Stations Plan will augment the North Sacramento Design Guidelines and give specific design direction for housing types that will occupy the urban corridor.

E. On January 19, 2011 the City Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the proposed amendments to the North Sacramento Design Guidelines, for which notice was given pursuant to Sacramento City Code Section 17.200.010(C)(2)(a) (publication).

F. On _____, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code Section 17.200.010(C)(2)(a) (publication).

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

Section 1. Environmental Determination: The City Council has approved the environmental review of the Project as being within the scope of the 2030 General Plan Master EIR by Resolution No. ___.

Section 2. Based on the verbal and documentary evidence received at the hearing, the City Council approves the amendments to the North Sacramento Design Guidelines as set forth in Exhibit A.

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

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EXHIBIT A: Amended North Sacramento Design Guidelines

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Town House and Row House

Town houses and Row houses are defined as multi-story single-family residential units and are currently the most market-friendly building prototype. Row houses generally front public streets, while town houses are often located along internal pedestrian pathways and mews.

Development can also be designed to have more of a multi-family character. Depending on the intended character of the development, staff and the applicant can refer either to the single family section of these guidelines or the multi-family section for further design guidance.

Row houses that face the street create an attractive environment.

Town House and Row House

SITE DESIGN

This section addresses the location of row houses and town house on their lots, its overall layout relative to the site, its orientation toward the street and adjacent buildings, and the location of parking and utilities Good site design of row house and town house structures, should:

- complement the scale, massing and setbacks of existing detached homes on the block;
- structures located in or near a commercial corridor may have smaller setbacks similar to the guidelines for new commercial buildings;
- provide an entry facing the street to create a welcoming appearance and to give homes “curb appeal”;
- guest parking areas, utilities, and service facilities should be located toward the interior of the site;
- common spaces should be toward the interior of the site.

Town House and Row House

39 Relationship to the Street

Design Principle

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

Rationale

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

Design Guidelines

39-1 Maximize the number of units and building entries fronting the street to allow maximum “eyes on the street”.

39-2 Configure residential developments so that the majority of the units minimize exposure to the south-west and west sun while still allowing plenty of light and ventilation from at least two sides in each unit.

39-3 Provide parking in the rear of the lots accessed by existing alleys and new minimum 20 feet wide driveways.

39-4 Ensure adequate (5-20 ft) setbacks for each unit to allow for open spaces for gardening, barbecuing, etc.

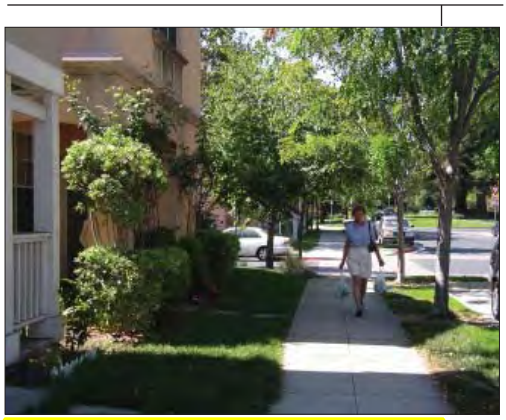
39-5 Where possible, provide variation in front facade depth to enrich the pedestrian experience.

39-6 Stepback upper floors to create opportunities for balconies.

Maximize the number of units and building entries fronting the street to allow maximum “eyes on the street”.

Town House and Row House

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



This development has setbacks similar to those of surrounding single-family homes.

This development has smaller setbacks that are similar to those of adjacent commercial buildings.

40 Setbacks

Design Principle

Setbacks of structures should reflect the appropriate commercial or residential context.

Rationale

When development is placed on busy commercial streets, smaller setbacks that locate the building closer to the street are preferred. Development constructed near single-family residential neighborhoods should reflect the larger setbacks typically found in those areas.

Design Principles

40-1 Development should be designed with varied setbacks that contribute to an interesting streetscape and avoid a monotonous streetwall. Continuous lines of buildings with the same setback should be avoided.

40-2 Individual buildings can also be designed with an articulated front, with porches closer to the street.

40-3 In residential neighborhoods, row house and town house should adopt the predominant setback, but should also vary the building facade to relieve the appearance of mass.

40-4 In residential neighborhoods, design front setbacks to allow maximum opportunities for interaction between residents and neighbors.

40-5 In commercial areas, setbacks that locate buildings close to the street are preferred.

Town House and Row House

41 Scale and Mass

Design Principle

Development should be compatible with the scale and mass of existing structures in the vicinity.

Rationale

Development should use design and construction methods that minimize the appearance of mass with multiple rooflines, articulated facades, and architectural detailing that break up the facade.

Design Guidelines

41-1 Development that is constructed as infill near an existing single-family residential neighborhood should provide a streetside facade that is complementary to these single-family homes in style and massing.

41-2 Encourage two- to four-story buildings.

41-3 Setback upper floors to create opportunities for balconies.

41-4 Multi-story structures should be articulated to break up the facade and minimize massing.

41-5 Two-story structures should have multiple rooflines with corresponding gables that are consistent in style and materials with the overall structure.

41-6 Architectural detailing, such as dormer and other types of decorative windows, complementary trim, porch details, decorative shutters, color and wainscoting, should vary from unit to unit to reduce the appearance of bulk and mass by providing visual interest.

This three-story development sets the third floor back and has a facade that is complementary to nearby single-family homes.

Town House and Row House

42 Circulation

Design Principle

A network of public streets, internal streets, driveways, and paseos should be used throughout the development to enhance circulation within the site and connectivity to the adjacent neighborhood.

Rationale

Good site design of streets, driveways, and paseos enhances the interaction between pedestrians and motorists. A hierarchy of circulation options will promote safety and add to the character of the development.

Design Guidelines

42-1 A network of public streets, internal streets, driveways, paseos etc. is encouraged, when feasible.

42-2 Driveways should be designed to be accessible and safe for both pedestrians and motorists.

42-3 Internal paths such as paseos should be designed to improve pedestrian circulation and connections throughout the site.

42-4 Pedestrian connections to adjacent existing or future retail developments is encouraged.

Town House and Row House

43 Interior Common Spaces

Design Principle

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

Rationale

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

Design Guidelines

43-1 Units should have doorways that open onto interior common spaces.

43-2 All units that overlook interior common spaces should have windows that allow residents to easily see these areas.

43-3 Common amenities, such as tot lots, seating areas, and swimming pools, should be provided that cater to all age ranges, from small children to the elderly, as appropriate.

43-4 Common open space should be designed as a visible, accessible transition between the street and individual units.

Development with doors and windows that face out on the common open space area.

This development has a common area with amenities such as play equipment.

Town House and Row House

The garages are located at the rear of this row house development.

Access to these garages is at the rear of each unit.

44 Garages

Design Principle

Row house garages should be located in the rear of the unit and accessed by an internal street or alley. Town house garages should be located at the front of the unit.

Rationale

To minimize the visual prominence of garages row house and town house garages should be designed to blend into the structure.

Design Guidelines

44-1 Row house developments should use tuck-under or below grade garages.

44-2 Town house developments are encouraged to use two car tandem garages rather than traditional two car garages to reduce the visual impact of large garage doors, when feasible.

44-3 Garage doors should have small opaque or transparent windows, to allow light into the garage and to reduce the visual prominance of the door.

45 Guest Parking

Design Principle

Guest parking should be located on internal streets throughout the site. Parking lots that face the street or are on the side of row house and town house should be minimized.

Rationale

Development should encourage residents to have an active relationship with the street(s) adjacent to the development. To this end, guest parking should be located in the interior of the development so as not to interfere with access to the street or interior common spaces.

Design Guidelines

45-1 Parking lots shall conform to City Municipal Code Section 17.64.030, “development standards for parking facilities,” which specifies stall size and design.

45-2 Smaller, scattered lots will provide better access to residents and be less visually obtrusive than a single large lot.

45-3 Parking areas should be screened from adjacent structures with landscaping strips. However, screening should not exceed 4 feet in height, and should be permeable so that areas can be viewed by passing pedestrians and vehicles.

45-4 Underground parking in private or shared garages accessible from the street is acceptable if it does not interfere with pedestrian access to the street.

45-5 Provide parking in the rear of lots accessed by side streets or alleyways.

Town House and Row House

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Lofts and Live Work Units

Lofts and live-work units allow for flexible spaces that can be used for both residential and non-residential purposes. This building prototype is well suited for the largely industrial sections of North Sacramento as the transit stations area transition into non-industrial mixed use residential neighborhoods.

For further design guidance please refer to the multi-family section of these guidelines.

Live-work lofts.

Lofts and Live Work Units

46 Orientation and Layout

Design Principle

Lofts and live work units should be oriented towards public streets to increase pedestrian interaction and facilitate activity between residential and non-residential building uses.

Rationale

Proper building orientation can promote pedestrian friendly design and energy efficiency.

Design Guidelines

46-1 Orient the flexible space component of the unit towards the public realm of streets and pedestrian pathways to optimize business visibility.

46-2 Facades with large amounts of glazing should be oriented towards the north to minimize glare and reduce heat gain.

Live work units flex space oriented towards public realm.

Lofts and Live Work Units

47 Massing & Setbacks

Design Principle

Maintain an industrial nature of the building while signaling the human, residential elements of the use. Building massing and setbacks should occur at a human scale and promote connectivity to streets.

Rationale

By incorporating industrial and residential massing and designs, new uses will transition smoothly from predominantly industrial uses that surround the property.

Design Guidelines

47-1 Encourage floor-to-floor heights of about fifteen feet.

47-2 Allow five to fifteen foot wide front setbacks to provide privacy. Allow the setbacks to accommodate architectural elements, including colonnades and awnings.

47-3 Encourage the street facing facades to be vertical with little or no setbacks.

Loft and live work structure with industrial character and appropriate massing and setbacks which actively engage the street.

Lofts and Live Work Units

Live-work lofts articulated with large windows and awnings.

48 Building Articulation

Design Principle

The facades of structures should be visually interesting and emphasize the industrial nature of the project.

Rationale

The visual interest of the non-residential aspect of the live-work lofts will promote an interesting environment for residents.

Design Guidelines

48-1 Design the front façade of live work units to reflect the simple and functional, yet edgy, character of industrial buildings.

48-2 Articulate the front facades with big double height windows, awnings, saw tooth roofs, etc.

48-3 Allow upper story balconies to protrude four to six feet from the building edge.

Lofts and Live Work Units

49 Private Realm

Design Principle

The "private realm" refers to the buildings and land that are on privately-owned lots and parcels. The private realm should consist of private and semi-private transitional spaces between the public realm and buildings, that serve to enhance the vitality of the community.

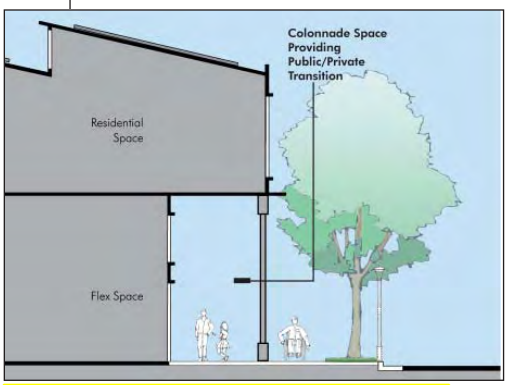
Rationale

The design of the private realm can have a significant impact on the quality of the public realm, as private buildings typically provide the edges to streets and open spaces. The guidelines serve to guide those aspects of the private realm that have a direct affect on the surrounding public context.

Design Guidelines

49-1 Accommodate elements, such as colonnades in the front setbacks, that provide flexibility to be used as residential oriented porches or business entry alcoves, whichever best suites the use of the live-work unit.

49-2 Allow awnings and signage to protrude within front setbacks.



Example of colonnades in front setback of live-work unit.

50 Building Orientation, Setbacks, and Build-to Lines

Design Principle

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

Rationale

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

Design Guidelines

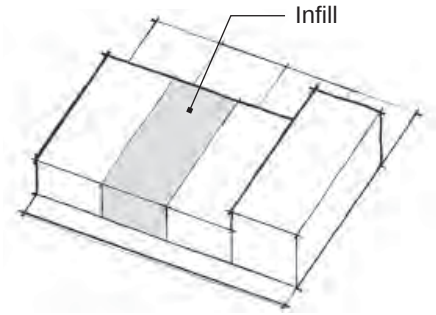
50-1 Buildings should be constructed to the front of the property line and from side property line to side property line.

50-2 Facades that front onto a public street should be built parallel or nearly parallel to the public right-of-way.

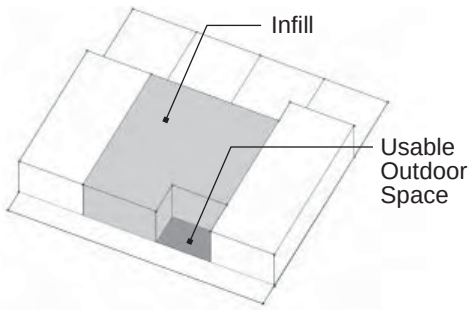
50-3 A portion of the front setback may be increased by as much as 15 feet, if that setback is used as public space, such as outdoor restaurant seating or a courtyard with public access. A minimum of 60% of the front facade should be constructed up to the front setback.

50-4 Buildings at corners may be set back to create corner entries or "chamfered" entries.

50-5 New buildings should provide an appropriate setback to allow rear- and side-yard facing windows on existing buildings to have access to light, air, and usable space between buildings.



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



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

Many buildings on Del Paso Boulevard are built to the property line.

Commercial

50-6 The ground floor of buildings within or near transit-oriented development areas should be oriented toward the street, adjacent plazas, or parks.

50-7 Orient buildings such that the primary active building facades and key pedestrian entries of the buildings face the street.

50-8 Encourage corner buildings to actively address both streets with pedestrian friendly entries.

50-9 Encourage maximum building edges and open spaces, such as front yards and outdoor restaurant seating, to front onto sidewalks to encourage pedestrian activity.

50-10 Orient new buildings so as to minimize exposure to the southwest and west sun to minimize undesirable heat gain of buildings.

50-11 Explore new developments, especially residential and mixed-use residential developments that are configured around open to sky courtyards that are contextually appropriate to the Sacramento climate.

50-12 Encourage buildings, especially individual residential units, to have access to sun and air on at least two sides to encourage adequate light and ventilation.

50-13 Incorporate pedestrian friendly elements including balconies and front porches within front setbacks.

ARCHITECTURAL ELEMENTS

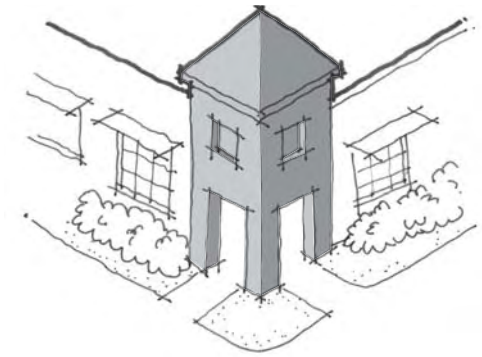
Architectural design guidelines address the exterior of buildings and their relationship to the surrounding built context. It is paramount to ensure that the design of the building complements the community setting and character and contributes to the public realm. Architectural design should promote commercial buildings that are:

- visually welcoming from the primary pedestrian street;
- similar in mass and scale to other commercial buildings in the area; and
- constructed of high-quality materials that will contribute to the longevity of the building.

Respect the past Art/Streamline Modern architectural style along Del Paso Boulevard by not replicating or imitating the architecture, but continuing its essence, which was inspired by technology and the emerging love affair America had with machines. Simple and functional architecture that highlights the juxtaposition of strong architectural elements, such as contrasting strong horizontal and vertical lines with curving forms and complimenting subdued earthy base building colors with bright and dark colored trims.

High quality materials and creative design on the Plaza del Paso building

The Limn furniture store references traditional local architectural elements with its small round windows and entry feature, while the building's signage and sculptures display cutting-edge architectural design.



Building entries at corners should address both sides.

52 Building Height, Massing, and Scale

Design Principle

The size and scale of commercial buildings should be compatible with existing development in commercial districts.

Rationale

To ensure compatibility with existing development, new development should appear similar in massing and scale, and the heights of new buildings should generally fall within the height range of existing buildings on the block. Corner sites offer a special opportunity for providing additional building height and can serve as anchor sites for a block.

Design Guidelines

52-1 New, higher buildings can reinforce the established building heights along a block by stepping back upper floors that are above the average building height along the street.

52-2 A building that is larger than the average of buildings on the same block should break up the mass of the structure with articulation of the structure into smaller components and the creation of multiple surfaces.

Commercial

52-3 Appropriately scaled doors, windows, awnings, and detailing can reduce the appearance of mass.

52-4 Buildings on corner lots provide an opportunity for structures that exceed the average height on the block and can serve as anchor points.

52-5 Building heights should not block important view corridors in the neighborhood.

52-6 The floor-to-floor height used in older, established buildings should be maintained in new construction.

52-7 Encourage larger scale buildings along major arterial roads like Del Paso Boulevard and Arden Way and finer grain buildings along local streets like Canterbury Road and Boxwood.

52-8 Respect the adjoining residential developments with the massing and scale of new developments.

Sustainability Guidelines

52-9 Massing design should provide opportunities for daylighting and solar panels. Glazing should be located predominantly on the north and south sides of the structure, with glazing on the west side of the structure minimized unless the west side is the street side.

New construction and additions that deviate from the typical proportions of height, width, and depth may appear out of scale with existing buildings.

New construction and additions should respect the typical proportions of height, width, and depth.

Commercial

53 Building Facades

Design Principle

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

Rationale

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

Avoid expansive blank walls along streets.

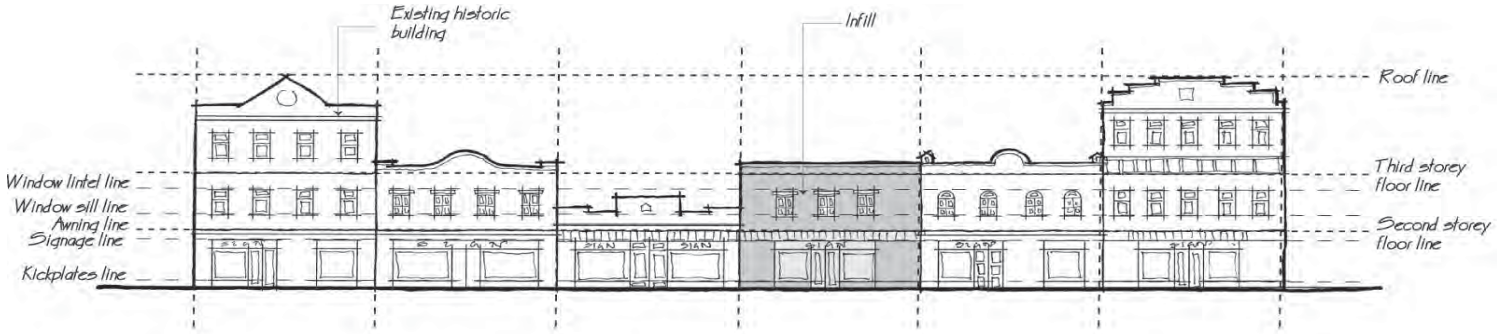
In recent decades, new buildings have increased in size and scale, creating greater challenges to creating human-scaled commercial environments. Therefore, appropriate architectural elements, such as window openings, commercial displays, frequent building entries, ornamentation, awnings and canopies,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

Design Guidelines

53-1 Doors, windows, floor heights, cornice lines, signage, and awnings should be appropriately scaled to reduce the mass of buildings as they are experienced at the street level.

53-2 The primary facade of a building must face a public street and include an entry that is accessible from that street.

53-3 The main entrance of a building without street edge facades should open directly onto a publicly accessible walkway. This walkway should connect directly to an adjacent street sidewalk.



New construction, additions, and alterations should draw from existing architectural features.

Commercial

53-4 Building facades facing streets should be lined with windows, entries, and openings that provide indoor and outdoor views to the public rights-of-way and sidewalks. Continuous blank wall surfaces are not allowed.

53-5 Architectural features, such as display windows, pilasters, lattices, and alcoves for product display, can provide visual relief on buildings that cannot achieve continuous openings along the street and sidewalk.

53-6 Facades can also be articulated with insets, partial setbacks, and small pedestrian plazas, (see Section 39, “Building Orientation”).

53-7 Solid roll-down security grates should not be used on the exterior of the building; however, they may be placed on the interior of storefront glazing or entry doors.

53-8 Highly reflective or dark tinted glass should be avoided.

53-9 Street facades of commercial buildings in areas of predominantly older buildings must have a ground floor base of a durable material, such as stone, tile, or certain types of finished concrete, where feasible.

Renovated corner entry on Del Paso Boulevard

This commercial structure is a contemporary interpretation of traditional design.

Commercial

53-10 Building facades should be designed to create a recognizable "base" and "top." Building bases and tops can be created with variations in:

building wall thickness;

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

53-11 Utilize building elements such as cornices, lintels, sills, balconies, awnings, porches, stoops, etc to enhance building facades.

53-12 Incorporate vertical and horizontal architectural elements to mitigate long unbroken building facades.

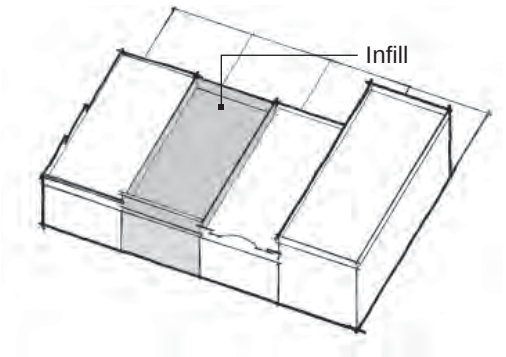
53-13 When windows face southwest and west, frame them with protruding vertical and horizontal shading elements such as lintels, sills, etc to provide required protection from glare.

53-14 Interpret key signature elements of the Art/Streamline moderne style in modern 21st Century building context, to create extremely pedestrian friendly and arresting building facades, by grouping windows to create strong horizontal lines, using doors made of large plate glass, and incorporating materials in innovative ways.

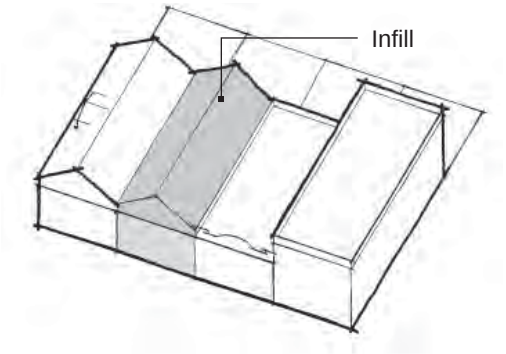
53-15 Break the mass of some of the long and larger commercial buildings with architectural design including vertical elements and minor setbacks.

53-16 If possible, provide opportunities for seating and gathering within the building façade, minor building setback and sidewalks adjacent to the building.

New construction and additions are encouraged to use horizontal elements to create a "top" and "base" that give definition to the building and break down its elements to a more human scale.



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



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

Typical flat commercial roof

55 Roof Forms

Design Principle

The roof forms of new development should reflect the rooflines of established commercial structures.

Rationale

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

Design Guidelines

55-1 Articulated facade surfaces with multiple rooflines are encouraged for taller buildings to avoid an appearance of mass and to add interest.

55-2 Roof parapets may be used to add visual interest to flat roof lines.

55-3 One-story buildings should avoid the use of exaggerated, sloped roof forms.

55-4 Special roof forms on corner buildings are encouraged to help accentuate the corner location.

55-5 Mark key commercial and mixed use buildings with unique roof silhouettes to celebrate their importance and establish them as landmarks along the corridor.

55-6 Articulate and accentuate roofs of key residential buildings, especially at street corners and entry of developments.

Sustainability Guidelines

55-7 The addition of photovoltaic solar panels is encouraged to reduce energy use.

55-8 The use of “cool roof” materials and or “green” roofs is encouraged to reduce energy use, heat transmission, and stormwater runoff and improve the water quality of stormwater runoff.

55-9 Roofing options that include recycled content are encouraged.

56 Entry Features

Design Principle

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

Rationale

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

Design Guidelines

56-1 Primary entries should be located on major sidewalks to provide clearly visible pedestrian access.

56-2 The size of the entry should be proportional to the building.

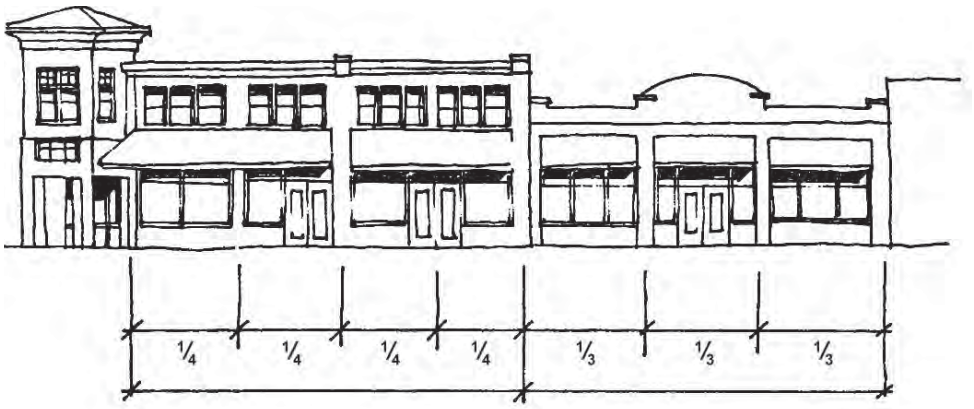
56-3 Secondary entries may be located at the side or rear of the building to provide access from parking areas.

56-4 Entries should be clearly defined with signage and architectural details.

56-5 In mixed-use buildings, the entrance to residential uses on the second story should be clearly defined and easily approachable from a public street or sidewalk.

56-6 Buildings near transit centers should provide clear pedestrian access and entry features oriented toward the transit center.

56-7 Maximize the building entries along the primary street façade. Emphasize the primary entry of buildings.



Building openings should maintain the proportions and spacing of other openings on the block.

This recessed entry on the public library is typical of many older buildings on Del Paso Boulevard.

The Supper Club has a more contemporary recessed entry and door.

New Faze on Del Paso Boulevard has a dramatic corner feature with a street level entry opening onto the pedestrian way.

Landscaped areas add to the beauty of commercial districts.

66 Landscape Elements

Design Principle

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

Rationale

Parks, plazas, and town squares should be developed as the focus of commercial areas, with commercial development opening directly onto these spaces. Parks, plazas and town squares should include landscape elements, such as ornamental plants and water features, to create visual interest and an attractive, appealing environment.

Design Guidelines

66-1 Landscaping shall conform to all relevant City of Sacramento regulations and guidelines, including the City of Sacramento Municipal Code, "Landscaping and Paving Regulations," Chapter 124.625.

66-2 Plant species should be suitable for the Sacramento climate. Low-water landscaping materials are encouraged.

66-3 High-maintenance annuals and perennials should be used only as smaller landscape elements.

66-4 Anticipate the full growth of landscaping materials so that trees and shrubs do not conflict with lighting and roofs.

66-5 Landscaped areas are preferred over impermeable paved surfaces.

66-6 An automatic irrigation system must be installed to provide consistent coverage of all landscaped areas. Automatic controllers with rain shut-off valves will allow for greater water conservation. Irrigation controls should be screened from view by landscaping or other attractive site materials.

66-7 Turf and groundcover are more effectively irrigated with a conventional spray system. Head-to-head spray coverage is recommended. Avoid overspray onto adjacent areas.

66-8 A drip irrigation system is recommended for shrubs and trees to provide deeper, more even watering. Drip irrigation permits greater water conservation than a conventional spray system.

66-9 Bare soil should be planted or mulched to minimize run-off.

66-10 Include tree planting along the alley to screen and soften the impact of new multi-story buildings on existing residential, and to create a more pedestrian-friendly environment along alleyways.

Sustainability Guidelines

66-11 Deciduous shade trees and shrubs should be planted, where appropriate, to shade the west and south sides of buildings and all paved areas to reduce heat transmission.

66-12 New planting strips located between the sidewalk and street should be a minimum of 6 feet wide to promote the health of shade trees.

Mixed-Use Development

Mixed-Use buildings are defined as multi-story residential developments with ground floor retail and commercial and condominiums and/or apartments above. Primarily located along major arterial roads and collector streets, mixed-use developments are vital in creating walk-able transit friendly communities.

Mixed-use development combines commercial development with other uses, such as office and residential. When mixed-use development is vertical in form, the commercial and office professional uses should be on the first story, with residential above. The first story should be designed as described in Guideline 42-4, with a large percentage of windows, doors, and other transparent surfaces. Upper stories should have a larger percentage of opaque surface, which can be articulated with windows, balconies, and patios.

Additional design guidelines from the multifamily and commercial chapters should be referenced as well.

Mixed-use building with ground floor retail and residential above, Orenco Station, Oregon

This mixed use building has a strong corner treatment, a clearly defined base, and an articulated facade.

Mixed-Use Development

68 Orientation & Layout

Design Principle

Mixed-Use buildings should be constructed to the front of the property line behind the sidewalk, with allowable variation in the setback to provide public amenities.

Rationale

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

Design Guidelines

68-1 Create a strong building edge along the street to maximize visibility of the commercial uses, which in turn provides eyes on the street.

68-2 Provide parking in the rear of the lot, preferably accessed by side roads, and existing alleys and new minimum 20 feet wide driveways.

68-3 Articulate driveways and parking lots with special paving and trees. Setback building three to five feet beyond the minimum width of the driveway to allow for small canopy trees.

Mixed-use building built to the street edge with ground floor retail and residential above.

69 Massing & Setbacks

Design Principle

The size and scale of mixed-use buildings should be compatible with existing development in commercial districts.

Rationale

To ensure compatibility with existing development, mixed-use buildings should appear similar in massing and scale, and the heights of new buildings should generally fall within the height range of existing buildings on the block. Corner sites offer a special opportunity for providing additional building height and can serve as anchor sites for a block.

Mixed-use building with varied stepbacks and massing .

Design Guidelines

69-1 Locate the majority of the building façade and commercial building uses of the building along the edge of sidewalk.

69-2 Stepback the massing of the building development such that it is at its highest intensity along major streets, and at its lowest when adjacent to existing residential development.

Mixed-Use Development

Ground floor commercial uses should have larger windows to differentiate from the residential above.

70 Building Articulation

Design Principle

Buildings should include ground floor design details and features that provide a significant contribution to the streetwall and overall pedestrian experience.

Rationale

Public access and greater visibility will make the development financially successful but privacy will help to retain long term employees and residents.

Design Guidelines

70-1 Maximize the number of building entries, especially of office and retail businesses, along the façade fronting the major street. Emphasize primary entry of buildings (e.g. entrance lobby) with vertical elements.

70-2 Where possible, locate pedestrian-oriented entries of the upper floor residential units along the street facing façade.

70-3 Articulate the front facades with rhythm of windows, both along the ground floor and upper residential floors.

70-4 Ensure that ground floor is as transparent as possible to connect the pedestrians and the building users.

This mixed-use building has a clearly defined base, and an articulated facade.

71 Private Realm

Design Principle

The "private realm" refers to the buildings and land that are on privately-owned lots and parcels. The private realm should consist of private and semi-private transitional spaces between the public realm and buildings, that serve to enhance the vitality of the community.

Rationale

The design of the private realm can have a significant impact on the quality of the public realm, as private buildings typically provide the edges to streets and open spaces. The guidelines serve to guide those aspects of the private realm that have a direct affect on the surrounding public context.

Design Guidelines

59-5 Allow residential balconies and commercial awnings and signage to protrude four to six feet from the building edge into the sidewalk realm.

59-6 Landscape front setbacks of the street facing ground floor residential component of the mixed-use buildings.

59-7 Provide privacy for first floor office and residential units by allowing them to be three feet above the sidewalk level.

Attachment 8

DRAFT RESOLUTION NO.

Adopted by the Sacramento City Council

RESOLUTION APPROVING INFRASTRUCTURE RECOMMENDATIONS CONTAINED IN THE REPORT ENTITLED "THE NORTHEAST LINE LIGHT RAIL STATIONS PLAN PHASED INFRASTRUCTURE RECOMMENDATIONS"AS PART OF THE NORTHEAST LINE IMPLEMENTATION PLAN (LR09-21)

BACKGROUND

A. On October 15, 2002, the City Council accepted the Transit for Livable Communities (TLC) recommendations, which provided recommendations and strategies for transit-supportive development proximate to existing and future light rail stations.

B. On July 24, 2007, the City Council accepted the Northeast Line Light Rail Stations Plan as the guiding vision for development within the quarter mile radius around the Globe, Arden/Del Paso, and Royal Oaks light rail stations. This plan consisted of design guidelines, recommended land use changes and an infrastructure assessment.

C. On March 3, 2009, the City Council adopted the 2030 General Plan, which includes land use and policy direction to promote infill development in key opportunity areas, including commercial corridors and areas served by transit, such as the Northeast Line Light Rail Corridor.

D. The infrastructure assessment from the Northeast Line Light Rail Stations plan has been revised to identify affordable, phased, and prioritized infrastructure improvements that will facilitate initial catalyst development and near term growth consistent with the 2030 General Plan's growth projections for the plan area.

E. On December 9, 2010, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the recommendations for future infrastructure improvements along the Northeast Line Light Rail Corridor.

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

Section 1. Environmental Determination: The City Council has approved the environmental review of the Project as being within the scope of the 2030 General Plan Master EIR by Resolution No. ___.

Section 2. Based on the verbal and documentary evidence received at the hearing, the City Council approves infrastructure recommendations contained in the report entitled "The Northeast Line Light Rail Stations Plan Phased Infrastructure Recommendations" which is attached as Exhibit A of this Resolution.

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

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EXHIBIT A: Northeast Line Light Rail Stations Plan Phased Infrastructure Recommendations

Exhibit A

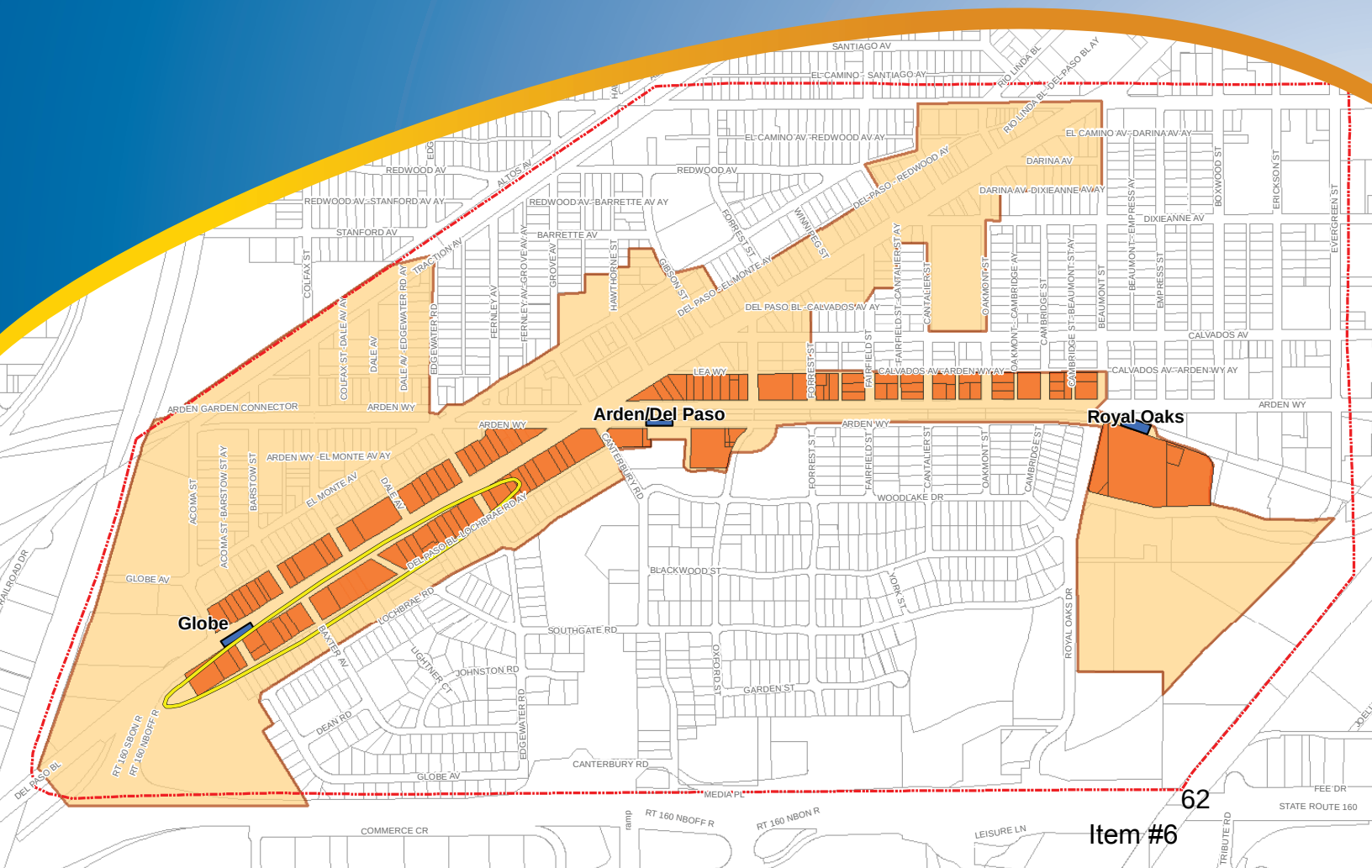
Northeast Line Light Rail Stations Plan
Phased Infrastructure Recommendations

DRAFT

SUBMITTED TO THE
City of Sacramento

January 2011

NOLTE
BEYOND ENGINEERING



FINAL REPORT FOR THE

NORTHEAST LINE IMPLEMENTATION PLAN
PHASED INFRASTRUCTURE RECOMMENDATIONS

City Agreement #2010-0434

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JANUARY 2011 - FINAL

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INTRODUCTION

Project Description

The Northeast Line Light Rail Stations Plan (The Plan) was adopted by the City Council in December 2007. The Plan set forth the vision of an active, thriving transit-oriented residential and commercial neighborhood to maximize the advantages of the proximity to the existing three Light Rail Stations – Globe, Del Paso/Arden, and Royal Oaks. The Plan established proposed mixed land uses, goals, and policies that will guide future development.

The Plan study area encompassed a study impact area of roughly 570 acres, with a development focus within a quarter mile radius surrounding each of the existing three light rail stations. Newly envisioned land uses for these areas will present added infrastructure demands. Existing sanitary sewer, storm drainage, water, electrical power, telecommunications, natural gas and street improvement infrastructure capacity was analyzed and modifications proposed to adequately serve these new demands.

This report is being prepared with the goal to revisit the previously prepared infrastructure study for The Plan (dated March 2007) prepared by Nolte Associates, Inc. as a member of the Moore Iacofano & Goltman (MIG) Team. The report performs an analysis of the basic infrastructure needs and associated costs to support a realistic projection of growth by 2030 consisting of approximately 1,384 dwelling units and 112,950 square feet of commercial development. This reduced growth is located in a narrower Core Development Area focused on the Del Paso Boulevard Corridor and the Arden Way Corridor. This analysis relies on the previous infrastructure study with a focus on just the essential improvements necessary for the proposed development in the near term. The focus of the report is to identify key infrastructure investments that can be made at minimal cost to maximize development in the near term.

If the recommended infrastructure improvements specified in this report cannot be made in a timely manner, this report can serve as a guide for developers to determine which sites have the least infrastructure constraints. For such sites, there is a greater chance that infrastructure improvements can be realistically made on a project by project basis.

EXECUTIVE SUMMARY

Tier I - Catalyst Sites

There are a total of 13 parcels grouped together in four areas consisting of a total of 3.15 acres that are considered the catalyst sites for the near term development. The Sacramento Housing and Redevelopment Agency owns 8 of the parcels, Sacramento Regional Transit District owns 1, and the remaining 4 are privately owned. The anticipated development of the combined catalyst sites is a total of 189 residential dwelling units together with a total of 54,960 square feet of non-residential (ground floor commercial) development.

For the development of these catalyst sites, it is recommended to upgrade the existing water main in the Del Paso/Lochbrae Alley and reconstruct the pavement of the alley with concrete pavement. The following is a summary of the estimated cost of construction for the Tier I infrastructure improvements.

TIER I - CATALYST SITES	
A. STREETWORK	
Streetscape Improvements	$0
Del Paso Alleys	$346,300
B. SEWER SYSTEM	
East	$0
West	$0
C. DRAINAGE SYSTEM	
Shed 151 East	$0
D. WATER DISTRIBUTION SYSTEM	
Del Paso Alley	$477,056
TOTAL TIER I CONSTRUCTION (A-D)	**$823,356**

Tier II – Near Term Development

The remainder of the Del Paso/Arden Way Corridor area is anticipated to have potential development in the near term to selected opportunity sites along the Del Paso and Arden Way Corridors. The anticipated development of all of the Tier II areas totaling 16.10 acres is 834 residential dwelling units together with a total of 285,601 square feet of non-residential development. Significant improvements are needed for the existing drainage system to allow development near the Royal Oaks Station. Upsizing of the existing sanitary sewer system on Edgewater Road is required for the added development along Del Paso Boulevard. The following is a summary of the estimated cost of construction for the Tier II infrastructure improvements.

TIER II - DEVELOPMENT SITES

A. STREETWORK	
Streetscape Improvements	$0
Del Paso Alleys	$268,088
B. SEWER SYSTEM	
East	$273,139
West	$783,641
C. DRAINAGE SYSTEM	
Shed 151 East*	$5,663,908
D. WATER DISTRIBUTION SYSTEM	
Del Paso Alleys	$347,625
TOTAL TIER II CONSTRUCTION (A-D)	**$7,336,401**

*The drainage system improvement necessary for the Tier II development in the vicinity of the Royal Oaks Station area assumes full construction of the piping and detention system downstream of Arden Way. Alternative mitigations and/or offsite improvement strategies (that achieve City performance requirements) of this system may be allowed on a case by case basis with approval of the City's Department of Utilities.

Tier III – Full Buildout

Tier III is considered the full buildout of the Northeast Line Light Rail Stations Plan area. The original infrastructure study prepared in March 2007 details the anticipated growth projection and associated infrastructure costs for the full buildout of the Plan area. The following is the cost estimate summary table from the original infrastructure study. The costs estimates are inclusive of the Tier I and Tier II estimates above. The costs provides for major street beautification on Del Paso and Arden Way and major drainage improvements as well as the improvements necessary for the additional growth capacity. For brevity, the full detail of these estimates is not included with this focused study.

A. STREETWORK	$19,569,360
B. SEWER SYSTEM	
East	$273,139
West	$1,234,617
C. DRAINAGE SYSTEM	
Shed 151 East	$7,559,047
Shed 151 West	$4,301,480
Shed 153	$2,337,660
D. WATER DISTRIBUTION SYSTEM	
Globe Station Area	$1,507,359
Arden - Del Paso Station Area	$1,466,859
Royal Oaks Station Area	$2,715,188
TOTAL CONSTRUCTION (A-D)	**$40,964,708**

LAND USE

A proposed development intensity land use analysis was prepared for the original Plan Area by the project planners Moore, Iacofano & Goltsman, Inc. (MIG). The land use analysis proposed higher intensity land uses for selected parcels surrounding the general area of each of the three existing light rail stations - Globe, Del Paso/Arden, and Royal Oaks.

It is envisioned that the sites will develop as either multi-family residential or mixed use multi-family residential/non-residential (commercial). The land use analysis proposed five different levels of development intensities (A-E) for the selected parcels. Each of the five development intensities were given a "Low" and "High" range for expected density of multi-family residential dwelling units per acre (DU/AC) and commercial floor area ratio (FAR). The following summarizes the assumptions used in the original Northeast Line Light Rail Plan analysis:

Development Intensity A:	Residential - Low = 40 DU/AC, High = 60 DU/AC Non-Residential - Low = 0.3 FAR, High = 0.4 FAR
Development Intensity B:	Residential - Low = 40 DU/AC, High = 60 DU/AC Non-Residential – None Proposed
Development Intensity C:	Residential - Low = 25 DU/AC, High = 40 DU/AC Non-Residential – None Proposed
Development Intensity D:	Residential - Low = 15 DU/AC, High = 25 DU/AC Non-Residential - Low = 0.45 FAR, High = 0.6 FAR
Development Intensity E:	Residential - Low = 25 DU/AC, High = 40 DU/AC Non-Residential - Low = 0.3 FAR, High = 0.4 FAR

Projections of the number of multi-family residential units and the gross square feet of non-residential by land use were developed. Table A-1 in Appendix A presents the results of the original land use development intensity analysis. For the purposes of the original infrastructure analysis, the Technical Advisory Committee asked that only the "High" range be analyzed.

TIER I - CATALYST SITES

For the purposes of this report, the core development area has been narrowed to encompass approximately 24.1 acres immediately adjacent to the main roadway corridors of Del Paso Boulevard and Arden Way. Within this core development area, there are a total of 13 parcels grouped together in four areas consisting of a total of 3.15 acres that are considered the catalyst sites for the near term development. The Sacramento Housing and Redevelopment Agency owns 8 of the parcels, Sacramento Regional Transit District owns 1, and the remaining 4 are privately owned.

The four groups of lots are 0.35, 0.43, 1.00, and 1.38 in size located on the southerly side of Del Paso Boulevard between Globe Avenue and Edgewater Road. Using the assumed High level of development intensity "A" from the original study (High : Residential = 60 DU/acre & Non-Residential = FAR 0.4), this would yield a total of 189 residential dwelling units together with a total of 54,960 square feet of non-residential (ground floor commercial) development over the 3.15 acres of the catalyst sites.

TIER II – NEAR TERM DEVELOPMENT SITES

The remainder of the Del Paso Boulevard Corridor area is anticipated to have a potential of development in the near term to selected opportunity sites. The original Land Use Plan prepared by MIG identified opportunity sites along the Corridor. In addition to the sites identified above in the Tier I – Catalyst Sites, there is an additional 4.84 acres of development anticipated in these opportunity sites. Using the assumed High level of development intensity "A" from the original study (High : Residential = 60 DU/acre & Non-Residential = FAR 0.4), this would yield a total of 299 residential dwelling units together with a total of 84,410 square feet of non-residential development.

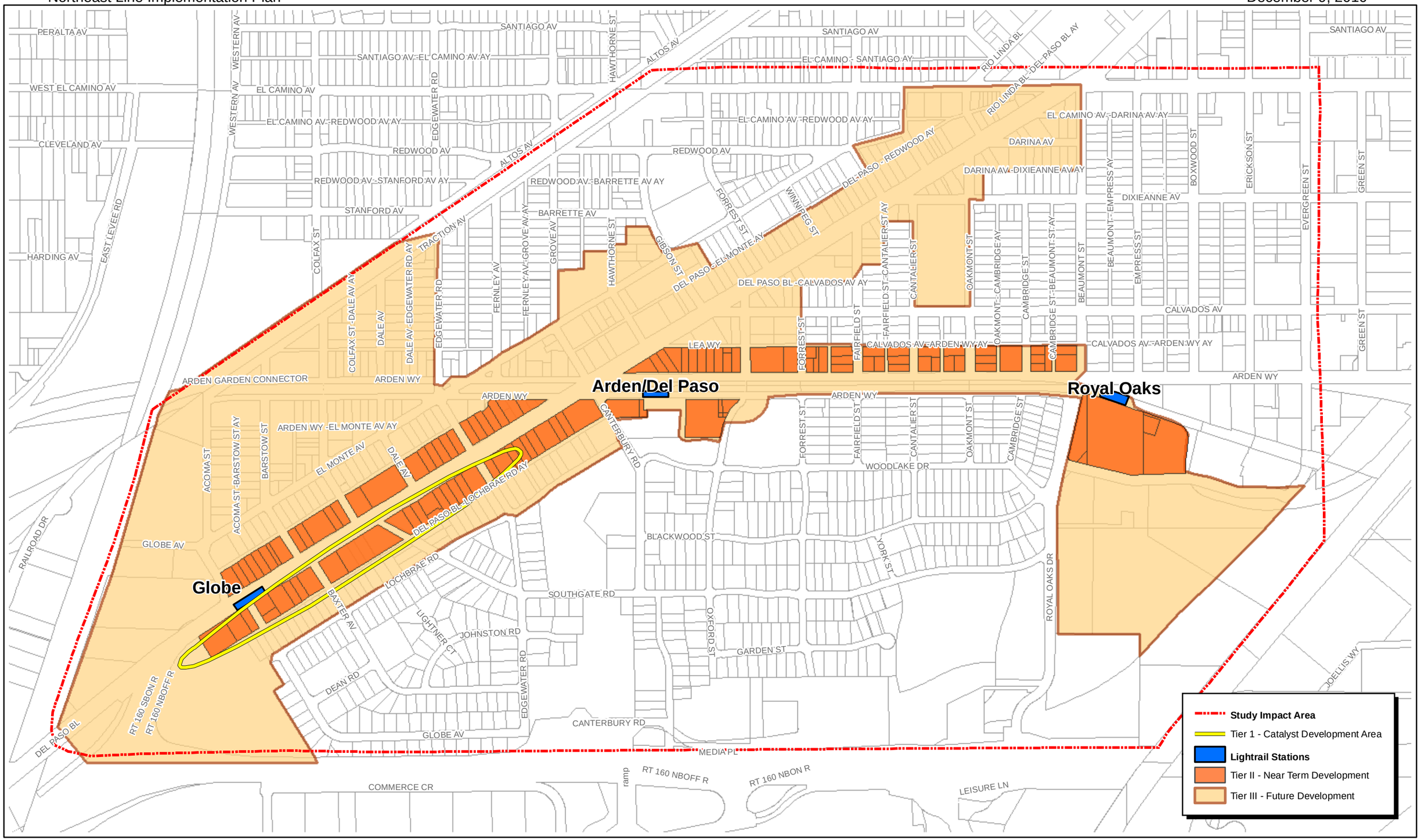
At the intersection of Del Paso and Arden Way there are three sites with a total area of 3.93 acres identified as opportunity sites. The two sites on the north side of Arden Way were assumed with a High level of development intensity "D" (High : Residential = 25 DU/acre & Non-Residential = FAR 0.6). The one larger site on the south side of Arden Way was assumed with a High level of development intensity "A" noted above. Using these densities would yield a total of 242 residential dwelling units together with a total of 73,685 square feet of non-residential development.

Near the Globe Station area on Arden Way there are three sites with a total of 7.32 acres identified as opportunity sites. The two sites on the north side of Arden Way were assumed with a High level of development intensity "E" (High : Residential = 40 DU/acre & Non-Residential = FAR 0.4). Using these densities would yield a total of 293 residential dwelling units together with a total of 127,506 square feet of non-residential development.

The total anticipated development of all of these three Tier II areas totaling 16.10 acres is 834 residential dwelling units together with a total of 285,601 square feet of non-residential development.

The Community Development Department (CDD) has estimated the total anticipated realistic growth projection of development within the year 2030 in the Plan area is approximately 1,384 residential dwelling units and 112,950 square feet of commercial development. This is somewhat less than the combined Tier I and Tier II projections of 1023 (= 299 + 834) for residential dwelling units.

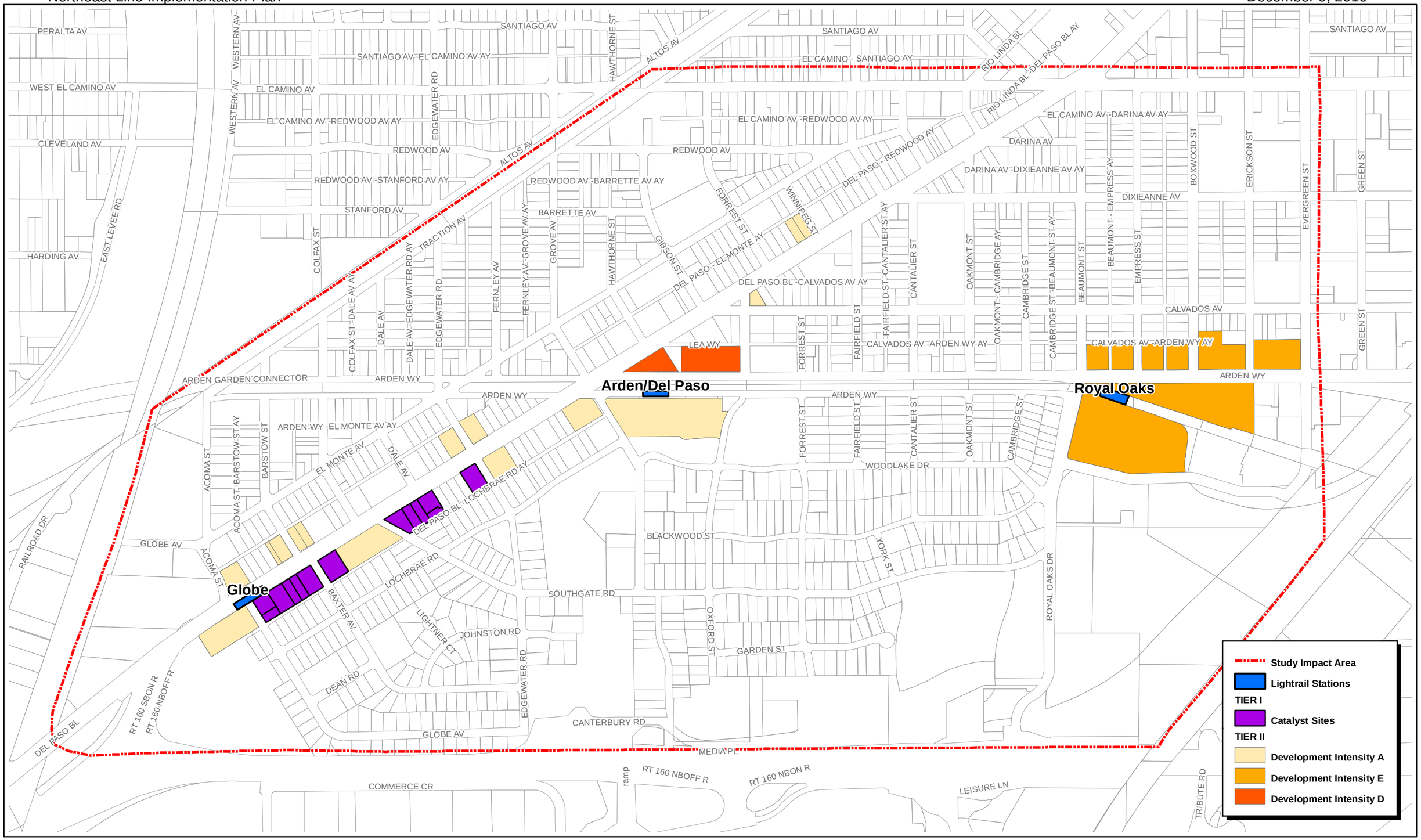
The combined projection for non-residential of 340,561 (= 84,410 + 285,601) square feet is considerably more than the CDD's 2030 growth projection for the area. However, the non-residential uses do not have as significant of an impact on the utility system as the residential uses. The difference between the two estimates in non-residential development is roughly equivalent to only 60 multi-family residential units.



NORTHEAST LINE LIGHT RAIL STATIONS - PLAN AREA

FIGURE I - 1

January, 2011 - FINAL



NORTHEAST LINE LIGHT RAIL STATIONS PLAN - FOCUSED LAND USE PLAN

FIGURE II - 1

January, 2011 - FINAL

STREETSCAPE

The Circulation and Pedestrian Access portion of the Northeast Line Light Rail Stations Plan (The Plan) was prepared by Moore Iacofano & Goltsman, Inc. (MIG). Working directly with the City of Sacramento Planning and Transportation staff as well as the Northeast Line Light Rail Stations Technical Steering Committee, MIG developed a streetscape master plan for the Plan area together with a set of illustrative typical plan and sections for each of the proposed modifications to the existing streets. For the original infrastructure study, the typical street sections developed by MIG were used to develop conceptual cost estimates for The Plan.

For the purposes of this focused study, the street modifications are limited to the Del Paso Boulevard and the Arden Way modifications. The following is a discussion of the proposed improvements for each of these two Corridors.

Del Paso Boulevard: The City of Sacramento Transportation Department is currently under contract with a consultant for the design of improvements to Del Paso Boulevard within the Plan area from Highway 160 to Arden Way. The design of the improvements is being funded through a mixture of funding sources including City of Sacramento, Sacramento Area Council of Governments (SACOG), and Sacramento Housing and Redevelopment Agency (SHRA). The construction of these improvements will be funded through a mixture of sources including SACOG and Federal Grants.

The project is designed to improve the aesthetic and travel experience along Del Paso Boulevard. The improvements will largely follow the design principles set forth in the original Northeast Line Light Rail Stations Plan streetscape guidelines with a focus on the bulbout, on-street parking, tree well modifications, high visibility crosswalks, and sidewalk areas. A new traffic signal is planned at the Colfax/Southgate intersection. Underground utility work is limited to storm drainage modifications necessary to support the bulbout design. The plans do not include the Globe Light Rail Station decorative streetscape plan originally envisioned in The Plan. The total project cost is estimated at $3.3 million with construction of the project scheduled for 2011. This project will greatly enhance the development potential of the Del Paso Boulevard Corridor portion of the Study Area by providing frontage improvements for the parcels facing the street.

Arden Way: The City's 2008 Transportation Programming Guide (TPG) has identified three projects along Arden Way within The Plan area. The following is a brief description of each project:

Arden Way - Del Paso Boulevard to Royal Oaks Drive: This is a streetscape project designed to improve both the aesthetics and travel experience along Arden Way. The project is listed as 15th on the Streetscape Enhancements (Other Corridors) list contained in the TPG.

Arden Way - Royal Oaks Drive to Evergreen Street: This is a streetscape project designed to improve both the aesthetics and travel experience along Arden Way. The project is listed as 17th on the Streetscape Enhancements (Other Corridors) list contained in the TPG.

Arden Way - Beaumont Street to Evergreen Street: This is a project to install curb, gutter, and sidewalk improvements. The project is listed as 9th on the Pedestrian Improvements list contained in the TPG.

While all of the above three projects are contained in the TPG, none of these projects are currently funded. Conceptual cost estimates for these three projects are not available. As funding is made available, the projects will be implemented based upon their TPG rankings. Due to the significant costs of these projects, this focused study does not recommend improvements to Arden Way be included as a key infrastructure investment for the immediate needs of the Focus Study Area.

Del Paso Boulevard Alleys: While not a focus of the original infrastructure study improvements, the existing Alleys parallel to Del Paso Boulevard (El Monte/Del Paso Alley on the north and the Del Paso/Lochbrae Alley on the south) have been identified by this focused study as a potential catalyst to development along the corridor. The majority of the existing alleys are a mixture of gravel and/or deteriorated asphalt paving, with limited areas of recently paved asphalt, and a small section of concrete paving. Two sections of the existing alleys have asphalt pavement in good condition, the Del Paso/El Monte Alley between Colfax Street and Dale Avenue, and the Del Paso/Lochbrae Alley between Edgewater Road and Cantebury Road.

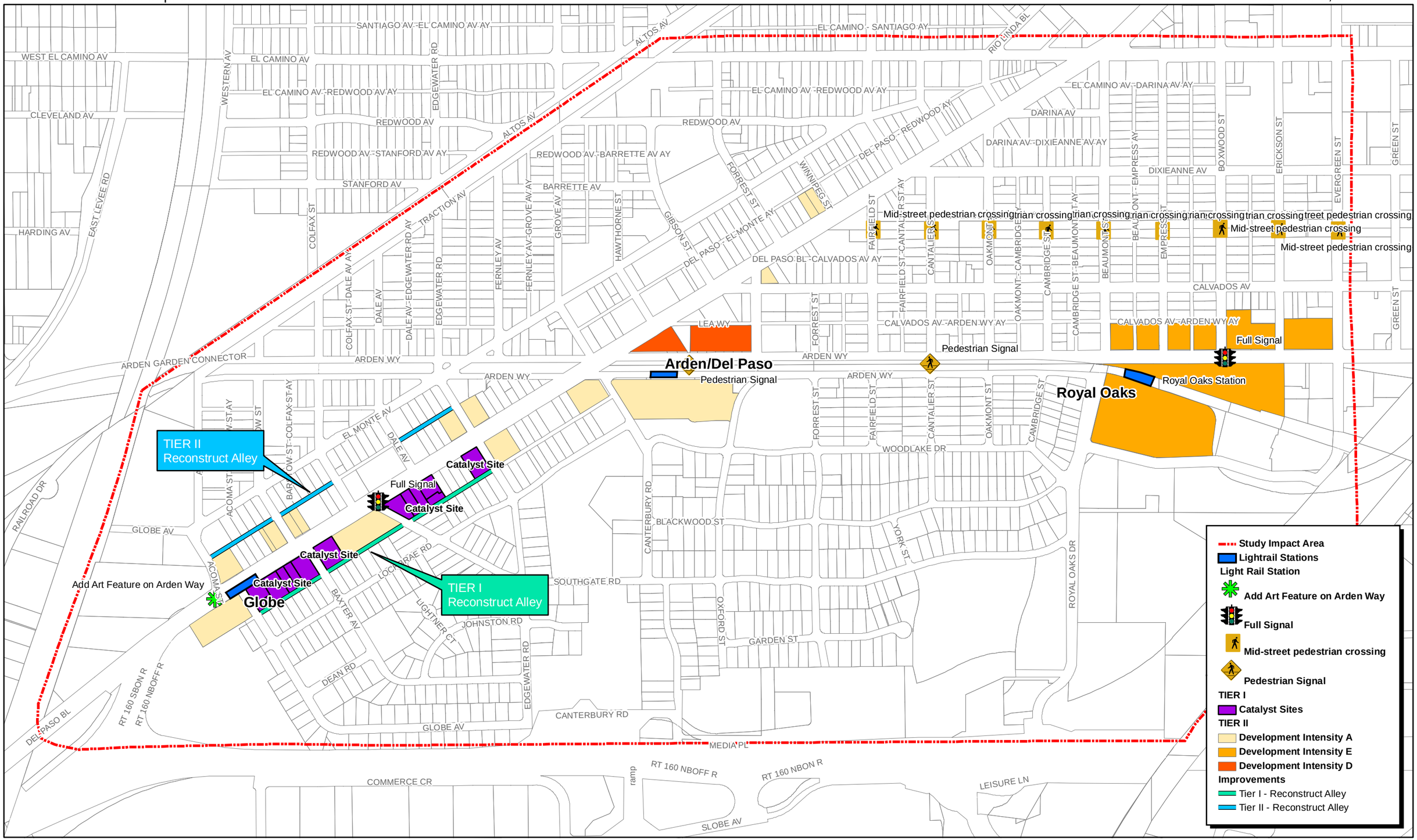
With development along the Corridor, access to the developing parcels will primarily be provided at the rear of the frontage lots by utilizing the existing alleys. The alley must be fully improved if it is used as the main vehicular access to a project. The development of a single parcel in the middle of a block would trigger the need to improve the pavement of the full length of the alley access to the main connecting side street. These alley improvements can be cost prohibitive to a single developing parcel in the middle of a block that would need improvements to the entire alley length out to the main street.

The City's standard for alley improvements is 6-inch concrete paving (per Design and Procedures Manual, Section 15, Plate 15-14). The concrete paving is a requirement because the typical standard 20 foot alley does not meet the minimum requirements for street width for Federal roadway maintenance funds. The concrete paving provides a longer lasting surface; however, the initial construction costs are considerably more expensive.

However, the City has allowed the use of asphalt pavement on alleys in selected areas within the City. The use of asphalt paving in the Study area may be allowed for a project on a case by case basis with approval from the City's Department of Transportation. For the purposes of this study, concrete paving has been used to provide a conservative estimate for the cost of alley pavement reconstruction.

FUTURE ACTION/RECOMMENDATION

Improvement of the alley pavement (possibly in conjunction with watermain upsizing improvements) would be a significant benefit to individual parcel development along the Del Paso Boulevard Corridor. Therefore, this study recommends reconstruction and concrete pavement of the alleys as a key infrastructure investment to serve the immediate needs of the core development area.



NORTHEAST LINE LIGHT RAIL STATIONS PLAN - STREETSCAPE PLAN

FIGURE III-1

January, 2011 - FINAL

SANITARY SEWER

The Northeast Line Light Rail Stations Plan (The Plan) project area is primarily served by two separate Sewerage Collection Basins, Basins G304 & G305. The Basins are generally divided through the project area following Canterbury Road, Woodlake Drive, Cambridge Street, Beaumont Street and El Camino Avenue/Darina Avenue Alley.

For this focused study, the two main development areas along the Del Paso Boulevard and Arden Way Corridors were examined. The following is a description of the sewer improvements for each area.

Del Paso Boulevard Corridor: This area is served by the G304 collection system with the existing 10 inch main line located in Edgewater Road, the Del Paso Road/Lochbrae Alley, and the El Monte/Del Paso Alley. As identified in the original infrastructure study, the full development of this area will require significant sewer improvements to the downstream collection system. However, this included the impacts from the full development of the El Monte Triangle area.

The original study also noted that a portion of the Globe Station/Del Paso Station areas could be developed by utilizing the existing excess capacity of the existing collection system. An estimate of the existing flow rates in the system was made at the junction of the collection system pipelines at the intersection of Edgewater and Del Paso/Lochbrae. It was found that the main collection pipeline had an excess capacity at this point of approximately 207 ESDs (Equivalent Single Family Dwelling Units with an average flow rate of 400 gallons per day per unit). Using a multi-family rate of 0.75 ESDs per unit, this would potentially allow up to 276 multi-family units to be constructed before this pipeline would need to be upsized.

The total of the Tier I catalyst sites in this focus study area along the Del Paso Corridor are estimated to have 189 multi-family residential units and 54,960 square feet of non residential development. Using the above sewer generation rates, this would be a total of 153 ESDs (= 0.75 x 189 + 0.2/1000 x 54,960). This is well within the additional estimated capacity of the existing sewer system of 207 ESDs as noted above.

Based on the opportunity sites and associated land use densities presented in the Land Use Plan from the original Northwest Light Rail Stations Plan by MIG, a total of 408 multi-family residential units and 91,598 square feet of commercial development are anticipated for the Del Paso Boulevard Corridor. Note the boundary of these development estimates are limited to the area southwest of Canterbury Lane and do not include the development along Arden Way immediately east of the Del Paso/Arden intersection. Using a factor of 0.75 ESDs per multi-family unit and 0.2 ESDs per 100 square feet of commercial, this equates to a total of 324 ESDs. This means that approximately 64% (=207/324) of this focused study area of the Del Paso Corridor can be developed before the upgrades to the downstream system are necessary.

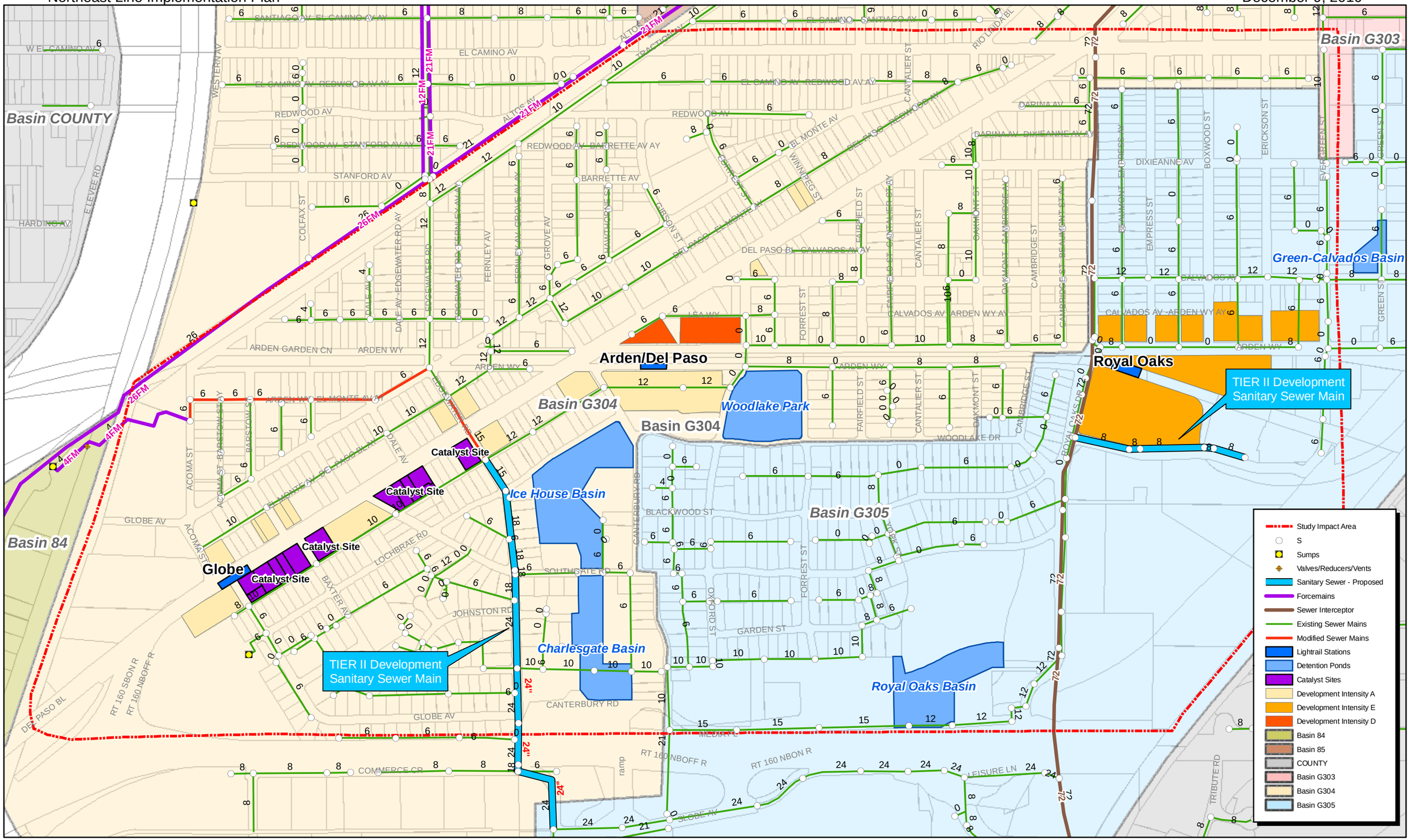
FUTURE ACTION/RECOMMENDATION

Upgrades to the downstream system are anticipated to be necessary with approximately 64% of the anticipated development along the focused study area of the Del Paso Corridor. Impact fees should be collected from both the Tier I and Tier II development to pay a fair share of the future system upgrades.

Arden Way Corridor: This area is served by the G305 collection system. As noted in the original infrastructure study, the main 12 inch collection pipeline located in Royal Oaks Drive does not have sufficient capacity for the increased flows from the proposed development around the Royal Oaks Station. Rather than upsize the entire length of the main pipeline from the Royal Oaks Drive / Evergreen Street intersection all the way to where it leaves The Plan area at Canterbury Road at Highway 160, it was recommended to create a new direct connection to the 72 inch interceptor at the Royal Oaks Drive / Evergreen Street intersection. The existing 12 inch pipeline north of the intersection and the proposed 15 inch pipeline in Evergreen Street would both be connected directly to the 72 inch interceptor at this point. This will eliminate the need to upsize a considerable length of pipeline. It will also reduce the flows into the downstream system thus allowing the G304 system modifications as noted in the original infrastructure study.

FUTURE ACTION/RECOMMENDATION

The direct connection of the existing system and the construction of the new 15 inch pipeline in Evergreen Street would be a key infrastructure investment to serve the needs of this focused study area.



NORTHEAST LINE LIGHT RAIL STATIONS PLAN- SEWER PLAN

FIGURE IV - 1

January, 2011 - FINAL

200 100 0 200 Feet

STORM DRAINAGE

In general, the majority of the Northeast Line Light Rail Stations Plan (The Plan) area drainage system is more than 40 years old. There have been numerous reported instances of street flooding within The Plan project area. Modeling studies indicate that there will likely be localized structure flooding during the projected 100-year storm event.

The Plan project area is located primarily within two separate Drainage Basin Areas, Basins 151 and 153. These two Basins are generally divided along the Del Paso Boulevard corridor. The following is a description of the drainage improvements for each area.

Del Paso Boulevard Corridor: The Del Paso Boulevard Corridor generally drains northwesterly into the Basin 153 system to Sump 153 located near the western end of Stanford Avenue which pumps into the Natomas East Main Drainage Canal. Minor improvements to the collection system inlets are proposed with the Del Paso Boulevard Streetscape Project (Highway 160 to Arden Way).

The system improvements envisioned in the original infrastructure study were to upsize the collection system. The study utilized the Hydrology Standards contained in the Sacramento City/County Drainage Manual (December 1996) for this analysis. The peak 10-year storm flow rates were determined utilizing the 10-Year Peak Flow rates from the Sacramento Method Rainfall Zone 2 (Figure 2-14), an assumed imperviousness of 80%, and the basin sub-shed areas. Proposed pipe sizes were determined using Manning's Equation and a minimum flow rate of two feet per second in the pipe. A detailed topographic survey of the Plan Area was considered beyond the scope of the work, and therefore the pipe sizes will need to be verified when more accurate information is available during the detail design of the system.

The proposed development of this focused study is limited to the parcels immediately adjacent to the Del Paso Boulevard Corridor. The majority of these parcels are highly impervious with either existing structures or paving. Therefore the drainage characteristics are not expected to change significantly.

The 100-year flooding is limited in this Corridor to a few parcels at the northeasterly end near the Canterbury/Lochbrae intersection. It is expected that development of parcels in this area will require floodproofing of the proposed structures.

Arden Way Corridor: The Arden Way Corridor generally drains southerly into the Basin 151 system to Sump 151 located east of Lathrop Way which drains into the American River. The original infrastructure study divided the Basin 151 improvements into two basic areas, West and East. The majority of the improvements identified in the original infrastructure study for the Basin 151 East area affect the anticipated development of this focused study for the area surrounding the Royal Oaks Station. This area has significant drainage capacity and floodplain issues. Upsizing of the existing main drainage pipeline system will be very expensive. In

addition, upstream pipeline and detention improvements within the Swanston Station area are also necessary.

FUTURE ACTION/RECOMENDATION

For this focused study, we have included an estimate of the costs for the main drainage pipeline system improvements for the Basin 151 East shed from Arden Way south to the detention basin. These improvements are considered necessary for unrestricted development of this area.

Funding for these drainage improvements has not been identified at this time. The City does not currently have funds available for drainage system Capital Improvement Projects (CIPs), but is hoping to implement a City wide drainage fee to fund projects in the future.

Development in the Royal Oaks Station area may be able to provide alternative solutions to mitigate the drainage impacts. Through a more detailed hydraulic study of the system and the project impacts (considered beyond the scope of this focused study), it may be possible to provide on-site/off-site storage, piping improvements, or combination of the two that can effectively mitigate the project impacts at a reduced cost. These improvements would be reviewed and approved by the Department of Utilities on a case by case basis.

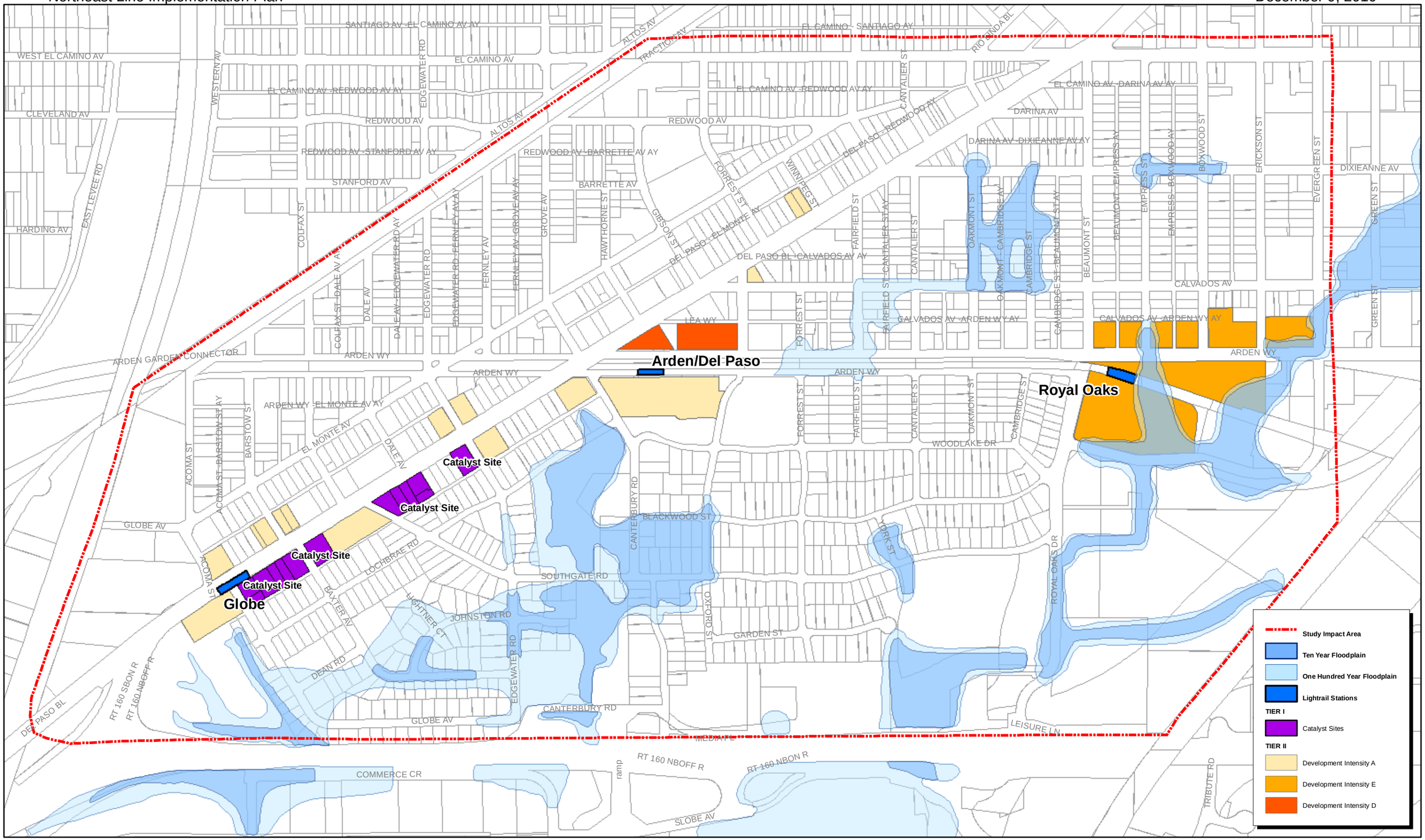
Stormwater Quality

The City of Sacramento adopted the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007), a joint effort of the communities in the greater Sacramento region. This manual had not yet been adopted at the time of the completion of the original infrastructure study (March 2007). Therefore, a brief description of the water quality requirements for future development is being provided.

The manual provides locally-adapted information for design and selection of three categories of stormwater quality control measures: source control, runoff reduction and treatment control. Per the requirements, multi-family and commercial, projects greater than 1 acre are required to implement permanent post-construction treatment measures.

FUTURE ACTION/RECOMENDATION

The existing storm drainage detention basins in the Basin 151 area are envisioned with future improvements to implement regional water quality treatment measures. However, until such measures are implemented, multi-family and commercial projects over 1 acre within The Plan area will be required to construct permanent post construction stormwater quality measures.

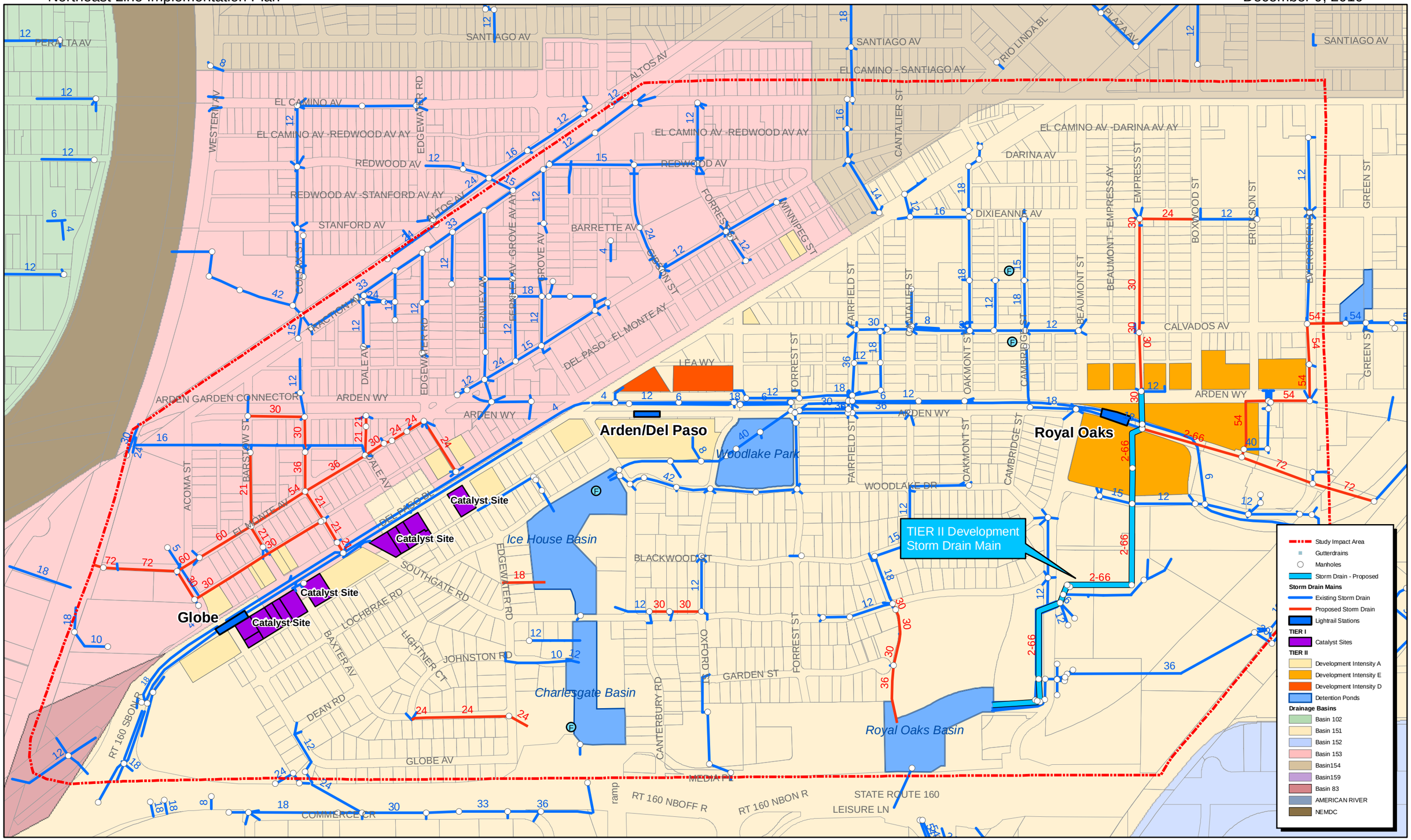


NORTHEAST LINE LIGHT RAIL STATIONS PLAN- 100 YEAR FLOODPLAIN

FIGURE V - 1

January, 2011 - FINAL

200 100 0 200 Feet



NORTHEAST LINE LIGHT RAIL STATIONS PLAN - STORM DRAIN PLAN

FIGURE V-2

January, 2011 - FINAL

WATER SUPPLY

The Northeast Line Light Rail Stations Plan (The Plan) project area is generally served by an extensive system of service mains ranging in size from 4 to 8 inches in diameter. The system in The Plan project area was generally constructed between the 1920s to 1960s.

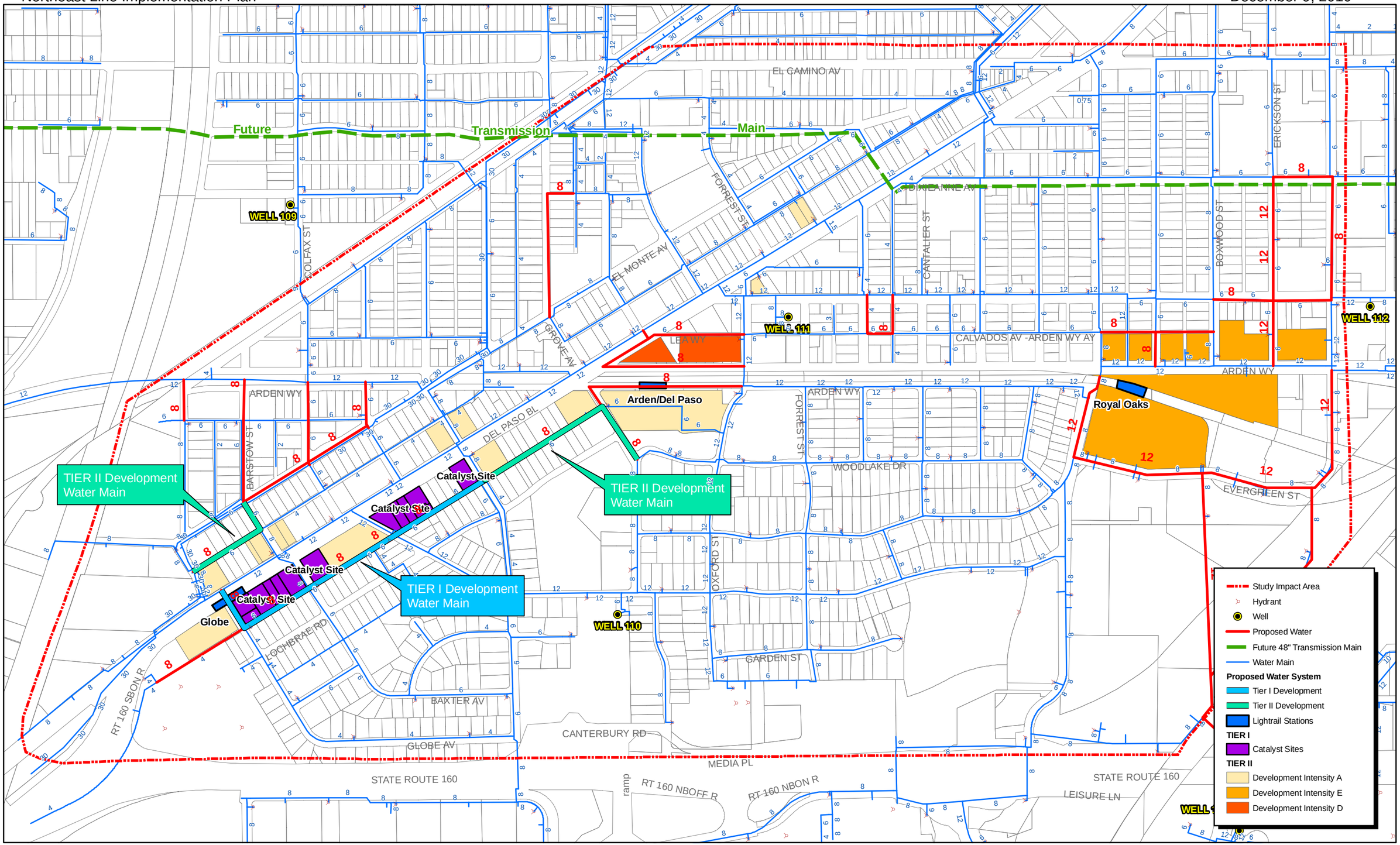
The existing corridors along Del Paso Boulevard and Arden Way are both well served by 12 inch distribution mains. However, the existing mains in the areas adjacent to these two corridors are generally undersized for the expected level of development of this focused study. The following is a description of water improvements for each area.

FUTURE ACTION/RECOMMENDATION

Del Paso Road Corridor: The focused study envisions development to occur within the immediate area adjacent to Del Paso Road. The northerly side of the Corridor is served well by an existing 12 inch watermain located in the street along the northerly frontage. However, the southerly side of the Corridor will need to upsize the existing 6 inch main located in the alley to an 8 inch main to serve the expected development water/fire needs.

The replacement of this watermain would be a key infrastructure investment to serve the immediate needs of the focused study area. The main replacement could be performed in conjunction with the pavement replacement of the alley on this side of the Corridor.

Arden Way Corridor: The development along the Arden Way Corridor is expected to occur between Royal Oaks Drive and Evergreen Street. This area is well served by an existing 12 inch main located in Arden Way. To the south, the existing 8 inch main located in Royal Oaks Drive and Evergreen Street would serve the needs of the focus study development. However, as recommended in the original infrastructure study, this main should be upsized to a 12 inch main with further development to the south. To the north, the existing 6 inch mains should be replaced with 8 inch mains to serve the water/fire needs of the development.



NORTHEAST LINE LIGHT RAIL STATIONS PLAN - PROPOSED WATER UTILITIES

FIGURE VI - 1

January, 2011 - FINAL

200 100 0 200 Feet

NOLTE BEYOND ENGINEERING

NATURAL GAS

The Pacific Gas & Electric Company (PG&E) supplies natural gas to the Sacramento area. The high pressure gas system in the Northeast Line Light Rail Stations Plan Area, generally is served by a grid system throughout the Plan Area. A 12 inch transmission main is located on the west side of the Plan Area running along the old railroad/Traction Avenue corridor. An 8 inch high pressure main crosses the Plan Area connecting to the 12 inch main at Edgewater Road south to Arden Way where it turns and follows the Arden Way corridor eastward and leaves the project area at the eastern boundary.

As discussed in the original infrastructure study, PG&E has stated the existing gas infrastructure in the Northeast Line Light Rail Stations Plan Area should be adequate to serve the level of development proposed in the majority of the Globe Station and Del Paso – Arden Station areas with relatively minor additions, unless an unusually large gas user locates in the area. In that case, facilities will be upgraded as necessary in order to accommodate the user.

FUTURE ACTION/RECOMMENDATION

With the development of the Royal Oaks Station area it is anticipated that a new transmission main loop will be needed to serve the development south of the Light Rail Tracks where currently only a dead-end 2 inch main exists located in Evergreen Street as well as a 2 inch main located in Royal Oaks Drive. It is anticipated that a 6 inch transmission main will need to be looped from the Arden/Evergreen intersection along Evergreen Street to Royal Oaks and south to the existing 6 inch main at Royal Oaks/Highway 160.

The above system costs are anticipated to be provided by PG&E. As with the original infrastructure study, no costs are anticipated with the development of the core development area.

ELECTRICAL

The Sacramento Municipal Utility District (SMUD) provides electrical service to customers located within the Northeast Line Light Rail Stations Plan (The Plan) area. Power is transmitted to The Plan area by a series of 69 kilovolt (kV) transmission lines that feed overhead/underground 12 kV and 4 kV distribution systems. Within the project area, the 69kV transmission lines are located along the south side of Arden Way, along the west side of Evergreen Street, and along the El Monte-Del Paso Ally.

The Evergreen – Royal Oaks Substation is located south of Arden Way between Evergreen Street and Royal Oaks Drive. This substation is a 69-12kV substation and feeds the majority of the project area via an existing overhead/underground distribution system. The portion of The Plan area north of Arden Way is generally served by a 4kV overhead distribution system.

With the full buildout of the original land use projections for the Northeast Line Light Rail Stations Plan area, SMUD estimated that the additional electrical load from development may be approximately 15 to 23 megawatts at final buildout. With typical system improvements SMUD's distribution system should be able to handle this new load growth.

The Evergreen – Royal Oaks Substation is located on a 0.2 acre parcel just south of the light rail tracks within the middle of proposed development for the area. The development of the area around the substation will need to include proper building setbacks, screening, etc. to the station as well as the transmission lines leading to the station.

FUTURE ACTION/RECOMMENDATION

It is expected that future development in The Plan area will be served from the 12 kV distribution systems. The existing overhead distribution system will remain in order to maintain service to existing customers; however, portions of this system may be placed underground in segments as new buildings or street widening improvements are constructed. For the purposes of this focused study, it is anticipated the existing overhead system will remain in place and no undergrounding of the existing overhead systems will be required.

PROBABLE ESTIMATE OF CONSTRUCTION COSTS

The costs presented here to construct the infrastructure necessary for the Northeast Line Light Rail Stations Plan area are intended for planning level only. They include the general costs for the overall buildout of the anticipated development of The Plan area using today's dollars.

An estimate of the near term "Key Infrastructure" projects has also been prepared. This estimate is intended to provide the costs for the potential project identified as key infrastructure investments to assist development of the core development area.

This estimate is not intended to be utilized for the actual costs for specific projects. The final costs for each specific project will need to be estimated separately and could be considerably different than those shown here due to the uncertainty of the order, timing and scope of the actual development to be constructed. The estimates have been developed solely to give interested parties a magnitude of the scale of the costs of improvements.

The unit costs are based on actual costs of recent development within the Del Paso Boulevard area, planning level costs utilized by various City departments as well as engineering judgment. Final unit costs for each specific project will depend on the actual labor and materials costs for the conditions at the time of construction. These conditions might include the scope of the development and the schedule of the completion of the project.

The estimates are generally separated into the corresponding infrastructure report for the different utilities. For each utility the estimates have been divided either along the major boundaries as for sewer and storm drainage, or by the corresponding Station area. Assumptions and clarifications for the costs are noted at the bottom of the individual sheets.

The unit costs for the storm drainage improvements utilized the 1996 Master Storm Drainage report as a basis and were increased using the ENR cost index from 1996 yearly average (ENR = 5,620) to the July 2010 values (ENR = 8,865).

The Streetwork improvements are based on the conceptual street sections prepared by MIG. The unit cost per foot was developed for each section and multiplied by the length of street within the plan area. Right-of-way acquisition has not been included in the estimates since it is expected that the improvements will be constructed within the existing road right-of-way.

CONSTRUCTION COST ESTIMATE SUMMARY

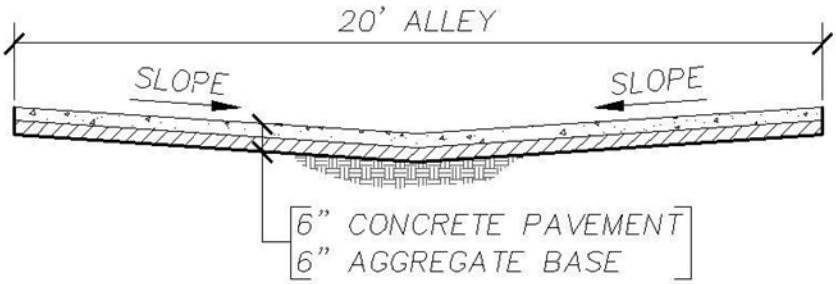
TIER I - CATALYST SITES	
A. STREETWORK	
Streetscape Improvements	$0
Del Paso Alleys	$346,300
B. SEWER SYSTEM	
East	$0
West	$0
C. DRAINAGE SYSTEM	
Shed 151 East	$0
D. WATER DISTRIBUTION SYSTEM	
Del Paso Alley	$477,056
TOTAL TIER I CONSTRUCTION (A-D)	**$823,356**

TIER II - DEVELOPMENT SITES	
A. STREETWORK	
Streetscape Improvements	$0
Del Paso Alleys	$268,088
B. SEWER SYSTEM	
East	$273,139
West	$783,641
C. DRAINAGE SYSTEM	
Shed 151 East	$5,663,908
D. WATER DISTRIBUTION SYSTEM	
Del Paso Alleys	$347,625
TOTAL TIER II CONSTRUCTION (A-D)	**$7,336,401**

STREETWORK COSTS

DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT PRICE	AMOUNT
A. STREETWORK				
1. Del Paso Alleys - Catalyst Sites	1,440	LF	$142.50	$205,200
	35% Contingency			$71,800
	Subtotal			$277,000
	15% Engineering			$41,600
	10% Construction Management			$27,700
Total Del Paso Alleys - Catalyst Sites				**$346,300**
2. Del Paso Alleys - Tier II Sites	1,115	LF	$142.50	$158,888
	35% Contingency			$55,600
	Subtotal			$214,488
	15% Engineering			$32,200
	10% Construction Management			$21,400
Total Del Paso Alleys - Tier II Sites				**$268,088**
TOTAL STREETWORK				**$614,388**

DEL PASO ALLEY PAVEMENT



	Description	Quantity	Unit of Measure	Unit Price	Amount
1.	Earthwork	0.75	CY	$30.00	$22.50
2.	6" Concrete Pavement	20	SF	$5.00	$100.00
3.	6" Aggregate Base	20	SF	$1.00	$20.00
	Total Street Costs per LF				**$142.50**

Assumptions:

1. One foot depth of earthwork over entire cross section.
2. "V" Gutter to be placed on center of alley.

SEWER SYSTEM COSTS

WEST SEWER SYSTEM COSTS

DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT PRICE	AMOUNT
B. SEWER SYSTEM				
1. Sewer Manhole	16	EA	$5,980.00	$95,680
2. Sewer Pipe, 8"	0	LF	$80.00	$0
3. Sewer Pipe, 10"	0	LF	$90.00	$0
4. Sewer Pipe, 12"	0	LF	$105.00	$0
5. Sewer Pipe, 15"	0	LF	$120.00	$0
6. Sewer Pipe, 18"	0	LF	$130.00	$0
7. Sewer Pipe, 21"	1,635	LF	$140.00	$228,900
8. Sewer Pipe, 24"	420	LF	$150.00	$63,000
9. Sewer Pipe, 27"	480	LF	$160.00	$76,800
9. Service	0	EA	$500.00	$0
	Subtotal			**$464,380**
	35% Contingency			$162,533
	Subtotal			$626,913
	15% Engineering			$94,037
	10% Construction Management			$62,691
SEWER SYSTEM SUBTOTAL				**$783,641**

SEWER SYSTEM COSTS

EAST SEWER SYSTEM COSTS

DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT PRICE	AMOUNT
B. SEWER SYSTEM				
1. Sewer Manhole	7	EA	$5,980.00	$41,860
2. Sewer Pipe, 8"	0	LF	$80.00	$0
3. Sewer Pipe, 10"	0	LF	$90.00	$0
4. Sewer Pipe, 12"	0	LF	$105.00	$0
5. Sewer Pipe, 15"	1,000	LF	$120.00	$120,000
6. Sewer Pipe, 18"	0	LF	$130.00	$0
7. Sewer Pipe, 21"	0	LF	$140.00	$0
8. Sewer Pipe, 24"	0	LF	$150.00	$0
9. Service	0	EA	$500.00	$0
	Subtotal			**$161,860**
	35% Contingency			$56,651
	Subtotal			$218,511
	15% Engineering			$32,777
	10% Construction Management			$21,851
SEWER SYSTEM SUBTOTAL				**$273,139**

DRAINAGE SYSTEM COSTS - SHED 151 EAST

	DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT PRICE	AMOUNT
C. DRAINGE SYSTEM					
1.	Storm Drain Pipe, 18"	0	LF	$96.00	$0
2.	Storm Drain Pipe, 24"	0	LF	$130.00	$0
3.	Storm Drain Pipe, 30"	129	LF	$160.00	$20,640
4.	Storm Drain Pipe, 36"	0	LF	$195.00	$0
5.	Storm Drain Pipe, 48"	0	LF	$265.00	$0
6.	Storm Drain Pipe, 54"	0	LF	$310.00	$0
7.	Storm Drain Pipe, 60"	0	LF	$350.00	$0
8.	Storm Drain Pipe, 66"	3,110	LF	$395.00	$1,228,450
9.	Storm Drain Pipe, 72"	0	LF	$435.00	$0
10.	Manhole, 12"-24"	0	EA	$3,200.00	$0
11.	Manhole, 30"-36"	0	EA	$3,175.00	$0
12.	Manhole, 42"-48"	1	EA	$3,800.00	$3,800
13.	Manhole, 54"-60"	0	EA	$4,150.00	$0
14.	Manhole, 66"-72"	10	EA	$4,650.00	$46,500
15.	Detention Basin Improvements Northern West Basin	0	EA	$1,415,500.00	$0
16.	Detention Basin Improvements Southern West Basin	0	EA	$1,158,541.88	$0
17.	Detention Basin Improvements East Basin	1	EA	$2,057,000.00	$2,057,000
18.	Flood Proofing (House)	0	EA	$39,500.00	$0
19.	Flood Proofing (Building)	0	EA	$78,900.00	$0
		Subtotal			**$3,356,390**
		35% Contingency			$1,174,737
		Subtotal			$4,531,127
		15% Engineering			$679,669
		10% Construction Management			$453,113
	TOTAL STORM DRAIN SHED 151 EAST				**$5,663,908**

Unit prices derived by applying the McGraw-Hill Construction ENR (July, 2010 - 8,865, 1996 - 5620) to the City of Sacramento's 1996 sump 151 Storm Drain Master Plan.

WATER DISTRIBUTION SYSTEM COSTS

DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT PRICE	AMOUNT
D.1 WATER DISTRIBUTION SYSTEM - CATALYST SITES				
1. Water, 8" (Incl. fittings)	2,427	LF	$100.00	$242,700
2. Fire Hydrant	8	EA	$5,000.00	$40,000
	Subtotal			$282,700
	35% Contingency			$98,945
	Subtotal and Contingency			$381,645
	15% Engineering			$57,247
	10% Construction Management			$38,165
Total Water Distribution System - Catalyst Sites				**$477,056**
D.2 WATER DISTRIBUTION SYSTEM - TIER II				
1. Water, 8" (Incl. fittings)	1,760	LF	$100.00	$176,000
2. Fire Hydrant	6	EA	$5,000.00	$30,000
	Subtotal			$206,000
	35% Contingency			$72,100
	Subtotal and Contingency			$278,100
	15% Engineering			$41,715
	10% Construction Management			$27,810
Total Water Distribution System - Tier II Sites				**$347,625**
TOTAL WATER DISTRIBUTION SYSTEM				**$824,681**

APPENDIX A

LAND USE CALCULATIONS

APPENDIX A – LAND USE CALCULATIONS

Table A-1
Proposed Land Use Development Intensity

	Total Developable Area (Acres)	Residential (Dwelling Units)		Non-Residential (Acres)		Non-Residential (Square Feet)	
		Low	*High*	*Low*	*High*	*Low*	*High*
Globe Station							
Development Intensity A	5.55	222	333	1.67	2.22	72,567	96,756
Development Intensity B	6.89	276	413	0.00	0.00	0	0
Development Intensity C	9.66	242	387	0.00	0.00	0	0
Development Intensity D							
Development Intensity E							
Total for Globe Station	22.11	739	**1,133**	1.67	2.22	72,567	**96,756**
Del Paso - Arden Station							
Development Intensity A	5.34	214	320	1.60	2.14	69,763	93,017
Development Intensity B							
Development Intensity C	4.06	102	162	0.00	0.00	0	0
Development Intensity D	1.70	25	42	0.76	1.02	33,294	44,392
Development Intensity E							
Total for Del Paso/Arden Station	11.10	341	**525**	2.37	3.15	103,057	**137,409**
Royal Oaks Station							
Development Intensity A							
Development Intensity B	27.69	1,107	1,661	0.00	0.00	0	0
Development Intensity C	3.39	85	136	0.00	0.00	0	0
Development Intensity D							
Development Intensity E	13.13	328	525	3.94	5.25	171,579	228,772
Total for Royal Oaks Station	44.21	1,521	**2,322**	3.94	5.25	171,579	**228,772**
Total For All Stations	77.41	2,600	**3,980**	7.97	10.63	347,203	**462,937**

Globe Station

AREA (SQ FT)	AREA (ACS)	APN	LANDUSE_DE	ZONE	Dev_Type	Res_Low	Res_High	NonRes_Low	NonRes_High	NonRes_Low	NonRes_High
3706.26371	0.085	275-0161-008	SMALL RETAIL	C-2-SPD	A	3	5	0.026	0.034	1112	1483
11199.10269	0.257	275-0161-007	LIGHT INDUSTRIAL	C-2-SPD	A	10	15	0.077	0.103	3360	4480
26674.88007	0.612	275-0260-008	SMALL RETAIL	C-2	A	24	37	0.184	0.245	8002	10670
10754.79895	0.247	275-0165-018		C-2-SPD	A	10	15	0.074	0.099	3226	4302
12508.50801	0.287	275-0161-014	HEAVY INDUSTRIAL	C-2-SPD	A	11	17	0.086	0.115	3753	5003
14989.85393	0.344	275-0163-006	CEMETARY/MORTUARY	C-2-SPD	A	14	21	0.103	0.138	4497	5996
7526.52037	0.173	275-0162-001	VACANT/OFFICE	C-2-SPD	A	7	10	0.052	0.069	2258	3011
15093.71871	0.347	275-0162-004	VETERINARIAN	C-2-SPD	A	14	21	0.104	0.139	4528	6037
9168.49491	0.210	275-0165-003		C-2-SPD	A	8	13	0.063	0.084	2751	3667
5098.83856	0.117	275-0163-002	LOW RISE APARTMENT < 4 STORIES	C-2-SPD	A	5	7	0.035	0.047	1530	2040
7304.59349	0.168	275-0164-013	LIGHT INDUSTRIAL	C-2-SPD	A	7	10	0.050	0.067	2191	2922
10050.71992	0.231	275-0163-001	VACANT/RETAIL	C-2-SPD	A	9	14	0.069	0.092	3015	4020
14794.43068	0.340	275-0163-003	VACANT/OFFICE	C-2-SPD	A	14	20	0.102	0.136	4438	5918
7527.97401	0.173	275-0163-005		C-2-SPD	A	7	10	0.052	0.069	2258	3011
7533.13738	0.173	275-0165-002		C-2-SPD	A	7	10	0.052	0.069	2260	3013
7606.94303	0.175	275-0163-004	VACANT/OFFICE	C-2-SPD	A	7	10	0.052	0.070	2282	3043
18531.29888	0.425	275-0165-019	PARKING LOT	C-2-SPD	A	17	26	0.128	0.170	5559	7413
6621.93193	0.152	275-0161-013	LIGHT INDUSTRIAL	C-2-SPD	A	6	9	0.046	0.061	1987	2649
7256.27135	0.167	275-0164-014	LIGHT INDUSTRIAL	C-2-SPD	A	7	10	0.050	0.067	2177	2903
603.60259	0.014	275-0165-017		C-2	A	1	1	0.004	0.006	181	241
7568.00765	0.174	275-0122-008	VACANT/RETAIL	C-2-SPD	A	7	10	0.052	0.069	2270	3027
22346.51844	0.513	275-0165-016	SMALL RETAIL	C-2-SPD	A	21	31	0.154	0.205	6704	8939
7422.50529	0.170	275-0122-007	VACANT/RETAIL	C-2-SPD	A	7	10	0.051	0.068	2227	2969
246916.43919	5.668	275-0111-006		M-1-SPD	B	227	340				
8029.47329	0.184	275-0161-016	VACANT/INDUSTRIAL	M-1-SPD	B	7	11				
7449.57396	0.171	275-0164-002	LIGHT INDUSTRIAL	C-2-SPD	B	7	10				
7617.04243	0.175	275-0161-017	VACANT/INDUSTRIAL	M-1-SPD	B	7	10				
7406.16140	0.170	275-0161-004	VACANT/RECREATIONAL	M-1-SPD	B	7	10				
7378.88234	0.169	275-0161-006	RESIDENTIAL/SINGFAM/SUBDIV	M-1-SPD	B	7	10				
7371.64339	0.169	275-0164-001	LIGHT INDUSTRIAL	C-2-SPD	B	7	10				
7852.60653	0.180	275-0122-004	VACANT/OFFICE	C-2-SPD	B	7	11				
5379.77286	0.124	275-0121-002	VACANT/RESIDENTIAL	C-2-SPD	C	3	5				
3343.54527	0.077	275-0113-010	RESIDENTIAL/SINGFAM/SUBDIV	C-2-SPD	C	2	3				
21707.96949	0.498	275-0114-015	VACANT/RETAIL	C-2-SPD	C	12	20				
4435.26015	0.102	275-0113-012	RESIDENTIAL/FOURPLEX	C-2-SPD	C	3	4				
7212.03949	0.166	275-0114-006	VACANT/RETAIL	C-2-SPD	C	4	7				
7059.86940	0.162	275-0113-004	HEAVY INDUSTRIAL	C-2-SPD	C	4	6				
9296.62141	0.213	275-0112-027	LIGHT INDUSTRIAL	M-1-SPD	C	5	9				
9494.73286	0.218	275-0114-013	LIGHT INDUSTRIAL	C-2-SPD	C	5	9				
6751.09303	0.155	275-0113-015	VACANT/RECREATIONAL	M-1-SPD	C	4	6				
7454.36355	0.171	275-0163-007	RESIDENTIAL/SINGFAM/SUBDIV	R-1	C	4	7				
6307.29539	0.145	275-0121-001	RESIDENTIAL/SINGFAM/SUBDIV	C-2-SPD	C	4	6				
42756.04344	0.982	275-0112-001	VACANT/INDUSTRIAL	M-1-SPD	C	25	39				
7108.21423	0.163	275-0112-017	LIGHT INDUSTRIAL	M-1-SPD	C	4	7				
10168.77658	0.233	275-0113-023	RESIDENTIAL/SINGFAM/NONSUB	C-2-SPD	C	6	9				
3510.46015	0.081	275-0113-013	VACANT/RECREATIONAL	M-1-SPD	C	2	3				
4298.67769	0.099	275-0113-014	VACANT/RECREATIONAL	M-1-SPD	C	2	4				
7486.40286	0.172	275-0113-003	HEAVY INDUSTRIAL	C-2-SPD	C	4	7				
7041.35668	0.162	275-0114-005	VACANT/RETAIL	C-2-SPD	C	4	6				
7118.10622	0.163	275-0113-005	HEAVY INDUSTRIAL	C-2-SPD	C	4	7				
6645.73737	0.153	275-0112-007	LIGHT INDUSTRIAL	M-1-SPD	C	4	6				
10242.45544	0.235	275-0113-024	RESIDENTIAL/SINGFAM/SUBDIV	C-2-SPD	C	6	9				
13424.83972	0.308	275-0112-005	VACANT/INDUSTRIAL	M-1-SPD	C	8	12				
10597.17432	0.243	275-0112-026	LIGHT INDUSTRIAL	M-1-SPD	C	6	10				
6848.42017	0.157	275-0121-003	CITY	C-2-SPD	C	4	6				
10037.81656	0.230	275-0114-014	VACANT/INDUSTRIAL	C-2-SPD	C	6	9				
7119.03007	0.163	275-0113-011	RESIDENTIAL/DUPLEX	C-2-SPD	C	4	7				
8912.89822	0.205	275-0112-011	LIGHT INDUSTRIAL	M-1-SPD	C	5	8				
6738.71376	0.155	275-0112-002	LIGHT INDUSTRIAL	M-1-SPD	C	4	6				
7604.66902	0.175	275-0163-009	VACANT/RESIDENTIAL	R-1	C	4	7				
6992.89030	0.161	275-0112-015	HEAVY INDUSTRIAL	M-1-SPD	C	4	6				
8758.77745	0.201	275-0114-007	RESIDENTIAL/SINGFAM/SUBDIV	C-2-SPD	C	5	8				
6569.20436	0.151	275-0112-004	LIGHT INDUSTRIAL	M-1-SPD	C	4	6				
6473.26218	0.149	275-0112-008	RESIDENTIAL/SINGFAM/SUBDIV	M-1-SPD	C	4	6				
6694.47535	0.154	275-0112-003	LIGHT INDUSTRIAL	M-1-SPD	C	4	6				
6498.42533	0.149	275-0112-006	VACANT/RECREATIONAL	M-1-SPD	C	4	6				
6845.83050	0.157	275-0113-016	HEAVY INDUSTRIAL	M-1-SPD	C	4	6				
6946.31092	0.159	275-0112-020	HEAVY INDUSTRIAL	M-1-SPD	C	4	6				
53371.06382	1.225	275-0113-022	LIGHT INDUSTRIAL	M-1-SPD	C	31	49				
4713.01176	0.108	275-0112-009	RESIDENTIAL/SINGFAM/SUBDIV	M-1-SPD	C	3	4				
7219.26005	0.166	275-0114-004	RESIDENTIAL/SINGFAM/SUBDIV	C-2-SPD	C	4	7				
4633.30714	0.106	275-0112-010	LIGHT INDUSTRIAL	M-1-SPD	C	3	4				
7036.13136	0.162	275-0112-021	HEAVY INDUSTRIAL	M-1-SPD	C	4	6				
22133.27586	0.508	275-0112-025	LIGHT INDUSTRIAL	M-1-SPD	C	13	20				
	22.10510					*739*	*1133*	*1.7*	*2.2*	*72566.7*	*96755.6*

City of Sacramento

Northeast Line Light Rail Stations Plan - Phased Infrastructure Recommendations

Del Paso / Arden Station

AREA	AREA (ACS)	APN	LANDUSE_DE	ZONE	Dev_Type	Res_Low	Res_High	NonRes_Low	NonRes_High	NonRes_Low	NonRes_High
46241.36821	1.06	275-0134-008	CITY	R-1	A	42	64	0.318	0.425	13872	18497
7790.11569	0.18	275-0124-009	RESTAURANT	C-2-SPD	A	7	11	0.054	0.072	2337	3116
614.33386	0.01	275-0134-007	CITY	R-1	A	1	1	0.004	0.006	184	246
15458.50131	0.35	275-0125-028	VACANT/OFFICE	C-2-SPD	A	14	21	0.106	0.142	4638	6183
7394.34622	0.17	275-0125-001	VACANT/OFFICE	C-2-SPD	A	7	10	0.051	0.068	2218	2958
695.35928	0.02	275-0134-006	CITY	R-1	A	1	1	0.005	0.006	209	278
18577.48239	0.43	275-0134-003	CITY	R-1	A	17	26	0.128	0.171	5573	7431
24196.07864	0.56	275-0134-010	CITY	R-1	A	22	33	0.167	0.222	7259	9678
7699.67567	0.18	275-0093-005	SMALL RETAIL	C-2-SPD	A	7	11	0.053	0.071	2310	3080
7024.02676	0.16	275-0093-004	SMALL RETAIL	C-2-SPD	A	6	10	0.048	0.064	2107	2810
6059.36712	0.14	275-0095-016	SMALL RETAIL	C-2-SPD	A	6	8	0.042	0.056	1818	2424
1946.89661	0.04	275-0134-004	CITY	R-1	A	2	3	0.013	0.018	584	779
49591.96653	1.14	275-0134-012	CITY	R-1	A	46	68	0.342	0.455	14878	19837
3654.38386	0.08	275-0134-011	CITY	R-1	A	3	5	0.025	0.034	1096	1462
27839.70489	0.64	275-0125-029	RESTAURANT	C-2-SPD	A	26	38	0.192	0.256	8352	11136
7759.33631	0.18	275-0124-010	RESTAURANT	C-2-SPD	A	7	11	0.053	0.071	2328	3104
75384.48272	1.73	275-0085-013	VACANT/RESIDENTIAL	C-2	C	43	69				
4167.59998	0.10	275-0084-016	VACANT/RETAIL	C-2-SPD	C	2	4				
6494.04387	0.15	275-0095-007	RESIDENTIAL/SINGFAM/SUBDIV	R-1	C	4	6				
7685.36187	0.18	275-0125-023	PARKING LOT	R-3	C	4	7				
1057.25676	0.02	275-0082-001	VACANT/RETAIL	C-2-SPD	C	1	1				
6502.17503	0.15	275-0145-012	RESIDENTIAL/DUPLEX	R-1	C	4	6				
4251.65894	0.10	275-0125-024	PARKING LOT	R-3	C	2	4				
6337.44124	0.15	275-0085-009	VACANT/RESIDENTIAL	R-1	C	4	6				
7573.76036	0.17	275-0125-022	PARKING LOT	R-3	C	4	7				
6317.06702	0.15	275-0085-010	VACANT/RESIDENTIAL	R-1	C	4	6				
6649.49630	0.15	275-0028-004	VACANT/RESIDENTIAL	R-1	C	4	6				
6519.86828	0.15	275-0145-013	VACANT/RESIDENTIAL	R-1	C	4	6				
10114.43233	0.23	275-0091-001	VACANT/RETAIL	R-1	C	6	9				
6459.11745	0.15	275-0085-011	VACANT/RESIDENTIAL	R-1	C	4	6				
21353.05374	0.49	275-0125-016	LOW RISE APARTMENT < 4 STORIES	R-3	C	12	20				
6132.34581	0.14	275-0131-014	OFFICE GENERAL	C-2-SPD	D	2	4	0.063	0.084	2760	3679
9591.12809	0.22	275-0131-020	SERVICE STATION	C-2-SPD	D	3	6	0.099	0.132	4316	5755
1665.19067	0.04	275-0131-008	NO USE	C-2-SPD	D	1	1	0.017	0.023	749	999
5720.36923	0.13	275-0131-009	RESIDENTIAL/SINGFAM/SUBDIV	C-2-SPD	D	2	3	0.059	0.079	2574	3432
6036.53224	0.14	275-0131-017	LIGHT INDUSTRIAL	C-2-SPD	D	2	3	0.062	0.083	2716	3622
7659.94704	0.18	275-0131-007	RESIDENTIAL/SINGFAM/SUBDIV	C-2-SPD	D	3	4	0.079	0.106	3447	4596
7146.04615	0.16	275-0131-011	RESIDENTIAL CONVERION TO OFFICE	C-2-SPD	D	2	4	0.074	0.098	3216	4288
7454.07982	0.17	275-0131-010	RESIDENTIAL/SINGFAM/SUBDIV	C-2-SPD	D	3	4	0.077	0.103	3354	4472
7499.94778	0.17	275-0131-013		C-2-SPD	D	3	4	0.077	0.103	3375	4500
7631.19020	0.18	275-0131-016	SMALL RETAIL	C-2-SPD	D	3	4	0.079	0.105	3434	4579
7449.56573	0.17	275-0131-012	RESIDENTIAL/SINGFAM/SUBDIV	C-2-SPD	D	3	4	0.077	0.103	3352	4470
	11.09725					*341*	*525*	*2.4*	*3.2*	*103056.7*	*137409.0*

Royal Oaks Station

APN	LANDUSE_DESIGNATION	ZONE	Dev_Type	Res_Low	Res_High	NonRes_Low	NonRes_High	NonRes_L	NonRes_High
275-0240-092	OFFICE LARGE SINGLE TENANT	OB-LI	B	125	188				
275-0240-088	STATE	OB-LI	B	20	31				
277-0144-022	STATE	M-1-LI	B	89	133				
275-0240-087	STATE	OB-LI	B	225	337				
277-0134-023	LARGE RETAIL	M-1	B	19	29				
275-0240-074	LARGE RETAIL	OB-LI	B	70	105				
275-0240-094	HEAVY INDUSTRIAL	OB-LI	B	56	83				
275-0240-089	STATE	OB-LI	B	42	63				
275-0240-045	POST OFFICE	OB-LI	B	101	152				
277-0134-024	SPECIAL DISTRICT	M-1	B	22	33				
275-0240-052	POST OFFICE	OB-LI	B	91	137				
275-0240-051	STATE	OB-LI	B	200	299				
275-0240-029	STATE	OB-LI	B	47	71				
277-0132-006	HEAVY INDUSTRIAL	M-1	C	3	4				
277-0131-012	LOW RISE APARTMENT < 4 STORIES	R-1	C	4	6				
277-0133-006	INDUSTRIAL/MULTI-TENANT	M-1	C	5	9				
277-0133-002	RESIDENTIAL/SINGFAM/SUBDIV	M-1	C	3	4				
277-0133-008	INDUSTRIAL/MULTI-TENANT	M-1	C	3	5				
277-0073-009	VACANT/INDUSTRIAL	M-1	C	39	62				
275-0104-023	RESIDENTIAL/SINGFAM/SUBDIV	R-1	C	3	5				
275-0104-024	RESIDENTIAL/SINGFAM/SUBDIV	R-1	C	3	5				
277-0133-003	INDUSTRIAL/MULTI-TENANT	M-1	C	4	7				
277-0132-005	HEAVY INDUSTRIAL	M-1	C	3	4				
277-0072-027	RESIDENTIAL/SINGFAM/SUBDIV	R-1	C	4	6				
277-0071-008	VACANT/RESIDENTIAL	R-1	C	4	6				
277-0131-002	RESIDENTIAL/SINGFAM/SUBDIV	R-1	C	4	6				
277-0072-026	RESIDENTIAL/SINGFAM/SUBDIV	R-1	C	4	6				
277-0134-021	SERVICE STATION	M-1	E	12	20	0.149	0.199	6510	8679
275-0240-071	OFFICE GENERAL	OB-R	E	1	2	0.018	0.023	765	1021
275-0240-090	OFFICE LARGE SINGLE TENANT	OB-LI	E	41	66	0.495	0.661	21582	28776
277-0134-004	LARGE RETAIL	M-1	E	18	28	0.211	0.281	9173	12231
277-0131-007	LIGHT INDUSTRIAL	C-2	E	3	5	0.039	0.052	1711	2281
275-0155-005	VACANT/RESIDENTIAL	R-1	E	4	6	0.045	0.060	1957	2610
277-0131-017	VACANT/RESIDENTIAL	R-1	E	4	6	0.048	0.065	2109	2812
275-0155-013	OFFICE GENERAL	C-2	E	8	12	0.091	0.122	3975	5300
277-0132-011	LIGHT INDUSTRIAL	M-1	E	12	19	0.139	0.185	6047	8063
277-0134-005	LARGE RETAIL	M-1	E	23	36	0.271	0.361	11805	15740
275-0240-072	OFFICE GENERAL	OB-LI	E	76	122	0.913	1.217	39756	53008
275-0155-004	VACANT/RESIDENTIAL	R-1	E	4	6	0.046	0.061	1993	2657
277-0134-003	LARGE RETAIL	M-1	E	30	48	0.364	0.485	15835	21113
277-0133-005		M-1	E	27	44	0.328	0.438	14297	19063
277-0131-016	VACANT/RESIDENTIAL	R-1	E	4	6	0.044	0.058	1899	2532
277-0134-020	VACANT/RETAIL	M-1	E	6	9	0.068	0.090	2952	3936
275-0155-006	USED CAR SALES	R-1	E	3	5	0.040	0.054	1759	2346
275-0155-007	VACANT/RETAIL	C-2	E	3	5	0.041	0.055	1781	2374
277-0132-009	LIGHT INDUSTRIAL	M-1	E	18	29	0.214	0.286	9331	12442
275-0240-070	OFFICE GENERAL	OB-R	E	15	25	0.185	0.246	8043	10723
277-0131-005	RESIDENTIAL/SINGFAM/SUBDIV	R-1	E	4	6	0.047	0.063	2069	2758
277-0131-006	RESIDENTIAL/SINGFAM/SUBDIV	R-1	E	4	6	0.044	0.059	1918	2558
275-0240-076	SPECIAL DISTRICT	OB-LI	E	5	8	0.060	0.080	2608	3477
277-0131-008	RESTAURANT	C-2	E	3	5	0.039	0.052	1704	2272
				1521	*2322*	*3.9*	*5.3*	*171579*	*228772*

Assumptions

	FAR		DU/AC	
	Low	High	Low	High
A	0.3	0.4	40	60
B	x	x	40	60
C	x	x	25	40
D	0.45	0.6	15	25
E	0.3	0.4	25	40

Attachment 9

August 26, 2010 Planning Commission Comments and Staff's Responses

Planning Commission Comment	Staff's Response
▪ Notices should be sent to both property owners and occupants ▪ Staff should make an extra effort to get the word out to the community	▪ Notices have been sent to property owners and occupants of parcels that are to be rezoned or have the General Plan Land Use Designation changed. Properties within 500 feet of these land use changes were noticed as well ▪ Thirty three stakeholders were noticed ▪ Four hundred and seventy residents in the Dixieanne Neighborhood were noticed ▪ Please refer to the list of outreach conducted in Attachment 10
▪ Staff should develop a process citywide for developing in-lieu fee districts that would allow flexibility in requiring parking for infill developments	▪ Prior to establishing a in-lieu fee district for the plan area, CDD and DOT management need to agree both on citywide parking strategies and the commitment of staff resources
▪ Ensure that the land use changes for the Northeast Line are consistent with those for the Swanston Station	▪ Planning and DOT staff have revised the Swanston Station rezone strategy to be consistent with the zoning surrounding the Globe, Arden/Del Paso and Royal Oaks Stations
▪ Consider making the notification multi-family developments in the SPD to be similar as that of Planning Commission and provide some assurance that staff level review of these projects will have the same level of independent decision making	▪ This issue is still under consideration by staff

Attachment 10

Outreach Conducted for the Northeast Line Implementation Plan

Del Paso Boulevard Partnership	3/25/10
Regional Transit Staff	4/26/10
Meeting with Property/Business Owners that included: • David Plag (PBID) • Rich Meeker (Business Owner) • Deborah Redmond (News & Review) • Rosemary Covington (Regional Transit) • Rob Kerth (North Sacramento Chamber of Commerce • Shane Curry (Business Owner) • Jerry Greenberg (Business Owner) • Bobby Omery (Business Owner)	4/29/10
Meeting with Alan Warren (Developer)	5/18/10
Meeting with Bob Slobe (Developer)	5/18/10
Phone Conference with Dan Friedlander (Business Owner, Developer)	5/26/10
Meeting with Russ Wyluda (Developer)	6/11/10
North Sacramento Redevelopment Advisory Committee	7/15/10
Planning Commission Workshop	8/26/10
Woodlake Neighborhood Association	10/6/10
North Sacramento Redevelopment Advisory Committee Members	11/25/10