



# REPORT TO PLANNING COMMISSION City of Sacramento

# 3

915 I Street, Sacramento, CA 95814-2671

**PUBLIC HEARING**  
**February 10, 2011**

Honorable Members of the Planning Commission:

**Subject:** Northeast Line Implementation Plan (LR09-021)

**Council District:** 2

**Recommendation:** Staff recommends the Planning Commission conduct a public hearing and upon conclusion recommend approval and forward to the City Council: 1) a **Resolution** approving environmental review of the Northeast Line Implementation Plan, 2) a **Resolution** amending the 2030 General Plan to add new policies to the North Sacramento Community Plan chapter and to establish the Northeast Line Transit Village Development Districts for the Globe, Arden/Del Paso and, Royal Oaks Light Rail Stations; 3) a **Resolution** amending the General Plan land use diagram to change the land use designation for various parcels in the plan area; 4) an **Ordinance** rezoning various parcels in the plan area; ; 5) an **Ordinance** amending and expanding the boundaries of the Del Paso Boulevard Special Planning District; 6) an **Ordinance** amending the RMX Zone; 7) a **Resolution** approving infrastructure recommendations.

**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:** 21001222

## **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. Specific General Plan policies that the Project is implementing include:

***LU 1.1.5 Infill Development.*** *The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.*

***LU 5.5.2 Transit-Oriented Development.*** *The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations.*

***H-1.2.4 Housing Diversity.*** *The City shall actively support and encourage mixed-use retail, employment and residential development around existing and future transit stations, centers and corridors.*

**Environmental Considerations:** An Initial Study was prepared for the Project. Based on the Initial Study, it was determined that the Northeast Line Implementation Plan is a subsequent project within the scope of the General Plan Master EIR. No additional environmental review is required per CEQA Guidelines Section 15177.

On December 28<sup>th</sup>, 2010 staff received an email from PG&E (Attachment 12) noting that development consistent with the City's General Plan will have a cumulative impact on PG&E's gas systems and advising that environmental documents for proposed development projects include adequate evaluations of cumulative impacts to utilities. The proposed Project does not include any proposal for construction on any specific site.

**Public Comments:** Staff received two emails from Robert Slobe (Attachment 13) prior to the January 13<sup>th</sup> Planning Commission meeting. Mr. Slobe's concerns relate to the infrastructure study and recommendations, the encouragement of faux deco designs,

and large government offices that should be encouraged along Del Paso Boulevard instead of housing.

Staff has responded to Mr. Slobe's emails by directing our consultant to revise any maps with any indication of Mr. Slobe's properties as "basins." Additionally Staff is putting greater emphasis in the North Sacramento Design Guidelines to clarify that imitating or replicating nearby art deco designs is not required. Lastly, we have assured Mr. Slobe that no current or proposed policies or codes will obstruct the development of any future office development in the plan area. Staff has met with Mr. Slobe in May, 2010 and January of this year to receive his input on development in the area and clarify the project's objectives.

At the time of this report, there has not been any additional opposition to this project from the public.

**Sustainability Considerations:** The changes recommended in this report are designed to eventually transform the Northeast Line Light Rail Corridor from an auto-oriented corridor into a multi-modal, mixed-use corridor that provides opportunities for people to live and work in the corridor, thereby reducing vehicle miles traveled and related greenhouse gases.

**Rationale for Recommendation:** These actions implement the 2030 General Plan land use policies and previous planning efforts in the area. These changes are designed to support reinvestment and revitalization of the northeast line light rail corridor.

**Financial Considerations:** None

Respectfully submitted by:   
Greg Sandlund  
Associate Planner

Recommendation Approved:

 for  
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.

**Rezoning 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 planning 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 as 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 near 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 Neighborhood Low Density 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 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. Key amendments to the ordinance include the following:

- 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 planning directors 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 height, yard and stepback standards to be modified through the design review process at the director or commission level
- Allow up to 50% residential uses in the Office (OB) Zone with a zoning administrators plan review

**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. On February 12<sup>th</sup>, 2011 the Design Review Commission forwarded staff's recommendation to approve the design guideline amendments.

**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 as 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 to RMX zones 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.

**DRAFT RESOLUTION NO. XXXX-**

Adopted by the Sacramento City Council

**APPROVING ENVIRONMENTAL REVIEW FOR THE  
NORTHEAST LINE IMPLEMENTATION PLAN**

**BACKGROUND**

A. On February 10, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Northeast Line Implementation Plan.

B. On March 15, 2011 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2) by publication and posting, and received and considered evidence concerning the Northeast Line Implementation Plan.

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

Section 1. The City Council finds that the Master Environmental Impact Report for the 2030 General Plan was certified on March 3, 2009 and the 2030 General Plan was adopted on that date.

Section 2. The City of Sacramento was the Lead Agency for the Master EIR.

Section 3. An initial study has been prepared for the project, and concluded that the project was described in the Master EIR and that the project would not cause any additional significant environmental effects that were not examined in the Master EIR. No new additional mitigation measures or alternatives are required, and the project is within the scope of the Master EIR.

Section 4. The City has incorporated all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR. The City has provided notice of its intended action by publishing the required notice in a newspaper of general circulation in the area affected by the project, and by posting the notice in the office of the county clerk for a period of thirty days, as required by CEQA Guidelines Section 15177 and 15087.

Section 5. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

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

Section 7. Exhibit A is a part of this Resolution.

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EXHIBIT A: Initial Study For Anticipated Subsequent Projects Under The 2030 General Plan Master EIR

## NORTHEAST LINE IMPLEMENTATION PLAN (LR09-021)

### INITIAL STUDY FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2030 GENERAL PLAN MASTER EIR

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

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#### ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

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

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

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

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

## SECTION I - BACKGROUND

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Project Name and File Number: Northeast Line Implementation Plan (LR09-021)

Project Location: Properties in the vicinity of Del Paso Boulevard from Highway 160 to El Camino; as well as Arden Way from Acoma Street to Beaumont Street

Project Applicant: City of Sacramento  
Community Development Department

Project Planner: Greg Sandlund, Associate Planner  
(916) 808-8931  
gsandlund@cityofsacramento.org

Environmental Planner: Scott Johnson, Associate Planner  
(916) 808-5842  
srjohnson@cityofsacramento.org

Date Initial Study Completed: January 27, 2011

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

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

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any. The City has determined that the proposed project would not cause any additional significant environmental effect on the environment which was not previously examined in the Master EIR. The City will provide notice of this determination in the manner provided in CEQA Guidelines Section 15087.

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

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

Interested persons and agencies may comment on this Initial Study and the City's determination regarding environmental effects.

Please send written responses to:

Scott Johnson  
Community Development Department  
City of Sacramento  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
Direct Line: (916) 808-5842  
[srjohnson@cityofsacramento.org](mailto:srjohnson@cityofsacramento.org)

## SECTION II - PROJECT DESCRIPTION

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### INTRODUCTION

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 (Attachment 1).

The project area includes portions of Del Paso Boulevard and Arden Way. The Plan is not a single stand-alone document but instead is a series of implementation actions which are described below. Growth projections were based on the projections identified in the 2030 General Plan.

### 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. The project area includes properties in the vicinity of Del Paso Boulevard from Highway 160 to El Camino; as well as Arden Way from Acoma Street to Beaumont Street (Attachment 1).

The Northeast Line Implementation Plan includes specific strategies to address housing, economic development, the strategic financing of infrastructure, public safety, and design needs along the light rail corridor.

Specific actions included within the project are as follows:

- ◆ 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;
- ◆ Amendments to the RMX Zone; and
- ◆ Approve infrastructure recommendations.

**Rezoning and General Plan Amendments:** The project would rezone fourteen 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 housing and mixed use development 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.

**NOTE: This discussion identifies 41 (14+1+26) parcels for rezoning, and 110 parcels for general plan designation changes. The Land Use section references 43 rezonings and 143 parcels for general plan designation changes. These should be made consistent.**  
**TGB**

#### **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. Additionally, multi-family developments with minimum densities would be allowed by right. The specific changes to the SPD would include the following:

- Allow apartments in the General Commercial (C-2) Zone with a planning directors 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 height, yard and stepback standards to be modified through the design review process at the director or commission level
- Allow up to 50% residential uses in the Office (OB) Zone with a zoning administrators plan review

**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, 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 the RMX Zone be amended to allow 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.

### **Attachments**

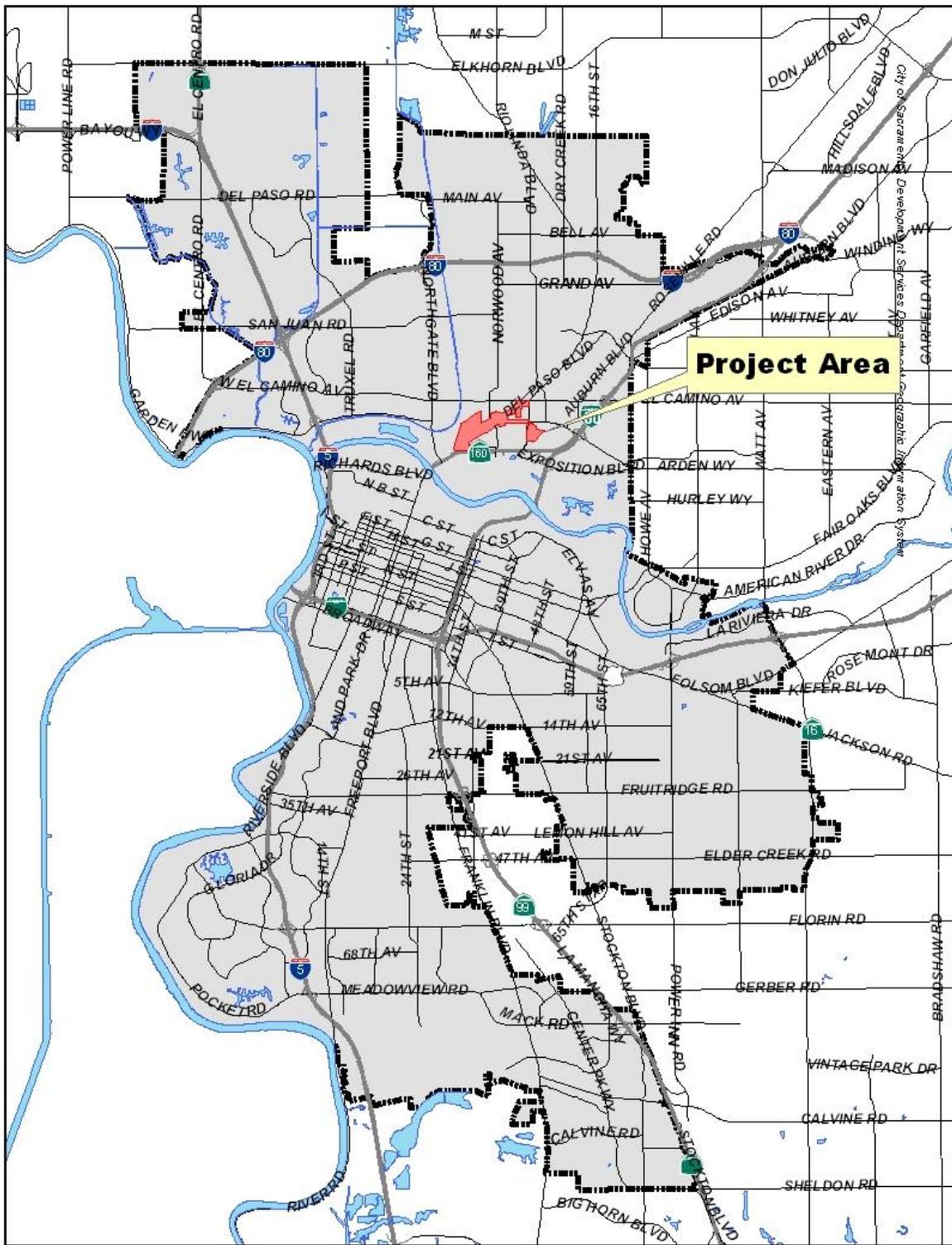
Attachment 1 - Vicinity Map

Attachment 2 - Rezones

Attachment 3 - General Plan Land Use Changes

Attachment 4 - Expansion of the Del Paso Boulevard/Arden Way Special Planning District

### ATTACHMENT 1 VICINITY MAP

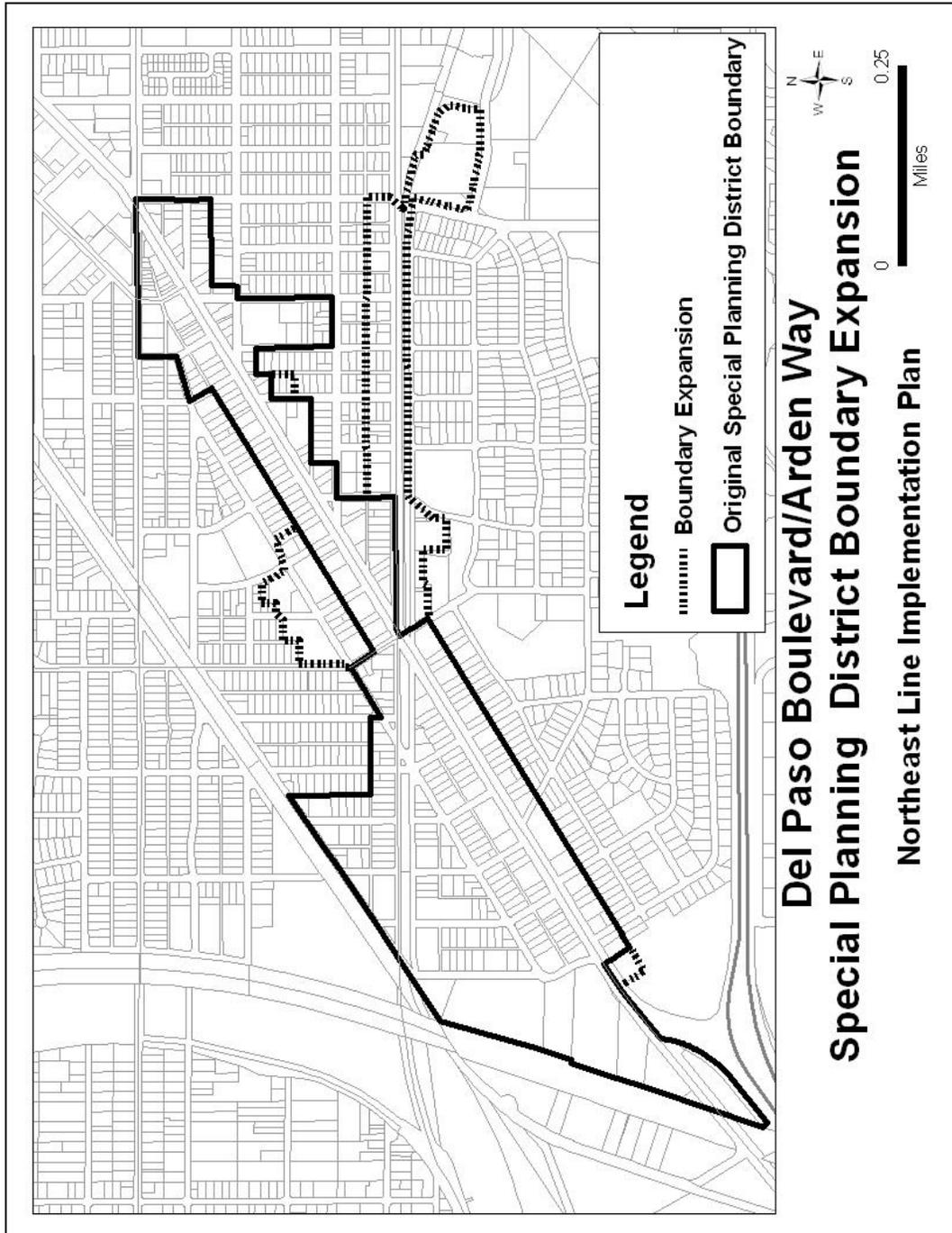






### ATTACHMENT 3

## Expansion of the Del Paso Boulevard/Arden Way Special Planning District



## **SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION**

### **LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES**

#### **Introduction**

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

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

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

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

#### **Discussion**

The proposed project would rezone approximately 48 parcels to help facilitate transit supportive uses and allow more neighborhood friendly uses along the light rail corridor. Additionally, approximately 143 parcels will have general plan amendments. The 2030 General Plan was adopted by the City Council in March 2009. One of the general plan's stated purposes was to promote a more livable and walkable community, and the result of the rezoning and general plan amendments would be to support future land uses that are consistent with the 2030 General Plan goals and policies.

The project would also designate the Globe, Arden/Del Paso and Royal Oaks stations as a transit village. These actions would promote the use of public transit by helping to better integrate the light rail station into the community and to promote transit-supportive land uses in the vicinity of the station.

The land use designation changes and plans would be consistent with the letter and spirit of the general plan, and would encourage pedestrian-oriented, mixed-use development, as well as encourage the use of public transit. The project is consistent with the 2030 General Plan, and the cumulative effects of such development have been evaluated in the Master EIR.

No commercial agricultural operations are located in the project area. The project actions would not have any adverse effect on agricultural operations.

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

**ENVIRONMENTAL SETTING**

The project area is located in an urbanized portion of the Sacramento community. Del Paso Boulevard is a major thoroughfare and is dominated by commercial and industrial uses. The section of Arden Way in the study area has sporadic commercial businesses intermixed with single family homes.

**STANDARDS OF SIGNIFICANCE**

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

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

*Light.* Light is considered significant if it would be cast onto oncoming traffic or residential uses.

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

The 2030 General Plan includes goals and policies that encourage the retention of urban neighborhoods with attention to design of buildings and a mix of uses. (See 2030 General Plan, Land Use, Goal LU 4.4 and Policies 4.4.1 through 4.4.6) Major circulation corridors are recognized as important to access and travel within the community, but policies encourage good design and careful attention to visual and physical character. (See Goal LU 6.1 and Policies 6.1.10 through 6.1.14).

Potential impacts due to light and glare were identified in the Master EIR. Mitigation in the form of general plan policies reduced the cumulative impact to a less-than-significant level. (See Master EIR, Section 6.13, Urban Design and Visual Resources).

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

6.13-1 City shall amend the Zoning Code to prohibit new development from:

- 1) using reflective glass that exceeds 50 percent of any building surface and on the ground three floors;
- 2) using mirrored glass;
- 3) using black glass that exceeds 25 percent of any surface of a building; and,
- 4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-D**

The project area is urbanized. Del Paso Boulevard and Arden Way are busy thoroughfares, and the parcels along Del Paso Boulevard are predominantly commercial, industrial and office sites. The section of Arden Way included in the project is a mix of single family residential and small commercial uses. The existing design review guidelines cover commercial and residential development and provide guidance for site design, exterior design, signage, height, scale, massing, orientation and landscaping. New development and exterior work on existing buildings would be subject to design review.

The design review standards would, in conjunction with existing regulations of the City regarding lighting, ensure that development activity in the project area would not have a demonstrably negative aesthetic effect, and that light sources would not affect neighboring properties or traffic.

The project is consistent with the goals of the 2030 General Plan, and the project would not have any additional significant environmental effects that were not considered in the Master EIR.

**MITIGATION MEASURES**

Mitigation Measure 6.13-1, set forth above, applies to the project. No additional mitigation is required.

**FINDINGS**

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

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

**ENVIRONMENTAL AND REGULATORY SETTING**

In December 2006 the Environmental Protection Agency (EPA) revised the national ambient air quality standard for fine particle pollution to provide increased protection of public health and welfare. The revised standard is 35 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) for particles less than or equal to 2.5 micrometers in diameter ( $\text{PM}_{2.5}$ ), averaged over 24 hours. In December 2008 the EPA Administrator identified nonattainment areas, and in October 2009 confirmed the designations. Sacramento County is included on this list, along with portions of surrounding counties that contribute to the nonattainment conditions. The designations became effective in INSERT DATE.

**STANDARDS OF SIGNIFICANCE**

The SMAQMD adopted the following thresholds of significance in 2002:

*Ozone and Particulate Matter.* An increase of nitrogen oxides ( $\text{NO}_x$ ) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides ( $\text{NO}_x$ ) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for  $\text{PM}_{10}$  is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For  $\text{PM}_{10}$ , a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and  $\text{NO}_x$  thresholds, it can be assumed that the project is below the  $\text{PM}_{10}$  threshold as well (SMAQMD, 2004).

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

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

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

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

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

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

**ANSWERS TO CHECKLIST QUESTIONS**

**A-E**

The proposed project does not include any construction or development. The project would revise planning and land use standards applicable to future development. The project would encourage multi-modal transportation in the project area, including the use of light rail and bicycle.

The project would not result in overall emissions in excess of those utilized in the Master EIR for analysis of cumulative effects, and the project would not have any additional significant environmental effects.

**F**

The proposed project is consistent with the 2030 General Plan. Rezoning parcels, general plan land use changes and the adoption of the Transit Village District would promote pedestrian and bicycle access. Decreasing vehicle miles travelled is a key strategy in the City's efforts to reduce greenhouse gas emissions, and the project would support this effort. The cumulative effects of greenhouse gas emissions that could be generated by development under the 2030 General Plan was evaluated in the Master EIR, as noted above, and the project would not impede the City's efforts to comply with statewide mandates for reduction of greenhouse gases. The project would not have any additional significant environmental effect.

**MITIGATION MEASURES**

None required.

**Findings**

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

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

**ENVIRONMENTAL SETTING**

The project area is located in an urbanized portion of the Sacramento community. Del Paso Boulevard and Arden Way are busy thoroughfares, and the parcels along Del Paso Boulevard are predominantly commercial, industrial and office sites. The section of Arden Way included in the project is a mix of single family residential and small commercial uses. Most parcels have been developed, some with large expanses of asphalt paving for parking.

#### **STANDARDS OF SIGNIFICANCE**

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, “special-status” has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### **A-F**

The project area is dominated by Del Paso Boulevard and Arden Way, two busy thoroughfares. Parcels in the project have been developed, primarily with commercial, industrial, and residential uses. Some of the commercial uses that occupy large sites have been paved with asphalt for parking.

Some individual parcels remain vacant. These consist primarily of ruderal vegetation that is cleared periodically for fire safety purposes.

The project does not include construction or development, and would have no immediate effect on any vacant parcels. Land use designation and design changes proposed by the project would guide future development.

Development encouraged by the project in the project area would include renovations of existing structures, improved landscaping and design standards and encouragement of multi-modal transportation. None of these aspects of the project would have any demonstrable effect on biological resources, and the project would have no additional significant effect regarding such resources.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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

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

**ENVIRONMENTAL SETTING**

**STANDARDS OF SIGNIFICANCE**

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

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Answers to Checklist Questions

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

The Master EIR acknowledged that the cumulative effects of development that could occur pursuant to the 2030 General Plan would be significant and unavoidable. (See Impact 6.4-1, Master EIR page 6.4-26). Various goals and policies of the 2030 General Plan were identified as mitigating such effects, including responsibility of the City to identify such resources (Policy HCR 2.1.1) and Policy 2.1.14, which provides that demolition of historic resources should be considered only as a last result. The goals and policies mitigating effects are set forth in the Master EIR, pages 6.4-22-25.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-D**

The Historic and Cultural Resources element of the 2030 General Plan addresses the treatment of such resources if they are encountered as part of development activity. The policies calls for identification of such resources, and requires efforts to be undertaken to preserve such resources, with demolition being a last resort. (Policy HCR 2.1.14).

The proposed project does not include any proposal for construction on any specific site. The project seeks to revise various planning provisions that apply to parcels in the project area in an effort to facilitate later development and re-use. Individual projects would be subject to CEQA review as they are proposed if they require discretionary review by the City.

The project is consistent with the 2030 General Plan, and would support the City's efforts to encourage development of neighborhoods that provide a range of services and that minimize vehicle miles traveled. The cumulative effects of the proposed project have been considered in the Master EIR, and the project would have no additional significant environmental effects.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. <u>ENERGY</u> Would the proposal result in impacts to:			X
A) Power or natural gas?			X
B) Use non-renewable resources in a wasteful and inefficient manner?			X
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			X

**STANDARDS OF SIGNIFICANCE**

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

*Gas Service.* A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

*Electrical Services.* A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

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

None available.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-C**

The project would alter some land use regulations in the project area with the goal of encouraging re-use and redevelopment of parcels. Any new uses would utilize existing energy suppliers. New development or redevelopment would be subject to regulations relating to energy usage. With compliance with these regulations and codes, no significant additional environmental effects would occur due to energy issues.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><u>6. GEOLOGY AND SOILS</u> Would the project:</p> <p>A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> <li>i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</li> <li>ii.) Strong seismic ground shaking?</li> <li>iii.) Seismic-related ground failure, including liquefaction?</li> <li>iv.) Landslides?</li> </ul>			X
<p>B) Result in substantial soil erosion or the loss of topsoil?</p>			X
<p>C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>			X
<p>D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>			X
<p>E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</p>			X

**STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

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

The Master EIR indicated that soil and geologic conditions are site-specific, and there is little, if any, cumulative relationship between implementation of the general plan and cumulative actions in other jurisdictions. Adherence to relevant plans, codes and regulations with respect to project design and construction reduces project-specific and cumulative effects to a less-than-significant level. (Master EIR, page 6.5-26).

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

Goals and policies in the 2030 General Plan that apply to geologic and soil conditions are set forth at pages 6.5-17-19. These provide that the City shall conduct a geotechnical investigation of proposed development sites that determine the potential for ground rupture, earth shaking and liquefaction.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-E**

The proposed project does not include any proposal for development. The project would modify land use regulations within the project area with the goal of encouraging re-use and redevelopment of parcels within the project area. Any specific development proposal would be subject to the City’s standard building regulations, including inspection and enforcement of the applicable building code. Implementation of the standard building regulations would ensure that any development would be conducted in a manner that takes proper account of specific geologic or soil conditions at the site.

The Master EIR evaluated the cumulative effects of building that would be allowed under the 2030 General Plan. The proposed project does not propose any development or other change that was not evaluated in the Master EIR, and there would be no additional significant effects due to the project.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Geology and Soils.

	Effect will be	Effect can be	No additional
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Issues:	studied in the EIR	mitigated to less than significant	significant environmental effect
<p>7. <u>HAZARDS</u></p> <p>Would the project:</p> <p>A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>			X
<p>B) Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>			X
<p>C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>			X
<p>D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>			X
<p>E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, or public use airport, would the project result in a safety hazard for people residing or working in the project area?</p>			X
<p>F) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>			X
<p>G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>			X
<p>H) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p>			X

**ENVIRONMENTAL AND REGULATORY SETTING**

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations

respecting asbestos may result in a Notice of Violation being issued by the AQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

### **SMAQMD Rule 902 and Commercial Structures**

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM.

### **Asbestos Surveys**

To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

### **Removal Practices, Removal Plans/Notification and Disposal**

If the survey shows that there are asbestos-containing materials present, the SMAQMD recommends leaving it in place.

If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material.

There are specific disposal requirements in Rule 902 for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

### **STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

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

The Master EIR indicated that the impacts from potential hazards and materials are usually site-specific, and there is a relative absence of cumulative effects. Due to the regulation that substantially controls the use and disposition of hazardous materials, the Master EIR concluded that effects from development that could occur pursuant to the 2030 General Plan were less than significant.

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

Goals and policies of the 2030 General Plan require investigation of development sites for contamination (Policy PHS 3.1.1), compliance with regulations that require a hazardous materials management plan when appropriate, and preparation of various plans to provide community-wide programs for response to spills or other incidents. See Master EIR, pages 6.6-1920.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-H**

The project area is located in an urbanized portion of the City of Sacramento. The project does not propose any specific development, and the modifications proposed to the various land use regulations are for the purpose of encouraging the re-use and redevelopment of parcels within the project area.

The land uses primarily subject to the project are commercially-zoned parcels. The project would not increase the likelihood that new uses might locate in the area that include the use of noxious or hazardous materials.

The project, by encouraging re-use and redevelopment, would improve infrastructure and access in the project area. These changes would improve the City's ability to respond to any hazardous materials incidents, and would improve emergency access in the project area. Future site specific development may have additional significant environmental effects that were not considered in the Master EIR.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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



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

**STANDARDS OF SIGNIFICANCE**

*Water Quality.* For purposes of this Initial Study, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by construction and/or operational activities.

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

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

The cumulative effects relating to hydrology and water quality that were identified in the Master EIR relate primarily to the development of vacant parcels. The project area has been almost completely developed with urban uses. The Master EIR concluded that the various local, state and federal regulations regulating drainage and water quality were effective to reduce any effects to a less-than-significant level.

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

None required.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-E**

The project area is located in an urbanized portion of the City of Sacramento. The project does not propose any specific new development. Development or redevelopment of any parcel within the project area would be subject to review and approval and would include review of any proposal to increase or divert runoff from the affected site. The cumulative effects of development allowable under the 2030 General Plan were evaluated in the Master EIR, and the proposed project would have no additional significant environmental effects.

**F-H**

Most parcels within the project area have been developed with urban uses. Approval of the project would not result in any substantial increase in population or increase in exposure to flood hazards. The Master EIR evaluated such concerns and the project would have no additional significant environmental effects.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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

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

**STANDARDS OF SIGNIFICANCE**

Thresholds of significance are those established by the Title 24 standards and by the 2030 General Plan Noise Policies and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project exceeding the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project. (2030 General Plan, Table EC-1, 2009).
- Residential interior noise levels of  $L_{dn}$  45 dB or greater caused by noise level increases due to the project;

- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration and peak particle velocities greater than 0.5 inches per second due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

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

Noise and vibration associated with development that could occur pursuant to the 2030 General Plan could increase on a cumulative basis. The Master EIR concluded that residential development that could occur could be exposed to significant noise levels that exceed the City's applicable thresholds, and that such effects were significant and unavoidable.

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

The general plan goals and policies that serve to reduce the effects from increased noise due to new development are set forth in the Master EIR, pages 6.8-24 to 26. These goals and policies establish noise standards for interior and exterior for various land uses. New mixed-use, commercial and industrial development is required to mitigate operational noise impacts to adjoining sensitive uses. (Policy EC 3.1.8)

**ANSWERS TO CHECKLIST QUESTIONS**

**A-F**

The project area is generally located within the 65 dB CNEL contour. The project does not propose any specific development, and the re-use and redevelopment of parcels that would be encouraged by the project would not result in new sources of substantial noise or vibration. Construction activities at specific sites that were later redeveloped could result in construction noise, but construction noise is regulated by the City Code and would result in less than significant effects.

The cumulative effects of development that could occur consistent with the 2030 General Plan were evaluated in the Master EIR, and the project would have no additional significant environmental effects relating to noise or vibration.

**MITIGATION MEASURES**

None required.

**Findings**

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



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

**STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan.

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

The Master EIR identified goals and policies that would mitigate the effects of new development on public health and safety (Master EIR, pages 6.10-10 to 11); fire protection (Master EIR, pages 6.10-21 to 22); schools (Master EIR, pages 6.10-39 to 40); libraries (Master EIR, pages 6.10-51 to 53); and emergency services (Master EIR, pages 6.10-64 to 65). The Master EIR concluded that these policies were effective to reduce all cumulative effects to a less-than-significant level.

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

None applicable.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-E**

The project area is located in an urbanized portion of the City of Sacramento, and is served by various municipal services. The project proposes modification of land use regulations for the project area that are intended to encourage re-use and redevelopment of parcels within the project area. No substantial increase in population is proposed, and the re-use and redevelopment of sites would result in improvements in access, infrastructure and general conditions in the area. These improvements have the goal of reducing hazards and improving general conditions with an accompanying reduction if demand for services for fire and police.

The Master EIR evaluated the cumulative effects of development that could occur under the 2030 General Plan, and the project would result in no additional significant environmental effects.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
11. <u>RECREATION</u>  A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X

**STANDARDS OF SIGNIFICANCE**

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

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was

anticipated in the 2030 General Plan.

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

Goals and policies in the 2030 General Plan that relate to recreation and recreational resources were identified in the Master EIR at pages 6.9-13 to 18. The Master EIR concluded that the cumulative effects on such resources were less than significant.

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

None required.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-B**

The project proposes modification of land use regulations for the purpose of encouraging the re-use and redevelopment of commercial parcels within the project area. The project would not result in any substantial increase in population beyond that identified in the 2030 General Plan, and would not increase the demand for existing recreational facilities. The cumulative effects were evaluated in the Master EIR, and the project would have no additional significant environmental effects relating to recreation.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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

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

**STANDARDS OF SIGNIFICANCE**

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

Roadway Segments

A significant traffic impact occurs for roadway segments when:

1. The traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project); or
2. The LOS (without project) is E or F, and project generated traffic increases the Volume-to-Capacity Ratio (V/C ratio) by 0.02 or more.

### **Intersections**

A significant traffic impact occurs for intersections when:

1. The traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project); or
2. The LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

### **Freeway Facilities**

Caltrans considers the following to be significant impacts:

- Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- Project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- Project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- The expected ramp queue is greater than the storage capacity.

### **Transit**

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

- Adversely affect public transit operations or
- Fail to adequately provide for access to public transit.

### **Bicycle Facilities**

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

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

### **Pedestrian Circulation**

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

- adversely affect pedestrian travel, pedestrian paths or
- fail to adequately provide for access by pedestrians.

## **Parking**

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

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

The Master EIR acknowledged that cumulative development associated with the 2030 General Plan would result in significant and unavoidable effects. The goals and policies relating to transportation infrastructure were identified at pages 6.12-49 to 58.

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

New projects in the project area would be subject to Policy M 1.2.2 that calls for the City to allow flexible level of service (LOS) standards. A central theme of the 2030 General Plan is the encouragement of infill projects and the re-use and redevelopment of parcels within the urban core.

Goal 4.2 in the Mobility Element calls for development of a transportation system that balances the diverse needs of the users of the public right-of-way. Policies M 4.2.1 to M 4.2.6 implement this goal and would apply to the project area.

### **ANSWERS TO CHECKLIST QUESTIONS**

#### **A-G**

The proposed project would modify land use designations for some parcels within the project area. One of the project's primary goals is to provide a more attractive economic environment for re-use of parcels that are either vacant or under-used.

The project does not propose any new development on any specific parcel, and there would be no increase in traffic attributable to the project. The City's roadway infrastructure, including ways of travel for pedestrians and bicycles, is identified in the Master EIR, and any new, expanded or redeveloped uses would be required to adhere to the standards set forth in the 2030 General Plan Mobility Element as part of individual projects.

The project would not have any additional significant environmental effects relating to transportation and circulation.

### **MITIGATION MEASURES**

None required.

### **FINDINGS**

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

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

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, an impact is considered significant if the proposed project would:

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality;
- Generate more than 500 tons of solid waste per year; or
- Generate stormwater that would exceed the capacity of the stormwater system.

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

The 2030 General Plan identified impacts for future water supply and sewer treatment capacity that were significant unavoidable.

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

The policies relating to water and sewer supply relate primarily to City-wide planning for treatment capacity, and do not affect specific projects.

**ANSWERS TO CHECKLIST QUESTIONS**

**A-G**

One of the primary goals of the proposed project is to encourage re-use and redevelopment of existing developed parcels within the project area. Such use of existing developed parcels would not create substantial new demand for water or sewer services beyond that identified in the 2030 General Plan, and the cumulative effect of any new demand has been adequately addressed in the Master EIR. There are no additional significant environmental effects.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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

**MANDATORY FINDINGS OF SIGNIFICANCE**

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
14. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>			
A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
B.) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

**Answers to Checklist Questions**

**A -C**

The project proposes to modify land use regulations within the project area to encourage the re-use and redevelopment of parcels along commercial corridors in the project area. The project area is urbanized and served with a full range of urban services.

The project does not propose any specific development. Development that occurs in the project area would primarily involve developed parcels that were previously used for commercial operations. The redevelopment of these parcels would likely improve conditions regarding water quality and landscaping.

The cumulative effects of development consistent with the 2030 General Plan were evaluated in the Master EIR. The project would have no additional significant environmental effects.

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

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

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## SECTION V - DETERMINATION

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**On the basis of the initial study:**

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; and (c) the proposed project **will not** have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives will be required. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))

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Signature

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Date

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Scott Johnson, Associate Planner

### REFERENCES CITED

Air Resources Board, GHG Emission Inventory Summary (1990-2004)  
[http://www.arb.ca.gov/app/ghg/ghg\\_sector\\_data.php](http://www.arb.ca.gov/app/ghg/ghg_sector_data.php)

City of Sacramento. 2009 *2030 General Plan*.

City of Sacramento. 2008. *Sacramento 2030 General Plan Master Environmental Impact Report*

City of Sacramento, Department of Utilities. 2007. *Table 3-2 Stormwater Quality Control Measure Selection Matrix in the Stormwater Quality Design Manual.*

Institute for Transportation Engineers, Trip Generation 7<sup>th</sup> Edition

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

**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 February 10, 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 March 15, 2011 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Sections 17.200.010(C)(2) (a) and (c) (publication), 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 and 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 and 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 and supporting policies and 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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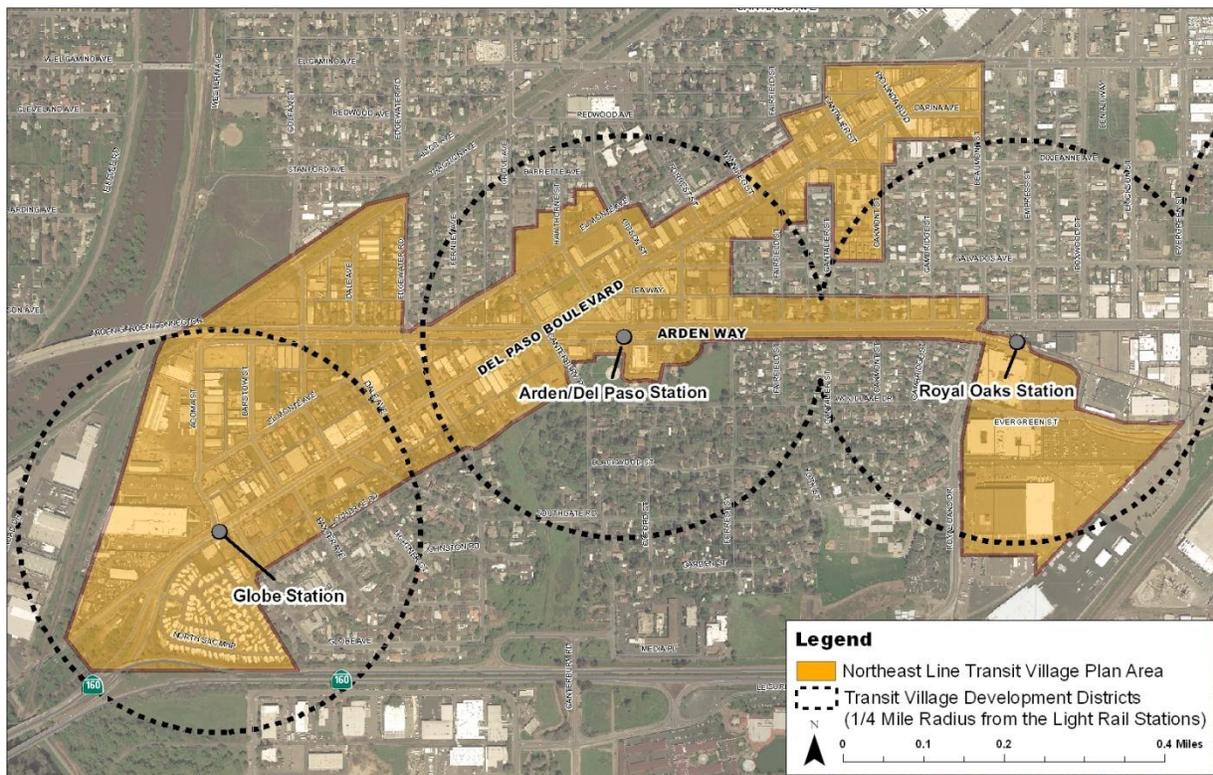
Exhibit A – North Sacramento Community Plan Amendment Language and Figures

## 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**

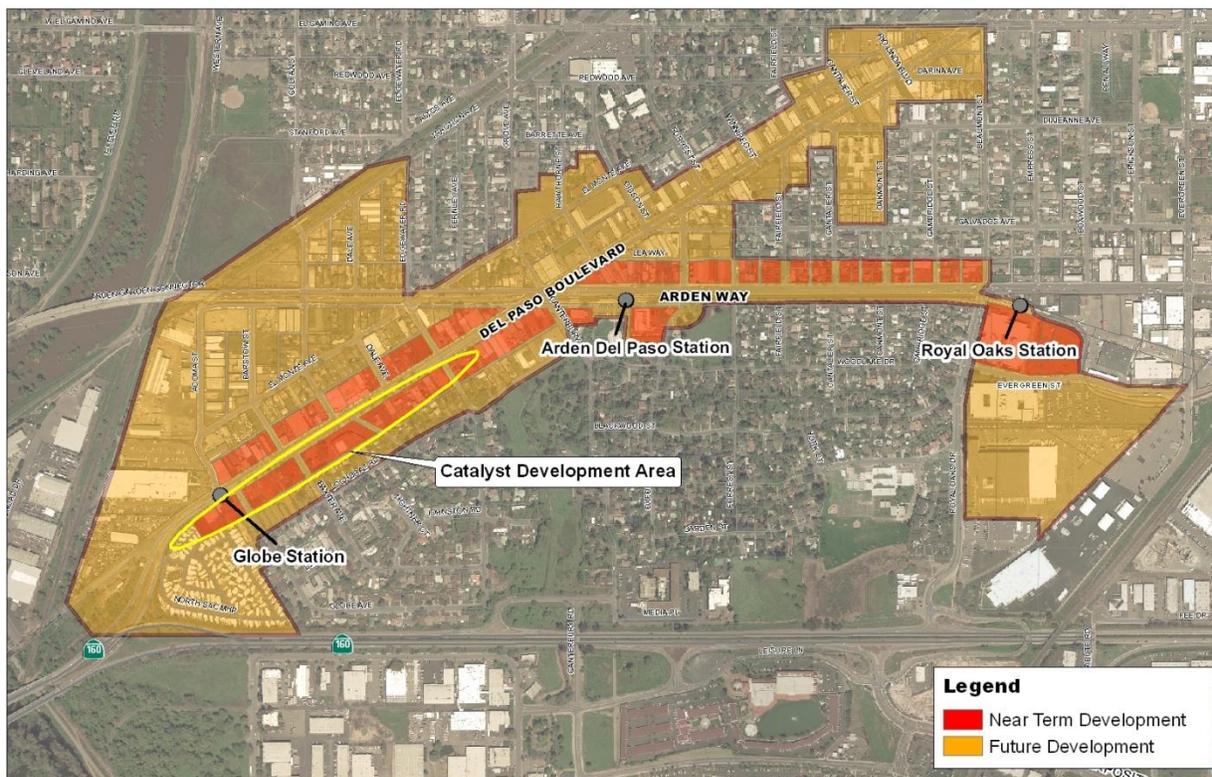
In order to promote reinvestment and the long-term success of the Northeast Line Light Rail Corridor, the City prepared the Northeast Line Implementation Plan (2011), a planning effort to promote new housing, economic development, the strategic financing of infrastructure, public safety, and design needs 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)

**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 February 10, 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 March 15, 2011 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a) and (c)(publication and mail (500 feet)).).

**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.

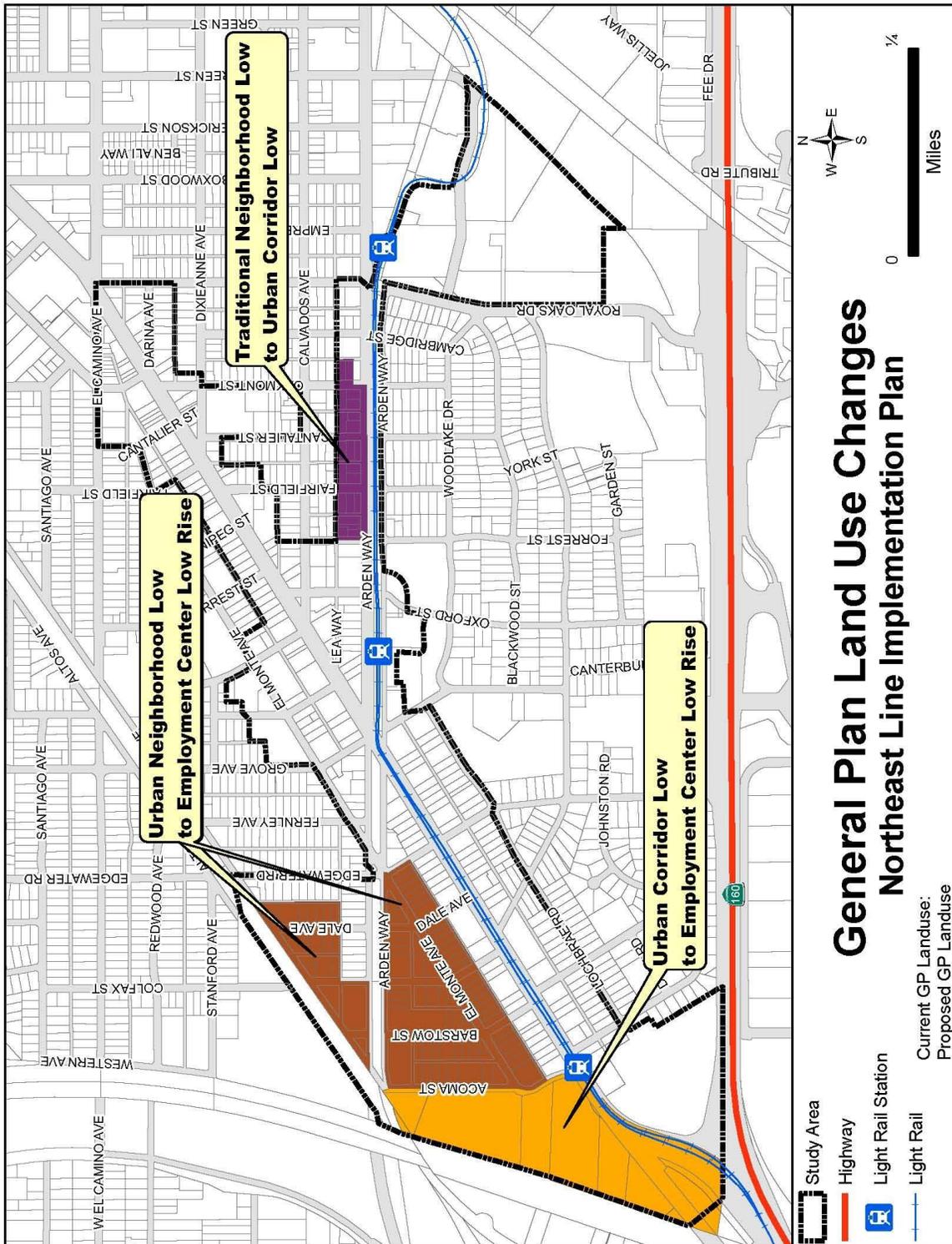
**Section 3.** Exhibits A and B are a part of this Resolution.

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EXHIBIT A: Land Use Diagram Changes Map

EXHIBIT B: Land Use Changes Property List

Exhibit A - Land Use Diagram Changes Map



## Exhibit B – Land Use Changes Property List

APN	NUMBER	STREET	CURRENT LAND USE DESIGNATION	PROPOSED LAND USE DESIGNATION
27501450070000	613	ARDEN WY	Traditional Neighborhood Low	Urban Corridor Low
27501430070000	2203	FAIRFIELD ST	Traditional Neighborhood Low	Urban Corridor Low
27501510080000	2220	OAKMONT ST	Traditional Neighborhood Low	Urban Corridor Low
27501430050000	2239	FAIRFIELD ST	Traditional Neighborhood Low	Urban Corridor Low
27501450050000	2223	CANTALIER ST	Traditional Neighborhood Low	Urban Corridor Low
27501470050000	2205	OAKMONT ST	Traditional Neighborhood Low	Urban Corridor Low
27501430060000	2215	FAIRFIELD ST	Traditional Neighborhood Low	Urban Corridor Low
27501430110000	2230	FORREST ST	Traditional Neighborhood Low	Urban Corridor Low
27501450090000	2234	FAIRFIELD ST	Traditional Neighborhood Low	Urban Corridor Low
27501450040000	2235	CANTALIER ST	Traditional Neighborhood Low	Urban Corridor Low
27501470040000	2235	OAKMONT ST	Traditional Neighborhood Low	Urban Corridor Low
27501510090000	2240	OAKMONT ST	Traditional Neighborhood Low	Urban Corridor Low
27501430100000	551	ARDEN WY	Traditional Neighborhood Low	Urban Corridor Low
27501430090000	559	ARDEN WY	Traditional Neighborhood Low	Urban Corridor Low
27501430080000	567	ARDEN WY	Traditional Neighborhood Low	Urban Corridor Low
27501470070000	663	ARDEN WY	Traditional Neighborhood Low	Urban Corridor Low
27501470060000	677	ARDEN WY	Traditional Neighborhood Low	Urban Corridor Low
27501450080000	2202	FAIRFIELD ST	Traditional Neighborhood Low	Urban Corridor Low
27501450060000	639	ARDEN WY	Traditional Neighborhood Low	Urban Corridor Low
27501470170000	2220	CANTALIER ST	Traditional Neighborhood Low	Urban Corridor Low
27501470160000	2230	CANTALIER ST	Traditional Neighborhood Low	Urban Corridor Low
27501110060000	2175	ACOMA ST	Urban Corridor Low	Employment Center Low Rise
27502000130000	2089	ACOMA ST	Urban Corridor Low	Employment Center Low Rise
27502000110000	2001	ACOMA ST	Urban Corridor Low	Employment Center Low Rise
27502700010000	800	DEL PASO BL	Urban Corridor Low	Employment Center Low Rise
27502000070000	795	DEL PASO BL	Urban Corridor Low	Employment Center Low Rise
27501110010000	2189	ACOMA ST	Urban Corridor Low	Employment Center Low

				Rise
27502000080000	791	DEL PASO BL	Urban Corridor Low	Employment Center Low Rise
27502000100000	903	DEL PASO BL	Urban Corridor Low	Employment Center Low Rise
27500600060000	0	TRACTION AV	Urban Corridor Low	Employment Center Low Rise
27502000120000	927	DEL PASO BL	Urban Corridor Low	Employment Center Low Rise
27502000090000	0	DEL PASO BL	Urban Corridor Low	Employment Center Low Rise
27502700320000	0		Urban Corridor Low	Employment Center Low Rise
27501210020000	0	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501660140000	1200	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501130240000	2127	COLFAX ST	Urban Neighborhood Low	Employment Center Low Rise
27501640030000	1110	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501130100000	1125	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27500730120000	2230	COLFAX ST	Urban Neighborhood Low	Employment Center Low Rise
27501660030000	1204	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501140070000	1213	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501130110000	1123	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501210010000	1301	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501660080000	2145	DALE AV	Urban Neighborhood Low	Employment Center Low Rise
27501140040000	124	ARDEN WY	Urban Neighborhood Low	Employment Center Low Rise
27501220040000	1320	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501220030000	1318	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501220050000	1322	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501220060000	1326	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501220020000	0	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501220010000	1300	EL MONTE	Urban Neighborhood Low	Employment Center Low

		AV		Rise
27501640060000	1120	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501120250000	2140	ACOMA ST	Urban Neighborhood Low	Employment Center Low Rise
27501120260000	2150	ACOMA ST	Urban Neighborhood Low	Employment Center Low Rise
27501140130000	2140	COLFAX ST	Urban Neighborhood Low	Employment Center Low Rise
27501140140000	0	COLFAX ST	Urban Neighborhood Low	Employment Center Low Rise
27501610010000	2076	ACOMA ST	Urban Neighborhood Low	Employment Center Low Rise
27501120090000	2103	BARSTOW ST	Urban Neighborhood Low	Employment Center Low Rise
27501120110000	0	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501120270000	2114	ACOMA ST	Urban Neighborhood Low	Employment Center Low Rise
27501130230000	2143	COLFAX ST	Urban Neighborhood Low	Employment Center Low Rise
27500740210000	2230	DALE AV	Urban Neighborhood Low	Employment Center Low Rise
27500730130000	2240	COLFAX ST	Urban Neighborhood Low	Employment Center Low Rise
27500740220000	2240	DALE AV	Urban Neighborhood Low	Employment Center Low Rise
27501660070000	1222	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501140060000	140	ARDEN WY	Urban Neighborhood Low	Employment Center Low Rise
27501140050000	132	ARDEN WY	Urban Neighborhood Low	Employment Center Low Rise
27501130160000	2114	BARSTOW ST	Urban Neighborhood Low	Employment Center Low Rise
27501140150000	100	ARDEN WY	Urban Neighborhood Low	Employment Center Low Rise
27501640040000	1114	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501660160000	2050	COLFAX ST	Urban Neighborhood Low	Employment Center Low Rise
27501640050000	1116	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27500730150000	2300	TRACTION AV	Urban Neighborhood Low	Employment Center Low Rise
27500730140000	2290	TRACTION AV	Urban Neighborhood Low	Employment Center Low Rise
27501610170000	1026	EL MONTE	Urban Neighborhood Low	Employment Center Low

		AV		Rise
27501610160000	1022	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501610040000	1014	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501640020000	1104	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501640010000	1100	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501130120000	1117	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501120170000	2170	ACOMA ST	Urban Neighborhood Low	Employment Center Low Rise
27501130050000	2165	COLFAX ST	Urban Neighborhood Low	Employment Center Low Rise
27501130030000	62	ARDEN WY	Urban Neighborhood Low	Employment Center Low Rise
27501130040000	66	ARDEN WY	Urban Neighborhood Low	Employment Center Low Rise
27501660060000	1218	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501660050000	1210	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501660040000	0	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27500740250000	2260	DALE AV	Urban Neighborhood Low	Employment Center Low Rise
27500740240000	2254	DALE AV	Urban Neighborhood Low	Employment Center Low Rise
27500740270000	2310	TRACTION AV	Urban Neighborhood Low	Employment Center Low Rise
27501120100000	1021	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501120050000	2147	BARSTOW ST	Urban Neighborhood Low	Employment Center Low Rise
27501120020000	2147	BARSTOW ST	Urban Neighborhood Low	Employment Center Low Rise
27501120040000	0	BARSTOW ST	Urban Neighborhood Low	Employment Center Low Rise
27501120030000	0	BARSTOW ST	Urban Neighborhood Low	Employment Center Low Rise
27500730160000	2249	DALE AV	Urban Neighborhood Low	Employment Center Low Rise
27500730040000	2223	DALE AV	Urban Neighborhood Low	Employment Center Low Rise
27501120010000	30	ARDEN WY	Urban Neighborhood Low	Employment Center Low Rise
27501610060000	2075	BARSTOW ST	Urban Neighborhood Low	Employment Center Low

				Rise
27501610150000	1014	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27500740260000	2270	DALE AV	Urban Neighborhood Low	Employment Center Low Rise
27500730010000	2275	DALE AV	Urban Neighborhood Low	Employment Center Low Rise
27500710010000	0	TRACTION AV	Urban Neighborhood Low	Employment Center Low Rise
27500720010000	0	TRACTION AV	Urban Neighborhood Low	Employment Center Low Rise
27500720020000	2225	COLFAX ST	Urban Neighborhood Low	Employment Center Low Rise
27501210030000	1309	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501120070000	2131	BARSTOW ST	Urban Neighborhood Low	Employment Center Low Rise
27501120060000	2135	BARSTOW ST	Urban Neighborhood Low	Employment Center Low Rise
27501130130000	0	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27501130140000	2132	BARSTOW ST	Urban Neighborhood Low	Employment Center Low Rise
27501130150000	0	BARSTOW ST	Urban Neighborhood Low	Employment Center Low Rise
27501120080000	2115	BARSTOW ST	Urban Neighborhood Low	Employment Center Low Rise
27501130220000	58	ARDEN WY	Urban Neighborhood Low	Employment Center Low Rise
27500740230000	2250	DALE AV	Urban Neighborhood Low	Employment Center Low Rise
27501120210000	2164	ACOMA ST	Urban Neighborhood Low	Employment Center Low Rise
27501120200000	2166	ACOMA ST	Urban Neighborhood Low	Employment Center Low Rise
27501120150000	2160	ACOMA ST	Urban Neighborhood Low	Employment Center Low Rise
27501640180000	1126	EL MONTE AV	Urban Neighborhood Low	Employment Center Low Rise
27500730050000	2211	DALE AV	Urban Neighborhood Low	Employment Center Low Rise

**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.

Table of Contents:

Exhibit A – Rezone Maps

Exhibit B – List of Rezone Properties



**Exhibit B – List of Rezone Properties**

APN	NUMBER	STREET	CURRENT ZONING	PROPOSED ZONING
27501450070000	613	ARDEN WY	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501430070000	2203	FAIRFIELD ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501630010000	1000	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501630040000	1016	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501630030000	1010	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501510080000	2220	OAKMONT ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501530180000	777	ARDEN WY	General Commercial (C-2) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
27501430050000	2239	FAIRFIELD ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27500960060000	2332	FAIRFIELD ST	General Commercial (C-2) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
27500860050000	1612	EL MONTE AV	Office (OB) Zone	Office, Special Planning District (OB-SPD) Zone
27501530110000	2244	CAMBRIDGE ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27500910020000	2323	GIBSON ST	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27500910010000	0	EL MONTE AV	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27500880010000	1700	EL MONTE AV	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27500880020000	1718	EL MONTE AV	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27500870070000	2240	HAWTHORNE ST	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27500850130000	2251	HAWTHORNE ST	General Commercial (C-2) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
27500870080000	1717	EL MONTE AV	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone

Northeast Line Implementation Plan

February 10, 2011

27502400720000	2005	EVERGREEN ST	Office, Labor Intensive Overlay (OB-LI) Zone	Office, Labor Intensive Overlay, Special Planning District (OB-LI-SPD) Zone
27502400900000	2005	EVERGREEN ST	Office, Labor Intensive Overlay (OB-LI) Zone	Office, Labor Intensive Overlay, Special Planning District (OB-LI-SPD) Zone
27502400710000	0	EVERGREEN ST	Office, Plan Review (OB-R) Zone	Office, Plan Review, Special Planning District (OB-R-SPD) Zone
27502400700000	2005	EVERGREEN ST	Office, Plan Review (OB-R) Zone	Office, Plan Review, Special Planning District (OB-R-SPD) Zone
27501450050000	2223	CANTALIER ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501530090000	2202	CAMBRIDGE ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501470050000	2205	OAKMONT ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501430060000	2215	FAIRFIELD ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501530100000	2222	CAMBRIDGE ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501430110000	2230	FORREST ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501450090000	2234	FAIRFIELD ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501450040000	2235	CANTALIER ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501470040000	2235	OAKMONT ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501510090000	2240	OAKMONT ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27500290040000	2353	GIBSON ST	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501410100000	501	ARDEN WY	General Commercial (C-2) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
27501410090000	0	ARDEN WY	General Commercial (C-2) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
			Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27500860070000	1620	EL MONTE AV	Office (OB) Zone	Office, Special Planning District (OB-SPD) Zone
27501430100000	551	ARDEN WY	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone

27500960040000	2342	FAIRFIELD ST	General Commercial (C-2) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
27502600080000	920	DEL PASO BL	General Commercial (C-2) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
27501510070000	2204	OAKMONT ST	General Commercial (C-2) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
27500860090000	2233	HAWTHORNE ST	Office (OB) Zone	Office, Special Planning District (OB-SPD) Zone
27501430090000	559	ARDEN WY	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501430080000	567	ARDEN WY	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501230100000	1340	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501230030000	1224	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501230270000	0	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501230260000	1212	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501250040000	1414	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501250280000	1410	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501250010000	1400	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501630060000	1030	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501630050000	1022	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501230230000	1314	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone

27501230240000	1310	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27501470070000	663	ARDEN WY	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501530040000	2239	BEAUMONT ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501470060000	677	ARDEN WY	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501510140000	739	ARDEN WY	General Commercial (C-2) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
27501450080000	2202	FAIRFIELD ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501530080000	767	ARDEN WY	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501450060000	639	ARDEN WY	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501470170000	2220	CANTALIER ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27501630020000	105	GLOBE AV	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27500860060000	1616	EL MONTE AV	Office (OB) Zone	Office, Special Planning District (OB-SPD) Zone
27500860080000	0	EL MONTE AV	Office (OB) Zone	Office, Special Planning District (OB-SPD) Zone
27501340110000	0	ARDEN WY	Standard Single-Family (R-1) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
27501340030000	300	ARDEN WY	Standard Single-Family (R-1) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
27501340050000	490	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501340060000	0	OXFORD ST	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501340040000	0	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501320030000	0	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501490090000	0	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501490080000	0	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone

27501490070000	0	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501560030000	0	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501470160000	2230	CANTALIER ST	Standard Single-Family (R-1) Zone	Residential Mixed Use, Special Planning District (RMX-SPD) Zone
27502400760000	0		Office, Labor Intensive Overlay (OB-LI) Zone	Office, Labor Intensive Overlay, Special Planning District (OB-LI-SPD) Zone
27500910030000	1808	EL MONTE AV	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501650190000	1100	DEL PASO BL	General Commercial, Special Planning District (C-2-SPD) Zone	General Commercial, Transit Overlay, Special Planning District (C-2-T0-SPD) Zone
27701340180000	0	EVERGREEN ST	Light Industrial (M-1) Zone	Light Industrial, Special Planning District (M-1-SPD) Zone
27501320020000	0	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501340100000	420	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501490040000	0	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501490050000	600	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501490060000	0	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501560040000	0	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501560050000	0	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27500960050000	2336	FAIRFIELD ST	General Commercial (C-2) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
27500860170000	2246	GROVE AV	General Commercial (C-2) Zone	General Commercial, Special Planning District (C-2-SPD) Zone
27501340070000	0	OXFORD ST	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone
27501340080000	440	ARDEN WY	Standard Single-Family (R-1) Zone	Standard Single-Family, Special Planning District (R-1-SPD) Zone

**DRAFT ORDINANCE NO.**

Adopted by the Sacramento City Council

Date Adopted

**AN ORDINANCE AMENDING SECTION 17.20.030 OF, AND  
REPEALING AND ADDING CHAPTER 17.108 TO, TITLE 17 OF  
THE SACRAMENTO CITY CODE (THE ZONING CODE)  
RELATING TO THE DEL PASO BOULEVARD/ARDEN WAY  
SPECIAL PLANNING DISTRICT**

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

**Section 1.** Section 17.20.030 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.20.030 Special planning districts.

The following special planning districts (SPDs) are discussed in more detail in Chapters 17.92 through 17.130 of this title and are listed here for convenience only:

Broadway-Stockton SPD	Ch. 17.94
Cental Business District SPD	Ch. 17.96
McClellan Heights/Parker Homes SPD	Ch. 17.98
Northgate Boulevard SPD	Ch. 17.100
Alhambra Corridor SPD	Ch. 17.104
Del Paso Boulevard/Arden Way SPD	Ch. 17.108
Del Paso Nuevo SPD	Ch. 17.112
Sacramento Army Depot SPD	Ch. 17.116
River District SPD	Ch. 17.120
Sacramento Railyards SPD	Ch. 17.124
R Street Corridor SPD	Ch. 17.128
Freeport SPD	Ch. 17.130

**Section 2.** Chapter 17.108 of Title 17 of the Sacramento City Code (the Zoning Code) is repealed.

**Section 3.** Chapter 17.108 is added to Title 17 of the Sacramento City Code (the Zoning Code) to read as follows:

**Chapter 17.108**

**Del Paso Boulevard/Arden Way Special Planning District**

**17.108.010 Purpose and intent.**

A. General.

1. When established in 1994, the Del Paso Boulevard SPD area consisted of C-2 zoned properties located along Del Paso Boulevard, between approximately Globe Avenue and El Camino Avenue. In 1997, the SPD boundary was expanded and M-1 zoning standards were adopted. In 2010, the SPD boundary was expanded to include the portion of Arden Way between Del Paso Boulevard and Beaumont Street and was renamed the Del Paso Boulevard/Arden Way Special Planning District (“SPD”).

2. The Del Paso Boulevard/Arden Way SPD consists of a number of different neighborhoods, including residential uses, light industrial uses, and commercial uses. The SPD zoning regulations are intended to assist in the preservation of the economic climate in these neighborhoods through the retention of existing businesses while accommodating new development in the area.

B. Goals. The general goals for properties within the Del Paso Boulevard/Arden Way SPD are as follows:

1. Maintain and improve the character, quality and vitality of this unique commercial neighborhood, drawing on the opportunities for an arts and entertainment orientation;

2. Provide the opportunity for a balanced mixture of uses in neighborhoods adjacent to transit facilities and transportation corridors;

3. Maintain the neighborhood stability of existing commercial neighborhoods while allowing for existing nonconforming uses to continue to serve the community needs in this area;

4. Retain and improve economic vitality of this commercial neighborhood;

5. Provide the opportunity for reuse and rehabilitation of heavy commercial and industrial uses to take advantage of the light rail facilities in the area, thereby reducing the number of obsolete and underutilized buildings and sites;

6. Promote land use characteristics for M-1 and C-2 properties that consider the neighborhood changes that resulted from the westerly extension of Arden Way across the Natomas East Main Drainage Canal;

7. Promote orderly transition of land uses from underutilized buildings and sites to new commercial and industrial uses;

8. Discourage outdoor storage in the SPD by limiting stored materials to those that are incidental to primary business uses in the M-1 and C-2 zones and enforcing minimum standards for outdoor storage of materials and products. By discouraging outdoor storage, the city can serve to reverse the adverse aesthetic conditions.

**17.108.020 Del Paso Boulevard/Arden Way SPD boundaries.**

The boundaries of the Del Paso Boulevard/Arden Way SPD are shown on the map set out at the end of this chapter as Exhibit A.

**17.108.030 Del Paso Boulevard/Arden Way SPD special regulations.**

Development in the Del Paso Boulevard/Arden Way SPD shall be subject to the regulations and development standards set forth in this chapter in addition to the regulations of this title and code. If a conflict between the provisions of this chapter and other provisions of this title, including Chapter 17.178 Transit Overlay Zone (TO), and code occurs, the provisions of this chapter shall govern.

**17.108.040 Uses and development standards—General.**

A. Allowed Uses and Development Standards.

The allowed uses and development standards for each land use zone in the Del Paso Boulevard/Arden Way SPD are set forth in this chapter.

B. Design Review.

The Del Paso Boulevard/Arden Way SPD is located within the North Sacramento Design Review District. All development within the Del Paso Boulevard/Arden Way SPD, including without limitation all uses allowed by right as well as expansion, repair, and reconstruction of buildings and structures, is subject to design review under Chapter 17.132.

**17.108.050 Residential Mixed Use RMX zone.**

A. Allowed and Prohibited Uses—Uses Subject to Special Restrictions and Requirements.

1. Allowed and Prohibited Uses.

The uses permitted in the RMX zone under this title outside of the Del Paso Boulevard/Arden Way SPD shall be allowed in the RMX zone within the Del Paso Boulevard/Arden Way SPD, except the following uses are prohibited in the RMX zone within the Del Paso Boulevard/Arden Way SPD:

- a. Tattoo and/or body piercing parlors;
- b. Used appliance sales;
- c. Check cashing center;
- d. Money lender (includes pawnbroker);
- e. Card room;
- f. Bingo activities licensed under Chapter 5.24 of this code;
- g. Tobacco store;
- h. Laundromat.

2. Uses Subject to Special Restrictions and Requirements.

If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the RMX zone outside of the Del Paso Boulevard/Arden Way SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the RMX zone within the Del Paso Boulevard/Arden Way SPD.

B. Development Standards.

Development in the RMX zone in the Del Paso Boulevard/Arden Way SPD shall be subject to the same development standards that govern development in the RMX zone outside of the Del Paso Boulevard/Arden Way SPD.

**17.108.060 Office Building OB zone.**

A. Allowed and Prohibited Uses-- Uses Subject to Special Restrictions and Requirements.

1. Allowed and Prohibited Uses.

The uses permitted in the OB zone under this title outside of the Del Paso Boulevard/Arden Way SPD shall be allowed in the OB zone within the Del Paso Boulevard/Arden Way SPD, except as set forth below:

a. The following uses are allowed in the OB zone in the Del Paso Boulevard/Arden Way SPD subject to the restrictions and requirements stated for each use:

i. Alternative ownership housing occupying up to 50% of the building square footage of mixed use buildings, subject to footnote (8) of Section 17.24.050 .

ii. Apartments occupying up to 50% of the building square footage of mixed use buildings, subject to footnote (75) of Section 17.24.050.

b. The following uses are prohibited in the OB zone in the Del Paso Boulevard/Arden Way SPD:

i. Astrology and related practices;

ii. Tattoo and/or body piercing parlors;

iii. Used appliance sales;

iv. Check cashing center;

v. Money lender (includes pawnbroker);

vi. Tobacco store.

2. Uses Subject to Special Restrictions and Requirements.

If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the OB zone outside of the Del Paso Boulevard/Arden Way SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the OB zone within the Del Paso Boulevard/Arden Way SPD.

B. Development Standards.

Development in the OB zone in the Del Paso Boulevard/Arden Way SPD shall be subject to the same development standards that govern development in the OB zone outside of the Del Paso Boulevard/Arden Way SPD.

**17.108.070 General Commercial C-2 zone.**

A. Allowed and Prohibited Uses-- Uses Subject to Special Restrictions and Requirements.

1. Allowed and Prohibited Uses.

The uses permitted in the C-2 zone under this title outside of the Del Paso Boulevard/Arden Way SPD shall be allowed in the C-2 zone within the Del Paso Boulevard/Arden Way SPD, except as set forth below:

a. The use of a total of twenty thousand (20,000) square feet of gross floor area of a building for manufacturing, assembly, and treatment of merchandise is permitted, subject to a zoning administrator special permit and the following requirements:

i. New buildings for the manufacture, assembly, and treatment of merchandise shall be designed to be convertible to commercial use.

ii. Manufacturing, assembly, and treatment of merchandise uses along Del Paso Boulevard shall have an office or another active commercial use facing the street.

b. The following uses are prohibited in the C-2 zone in the Del Paso Boulevard/Arden Way SPD:

- i. Adult entertainment business;
- ii. Adult related establishment;
- iii. Astrology and related practices;
- iv. Tattoo and/or body piercing parlors;
- v. Used appliance sales;
- vi. Auto sales (new and used) and auto storage;
- vii. RV/mobilehome sales yard, storage, repair;
- viii. Mini-storage/surface storage;
- ix. Used tire storage and sales;
- x. Check cashing center;
- xi. Money lender (except pawnbroker);
- xii. Mortuary;
- xiii. Card room;

- xiv. Bingo activities licensed under Chapter 5.24 of this code;
  - xv. Tobacco store;
  - xvi. Laundromat;
  - xvii. Medical marijuana dispensary.
2. Uses Subject to Special Restrictions and Requirements.

If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the C-2 zone outside of the Del Paso Boulevard/Arden Way SPD, approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the C-2 zone within the Del Paso Boulevard/Arden Way SPD, except the following uses are permitted in the C-2 zone in the Del Paso Boulevard/Arden Way SPD, subject to the restrictions and requirements stated for each use:

- a. Residential Uses.
  - i. Single and two-family residential uses, subject to footnote (76) of Section 17.24.050, except a zoning administrator's special permit is required in all cases.
  - ii. Fraternity/sorority houses and dormitories in the area bounded by Arden Way, El Monte Avenue, and Colfax Street, subject to footnote 47 of Section 17.24.050, except a zoning administrator's special permit is also required.
  - iii. Apartments, subject to footnote (75) of Section 17.24.050.
- b. Commercial Uses.
  - i. Bed and breakfast inn, subject to a planning commission special permit.;
  - ii. Hotel, subject to a planning commission special permit;
  - iii. Motel, subject to a planning commission special permit;
  - iv. Non-profit food preparation for off-site consumption and non-profit food storage and distribution facility, subject to a planning commission special permit;
  - v. Secondhand stores, subject to a planning commission special permit;
  - vi. Pawnshops, subject to a planning commission special permit;
  - vii. Somatic practitioner or somatic practitioner establishment, subject to a planning commission special permit.

B. Development Standards.

Except as provided in this subsection B, development in the C-2 zone in the Del Paso Boulevard/Arden Way SPD shall be subject to the same development standards that govern development in the C-2 zone outside of the Del Paso Boulevard/Arden Way SPD.

1. Density.

The maximum allowable density for residential uses in the C-2 zone shall be 60 dwelling units per net acre.

2. Open Space.

New residential construction with twelve (12) units or more and located on a parcel greater than one-half acre in size shall include areas specifically designed for recreation or passive enjoyment of the outdoors, as follows:

a. 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.

b. 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.

c. 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.

d. Mixed use projects may use usable retail open space, such as plazas and open patios, for the required usable common open space.

e. The open space requirements set forth in this subsection (B)(2) may be modified as part of the special permit or plan review required for the development.

**17.108.080 Light Industrial M-1 zone.**

A. Allowed and Prohibited Uses—Uses Subject to Special Restrictions and Requirements.

1. Allowed and Prohibited Uses.

The uses permitted in the M-1 zone under this title outside of the Del Paso Boulevard/Arden Way SPD shall be allowed in the M-1 zone within the Del Paso Boulevard/Arden Way SPD, except as set forth below:

a. Bed and breakfast inns are permitted, subject to a planning commission special permit.

b. The following uses are prohibited in the M-1 zone in the Del Paso Boulevard/Arden Way SPD:

- i. Adult entertainment business;
  - ii. Adult related establishment;
  - iii. Astrology and related practices;
  - iv. Tattoo and/or body piercing parlors;
  - v. Used appliance sales;
  - vi. Auto sales (new and used) and auto storage;
  - vii. RV/mobilehome sales yard, storage, repair;
  - viii. Recycling facilities;
  - ix. Auto dismantler;
  - x. Used tire storage and sales;
  - xi. Check cashing center;
  - xii. Money lender (including pawnbroker);
  - xiii. Mortuary;
  - xiv. Card room;
  - xv. Bingo activities licensed under Chapter 5.24 of this code;
  - xvi. Tobacco stores;
  - xvii. Laundromat;
  - xviii. Medical marijuana dispensary.
2. Uses Subject to Special Restrictions and Requirements.

If this title requires the approval of a special permit or other discretionary entitlement, or imposes other restrictions or requirements on the establishment of a particular use in the M-1 zone outside of the Del Paso Boulevard/Arden Way SPD,

approval of the same discretionary entitlement and compliance with the same restrictions or requirements shall be required to establish the use in the M-1 zone within the Del Paso Boulevard/Arden Way SPD, except the following uses are permitted in the M-1 zone in the Del Paso Boulevard/Arden Way SPD, subject to the restrictions and requirements stated for each use:

- a. Auto service and repair and rental, subject to footnote (80) of Section 17.24.080 and, if not otherwise required, a planning commission special permit;
- b. Hotel, subject to a planning commission special permit;
- c. Motel, subject to a planning commission special permit;
- e. Offices, subject to footnote (35) of Section 17.24.050, except that office use of 10,000 square feet or less of gross floor area or up to 35% of the gross floor area of the building(s) per parcel, whichever is greater, is permitted as of right.
- f. Non-profit food preparation for off-site consumption and non-profit food storage and distribution facility, subject to a planning commission special permit;
- g. Secondhand stores, subject to footnote (12) of Section 17.24.050, except that a planning commission special permit, rather than a zoning administrator special permit, shall be required;
- h. Somatic practitioner or somatic practitioner establishment, subject to footnote (67) of Section 17.24.050 and a planning commission special permit.

**B. Development Standards.**

Except as provided in this subsection B, development in the M-1 zone in the Del Paso Boulevard/Arden Way SPD shall be subject to the same development standards that govern development in the M-1 zone outside of the Del Paso Boulevard/Arden Way SPD.

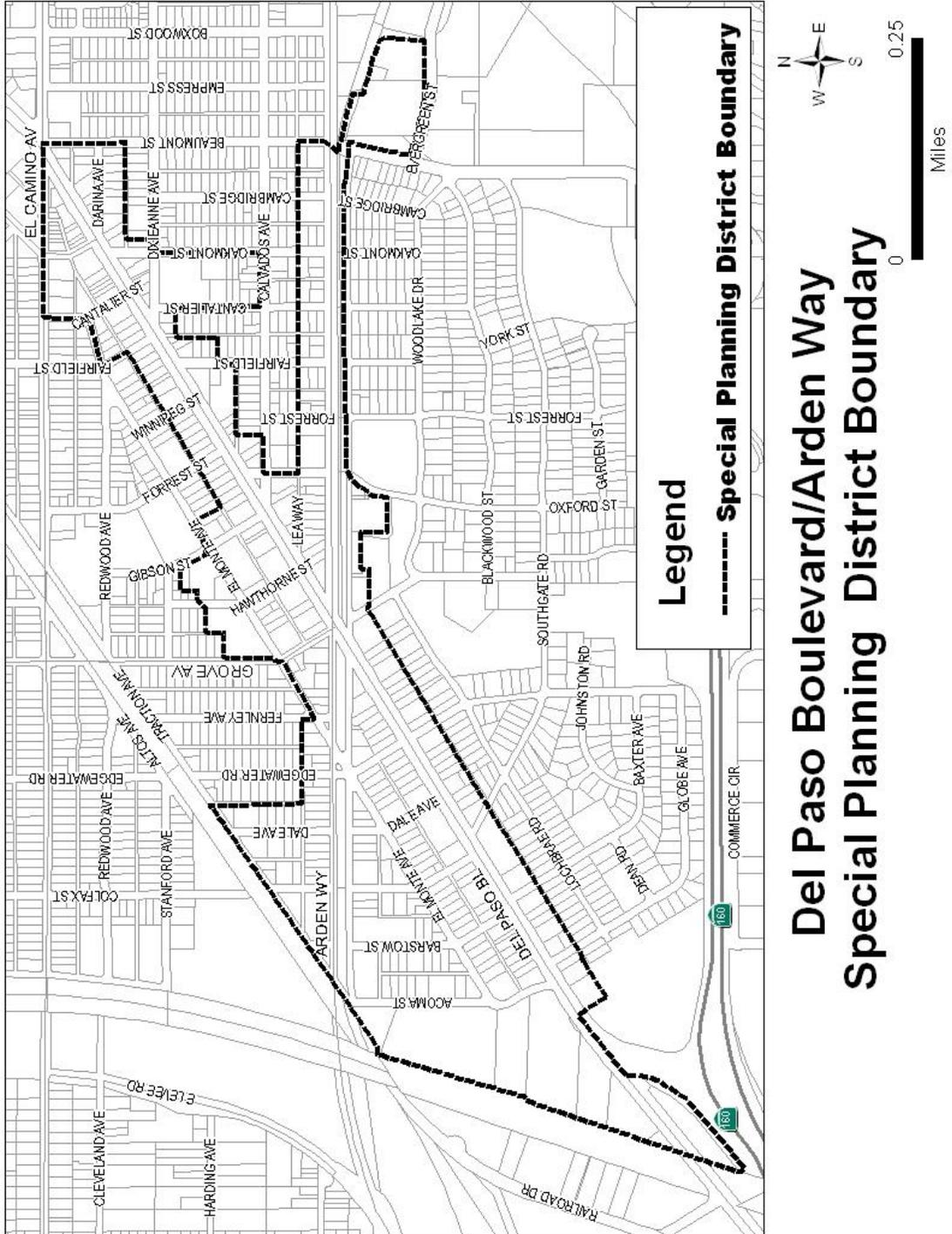
1. **Outdoor Storage.** Outdoor storage is not allowed unless the outdoor storage is incidental to a manufacturing use and is located within one hundred (100) feet of the manufacturing use it serves. A zoning administrator's special permit may permit outdoor storage up to three hundred (300) feet from the manufacturing use it serves. All outdoor storage shall be screened within an area enclosed on all sides by a solid fence (such as woven wire with slats) or a solid wall at least six feet in height.

**17.108.090 Modification of Height, Yard, and Stepback Standards.**

Design review conducted at the director or commission level under Chapter 17.132 may address and modify the required height, yard, and stepback standards for any project, to achieve the intent and purposes of the North Sacramento Design Guidelines, to ensure adequate light and air and compatibility with surrounding land

uses, to ensure that an adequate and appropriate street tree canopy is created and maintained, and to ensure an adequate and appropriate street wall is created and maintained. Where the design director or design commission has authority to modify the required height, yard, and setback standards under this section for a project, neither the zoning administrator nor the planning commission shall have authority to consider or grant special permits, variances, plan reviews, modifications of these entitlements, or any other entitlement to modify the height, yard, or setback standards for the project.

Appendix A



**Section 4.** Adoption of this ordinance repealing and adding Sacramento City Code Chapter 17.108 is not intended to and does not affect any approvals made, and entitlements issued, with attendant conditions, under Chapter 17.108 prior to the effective date of this ordinance. Those approvals and entitlements shall continue in effect subject to the terms and conditions established under the provisions of Chapter 17.108 as they existed prior to the effective date of this ordinance.

**Section 5.** Adoption of this ordinance repealing and adding Sacramento City Code Chapter 17.108 is not intended to and does not affect any administrative, civil, or criminal prosecutions or proceedings brought or to be brought pursuant to Chapter 17.108 or other provisions of the Sacramento City Code, or pursuant to applicable federal, state, or local laws, to enforce the provisions of Chapter 17.108 as they existed prior to the effective date of this ordinance. The provisions of Chapter 17.108, as they exist on the effective date of this ordinance, shall continue to be operative and effective with regard to any acts occurring prior to the effective date of this ordinance.

**DRAFT ORDINANCE NO.**

Adopted by the Sacramento Council

**AN ORDINANCE 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. For new commercial or office development that requires a special permit, plan review, or design review under this title, the commercial corridor design principles adopted under Section 17.132.180, as they may be amended from time to time, shall apply to the design of the proposed new development. The commercial corridor design principles shall be applied in addition to any other design guidelines applicable to the development due to the development's location in a design review district, PUD, special planning district, overlay zone, or otherwise. If a conflict occurs, the other design guidelines shall take precedence over the commercial corridor design principles.

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

**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**

- G. 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.
- H. 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.
- I. 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.
- J. 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.
- K. 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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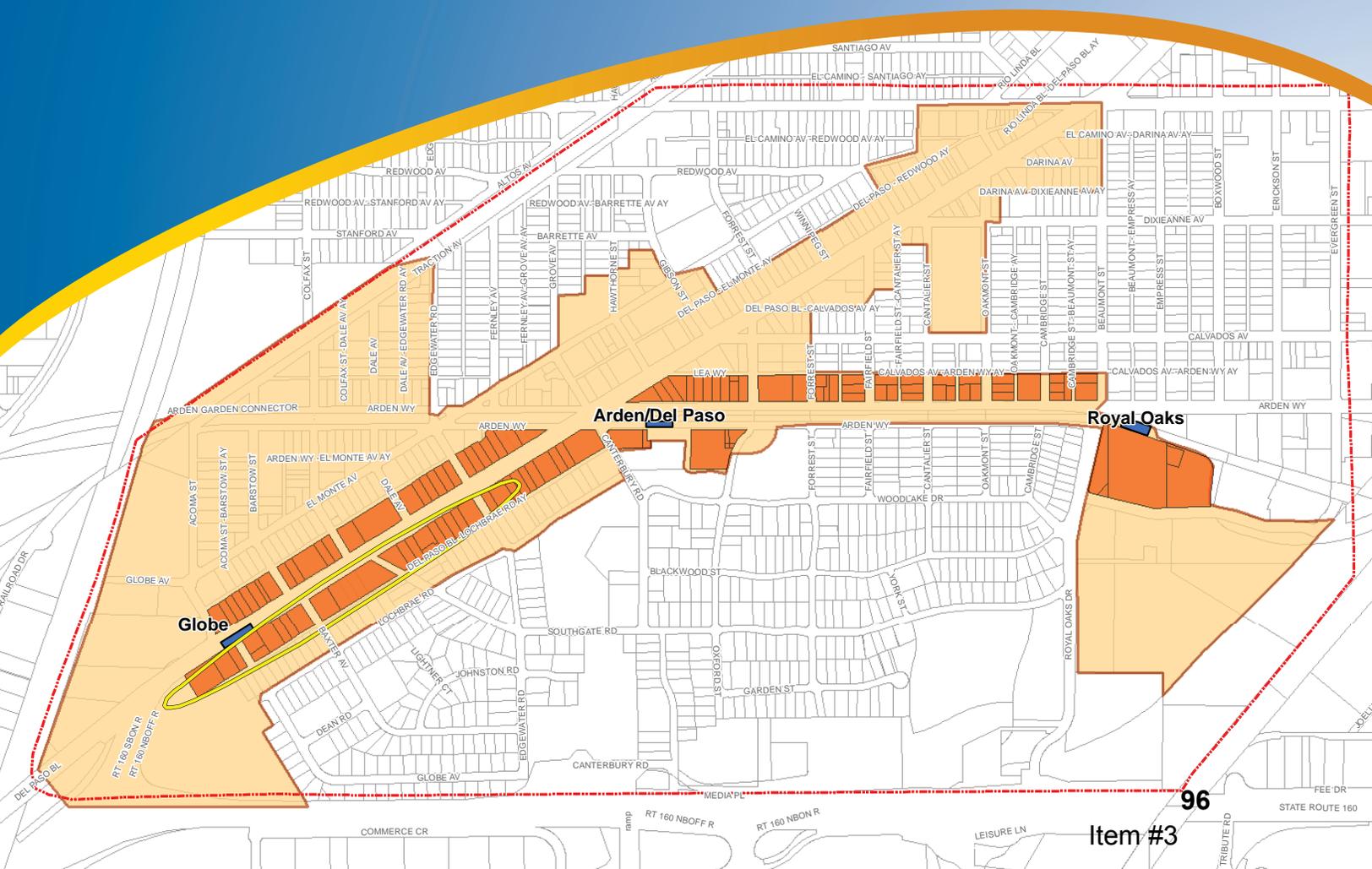
EXHIBIT A: Northeast Line Light Rail Stations Plan Phased Infrastructure Recommendations

# Northeast Line Light Rail Stations Plan Exhibit A

## Phased Infrastructure Recommendations

SUBMITTED TO THE  
City of Sacramento

January 2011





# FINAL REPORT FOR THE NORTHEAST LINE IMPLEMENTATION PLAN PHASED INFRASTRUCTURE RECOMMENDATIONS

City Agreement #2010-0434

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City of Sacramento  
Community Development Department  
Long Range Planning  
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Sacramento, California 95811

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Sacramento, CA 95833-2935

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Project Manager  
916.641.9139

**JANUARY 2011 - FINAL**



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## INTRODUCTION

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### 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.

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



**City of Sacramento**

**Northeast Line Light Rail Stations Plan – Phased Infrastructure Recommendations**

**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**

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

\*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.



**City of Sacramento**

**Northeast Line Light Rail Stations Plan – Phased Infrastructure Recommendations**

**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
<b>TOTAL CONSTRUCTION (A-D)</b>	<b>\$40,964,708</b>



## 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.

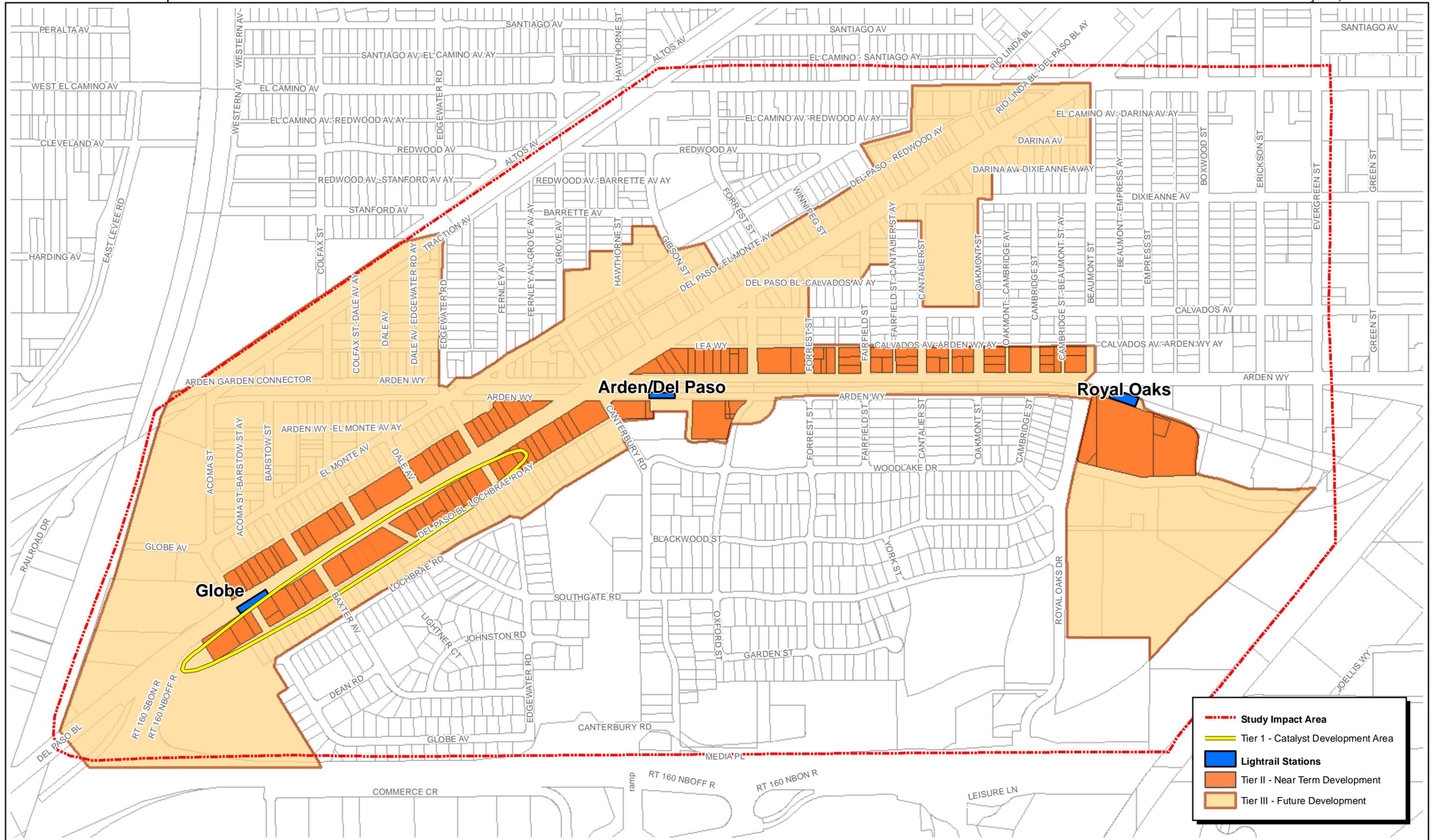
The Community Development Department (CDD) has estimated the total anticipated realistic growth projection of development within the year 2030 in the Plan area is approximately 1,384 residential dwelling units and 112,950 square feet of commercial development. This is somewhat less than the combined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

**City of Sacramento****Northeast Line Light Rail Stations Plan – Focus Study**

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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.

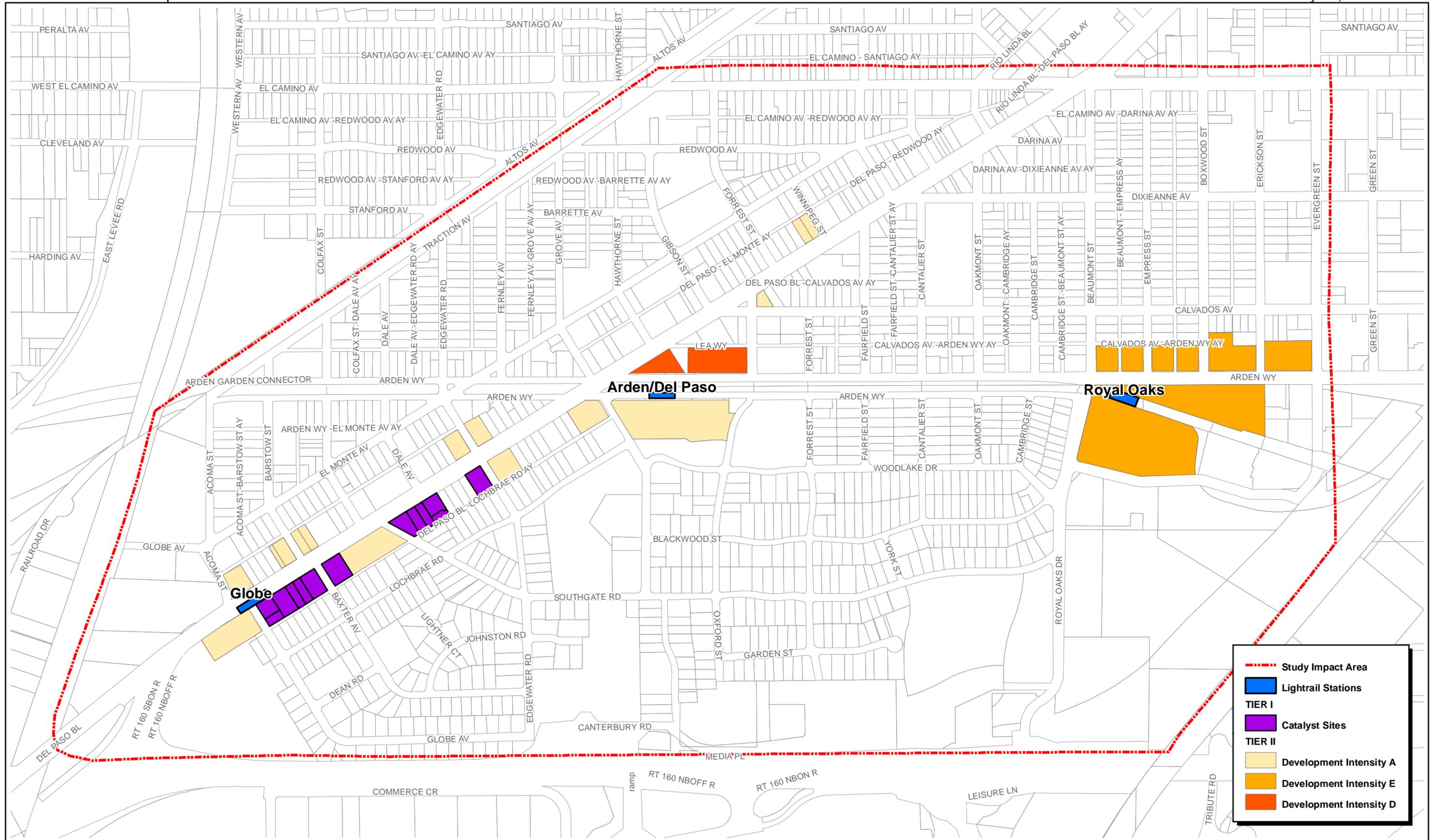


# NORTHEAST LINE LIGHT RAIL STATIONS - PLAN AREA

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 15<sup>th</sup> on the Streetscape Enhancements (Other Corridors) list contained in the TPG.

**City of Sacramento****Northeast Line Light Rail Stations Plan – Phased Infrastructure Recommendations**

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 17<sup>th</sup> 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 9<sup>th</sup> 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 Canterbury 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.

**City of Sacramento****Northeast Line Light Rail Stations Plan – Phased Infrastructure Recommendations****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.



- - - Study Impact Area
- Lightrail Stations
- Light Rail Station
- ✱ Add Art Feature on Arden Way
- Full Signal
- Mid-street pedestrian crossing
- Pedestrian Signal
- TIER I**
- Catalyst Sites
- TIER II**
- Development Intensity A
- Development Intensity E
- Development Intensity D
- Improvements**
- Tier I - Reconstruct Alley
- Tier II - Reconstruct Alley

# NORTHEAST LINE LIGHT RAIL STATIONS PLAN - STREETSCAPE PLAN

## FIGURE III-1

January, 2011 - FINAL



## SANITARY SEWER

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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 ( $= 0.75 \times 189 + 0.2/1000 \times 54,960$ ). 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.

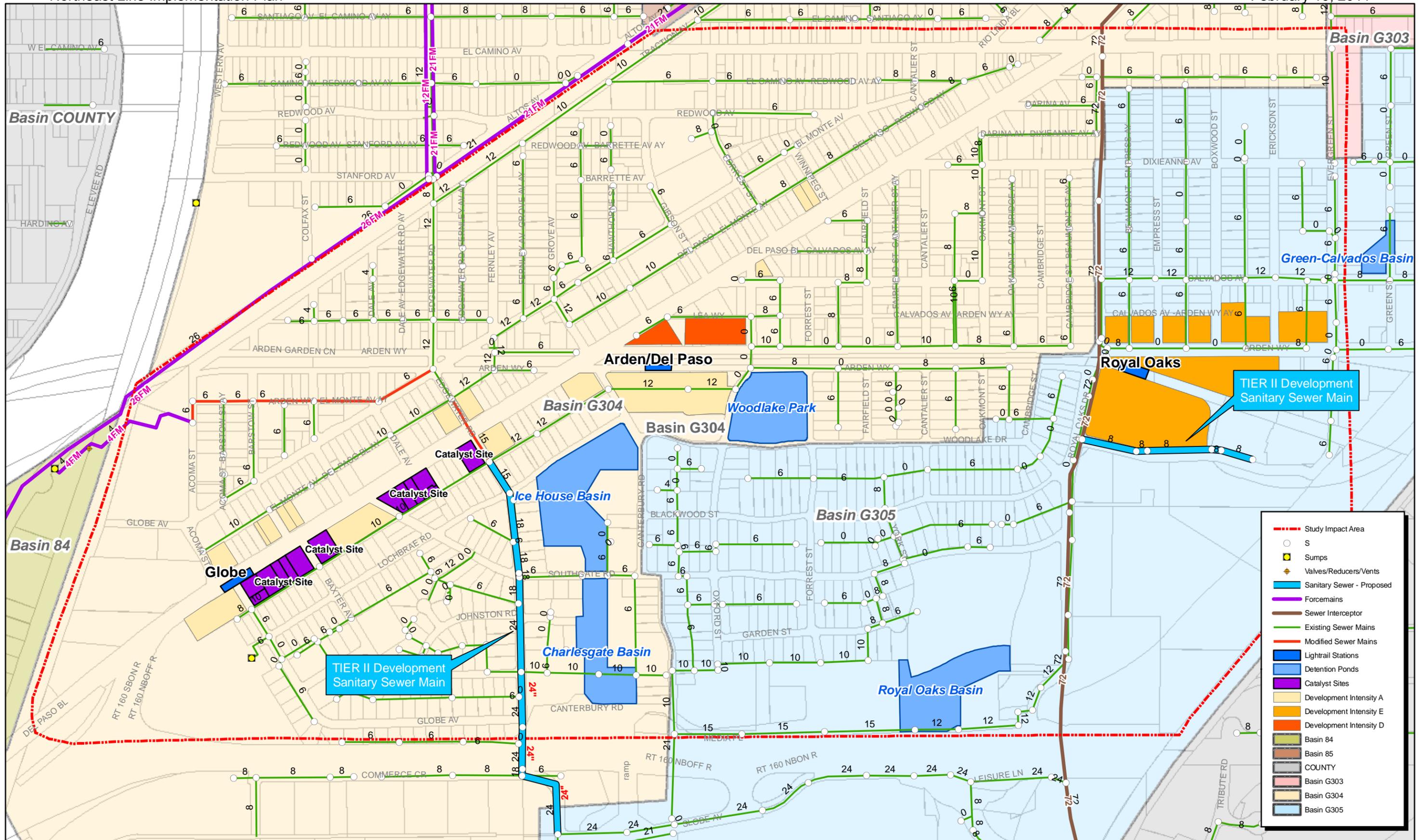
**City of Sacramento****Northeast Line Light Rail Stations Plan – Phased Infrastructure Recommendations****FUTURE ACTION/RECOMMENDATION**

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**

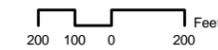
The direct connection of the existing system and the construction of the new 15 inch pipeline in Evergreen Street would be a key infrastructure investment to serve the needs of this focused study area.



# NORTHEAST LINE LIGHT RAIL STATIONS PLAN- SEWER PLAN

## FIGURE IV - 1

January, 2011 - FINAL





## STORM DRAINAGE

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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

**City of Sacramento****Northeast Line Light Rail Stations Plan – Focus Study**

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.

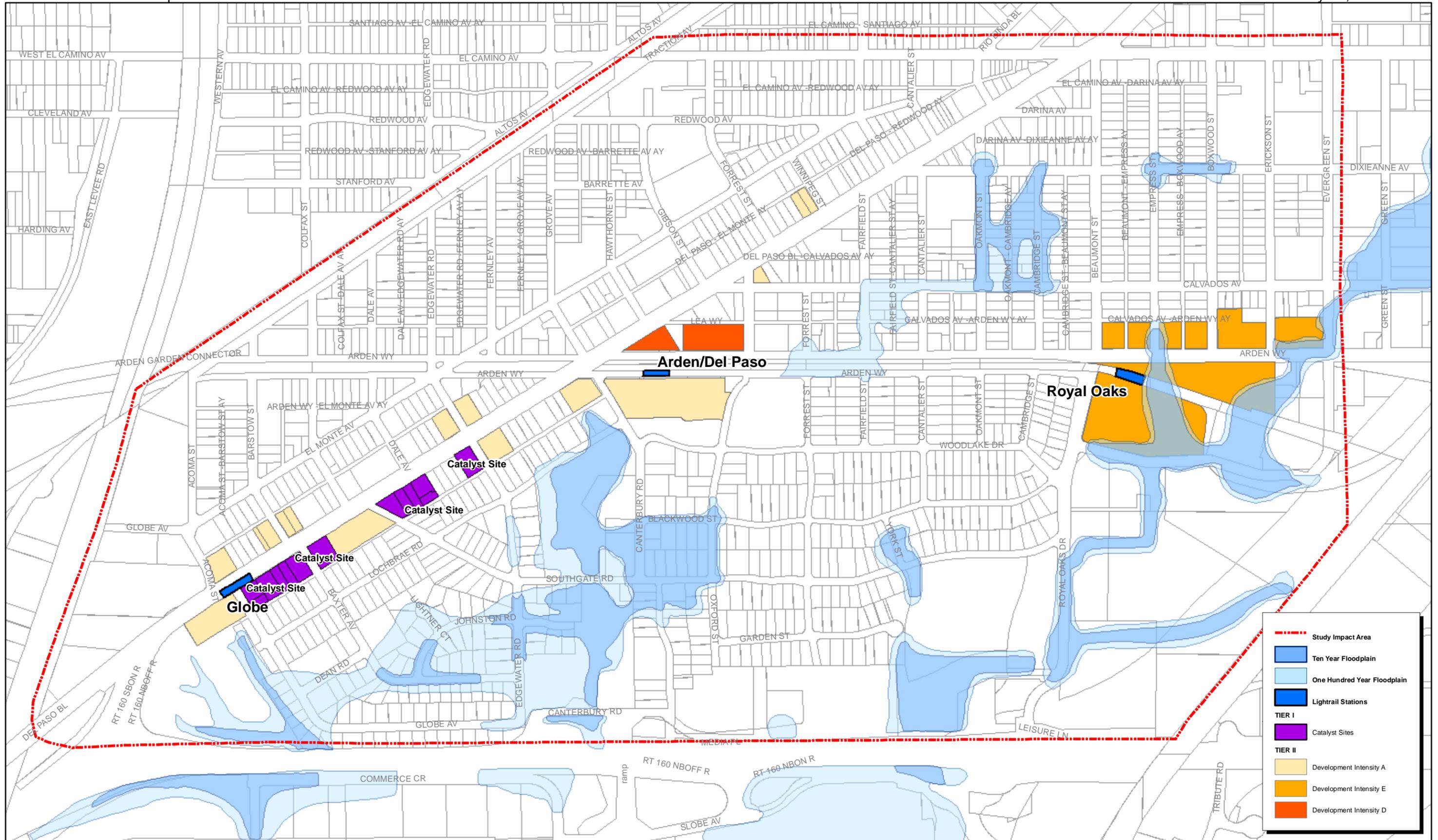
## Stormwater Quality

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**

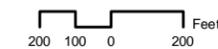
The existing storm drainage detention basins in the Basin 151 area are envisioned with future improvements to implement regional water quality treatment measures. However, until such measures are implemented, multi-family and commercial projects over 1 acre within The Plan area will be required to construct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

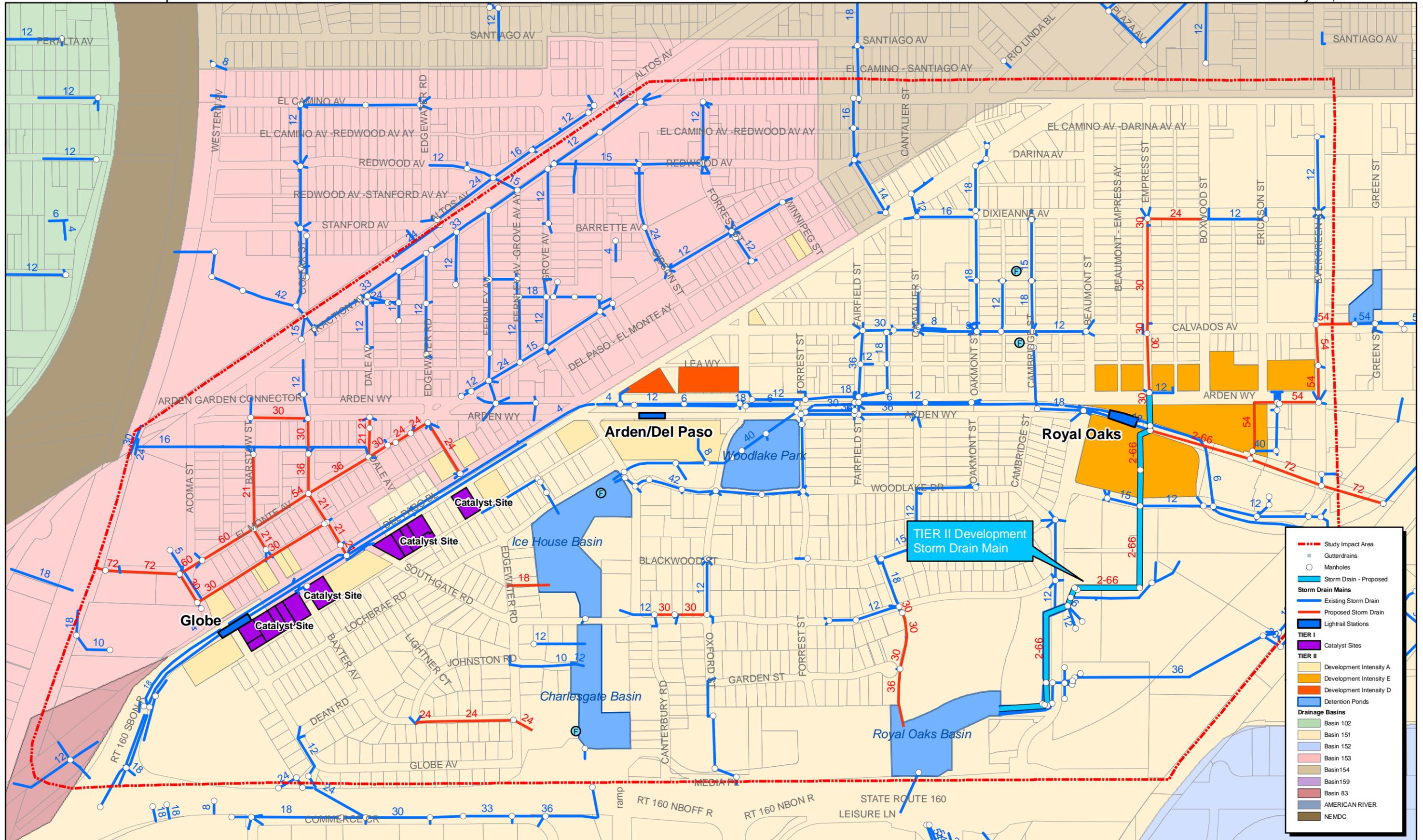


# NORTHEAST LINE LIGHT RAIL STATIONS PLAN- 100 YEAR FLOODPLAIN

FIGURE V - 1

January, 2011 - FINAL





### NORTHEAST LINE LIGHT RAIL STATIONS PLAN - STORM DRAIN PLAN

FIGURE V-2

January, 2011 - FINAL



## WATER SUPPLY

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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.

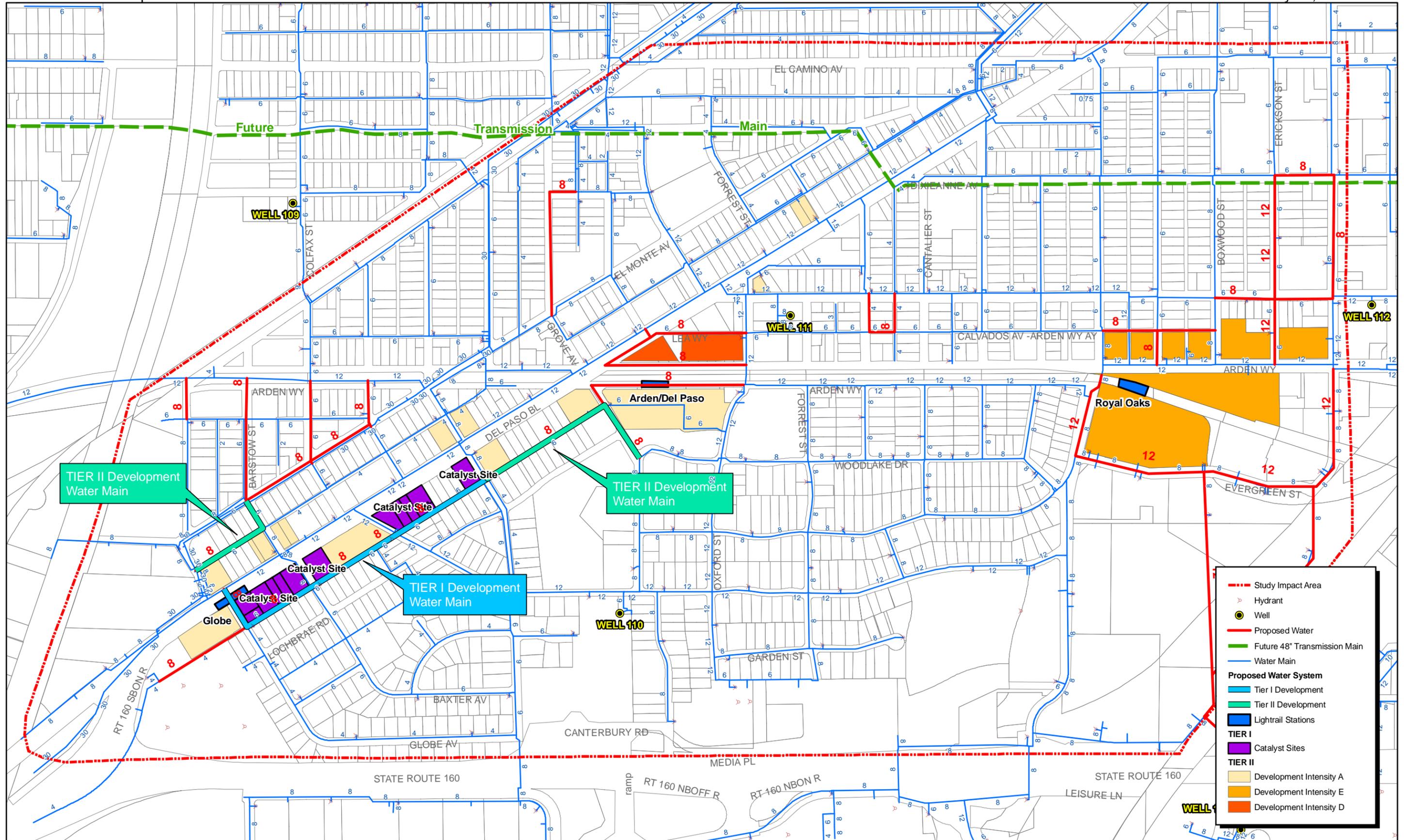
The existing corridors along Del Paso Boulevard and Arden Way are both well served by 12 inch distribution mains. However, the existing mains in the areas adjacent to these two corridors are generally undersized for the expected level of development of this focused study. The following is a description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

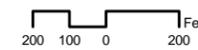
The replacement of this watermain would be a key infrastructure investment to serve the immediate needs of the focused study area. The main replacement could be performed in conjunction with the pavement replacement of the alley on this side of the Corridor.

**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





## NATURAL GAS

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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

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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 Alley.

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

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

### TIER II - DEVELOPMENT SITES

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

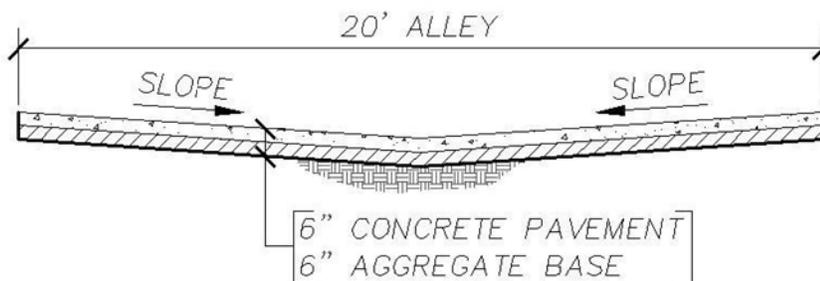


## STREETWORK COSTS

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



## 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
<b>Total Street Costs per LF</b>				<b><u>\$142.50</u></b>

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>B. SEWER SYSTEM</b>				
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
		<b>Subtotal</b>		<b>\$464,380</b>
		35% Contingency		\$162,533
		Subtotal		<u>\$626,913</u>
		15% Engineering		\$94,037
		10% Construction Management		\$62,691
		<b>SEWER SYSTEM SUBTOTAL</b>		<b>\$783,641</b>



## SEWER SYSTEM COSTS

### EAST SEWER SYSTEM COSTS

DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT PRICE	AMOUNT
<b>B. SEWER SYSTEM</b>				
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
		<b>Subtotal</b>		<b>\$161,860</b>
		35% Contingency		\$56,651
		<b>Subtotal</b>		<b><u>\$218,511</u></b>
		15% Engineering		\$32,777
		10% Construction Management		\$21,851
		<b>SEWER SYSTEM SUBTOTAL</b>		<b><u>\$273,139</u></b>



## DRAINAGE SYSTEM COSTS - SHED 151 EAST

DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT PRICE	AMOUNT
<b>C. DRAINAGE SYSTEM</b>				
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
Detention Basin Improvements				
15. Northern West Basin	0	EA	\$1,415,500.00	\$0
Detention Basin Improvements				
16. Southern West Basin	0	EA	\$1,158,541.88	\$0
Detention Basin Improvements				
17. 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
<b>Subtotal</b>				<b>\$3,356,390</b>
				35% Contingency
				\$1,174,737
				<b>Subtotal</b>
				<b>\$4,531,127</b>
				15% Engineering
				\$679,669
				10% Construction Management
				\$453,113
<b>TOTAL STORM DRAIN SHED 151 EAST</b>				<b>\$5,663,908</b>

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

**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)	
		<i>Low</i>	<i>High</i>	<i>Low</i>	<i>High</i>	<i>Low</i>	<i>High</i>
<b>Globe Station</b>							
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							
<b>Total for Globe Station</b>	22.11	739	<b>1,133</b>	1.67	2.22	72,567	<b>96,756</b>
<b>Del Paso - Arden Station</b>							
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							
<b>Total for Del Paso/Arden Station</b>	11.10	341	<b>525</b>	2.37	3.15	103,057	<b>137,409</b>
<b>Royal Oaks Station</b>							
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
<b>Total for Royal Oaks Station</b>	44.21	1,521	<b>2,322</b>	3.94	5.25	171,579	<b>228,772</b>
<b>Total For All Stations</b>	77.41	2,600	<b>3,980</b>	7.97	10.63	347,203	<b>462,937</b>



# 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



## 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	RESIDENTIAL/SINGFAM/SUBDIV	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

**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**

- L. 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.
- M. 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.
- N. 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.
- O. 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.
- P. On January 12, 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).
- Q. 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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**Multi-family Residential**

**27 Interior Common Spaces**

**Design Principle**

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

**Rationale**

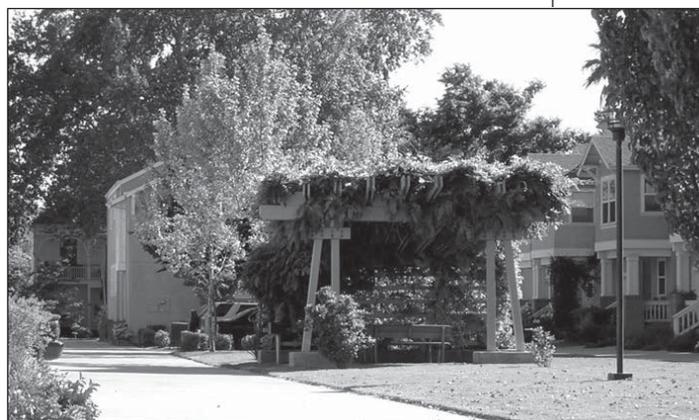
Interior common spaces should foster a sense of community by designing buildings that allow residents to see and access common spaces. Common spaces should offer amenities that invite use, such as seating, shade, and tot lots.

**Design Guidelines**

- 27-1 Ground floor units should have doorways that open onto interior common spaces.
- 27-2 All units that overlook interior common spaces should have windows that allow residents to easily see these areas.
- 27-3 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.
- 27-4 Common facilities such as recreation rooms, and laundry and mail areas should be located adjacent to common open space to increase activity in these areas.
- 27-5 Common open space should be designed as a visible, accessible transition between the street and individual units.
- 27-6 Outside storage facilities for (bicycles, bbq's, ect.) are strongly encouraged to minimize clutter on balconies.



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



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

## 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.
- 43-5 Outside storage facilities for (bicycles, bbq's, ect.) are strongly encouraged to minimize clutter on balconies.



*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.

**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 prominence of the door.



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

**Town House and Row House****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.

## 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. Industrial character and design refers to a style that evokes back to the reuse of structures. Although new construction does not necessarily have to follow an industrial character or design.

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, and complements the best examples of surrounding massing and setbacks..

**Rationale**

Massing and setbacks will transition smoothly from predominate uses that surround the property.

**Design Guidelines**

- 47-1 Encourage floor-to-floor heights of fifteen feet.
- 47-2 Allow five to fifteen foot wide front setbacks to provide privacy and to accommodate architectural elements such as 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 while may emphasize an industrial character, the project should complement adjacent structures.

**Rationale**

The unique nature of industrial buildings should be promoted with interesting esthetic treatments.

**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 Front facades can be articulated 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 will have a significant impact on the quality of the public realm, as private buildings provide the edges to streets and open spaces. These 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 in the front setbacks, that provide flexibility to be used as residential oriented porches or business entry alcoves, whichever best suits the use of the live-work unit.
- 49-2 Allow awnings and signage to extend into front setbacks.
- 49-3 Consider the use of elevated front porches that evoke an appearance of industrial loading docks.
- 49-4 Outside storage facilities for (bicycles, bbq’s, ect.) are strongly encouraged to minimize clutter on balconies.



*Lofts with elevated front porches.*

**Commercial**

**50 Building Orientation, Setbacks, and Build-to Lines**

**Design Principle**

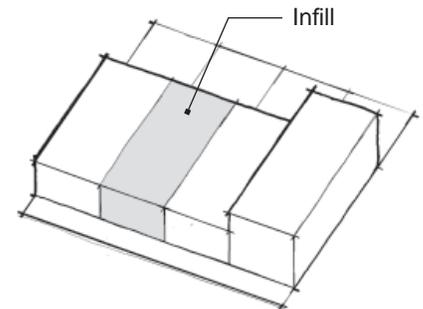
Buildings should be constructed to the front of the property line behind the sidewalk, with allowable variation in the setback to provide for café seating, plazas, and other additions to the public realm.

**Rationale**

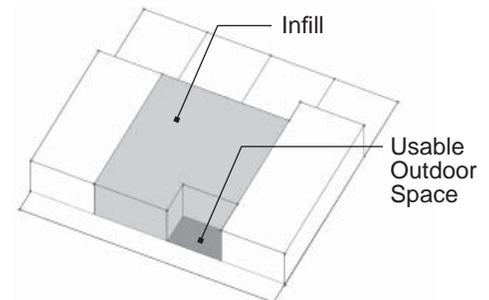
Commercial buildings in urban areas have typically been built to the front of the property line behind the sidewalk, creating a line of buildings with a consistent “streetwall” that supports a strong relationship between the building, the sidewalk, and the street. This streetwall should be reinforced 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 in order to actively address both streets with pedestrian friendly 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.

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

50-10 Orient new buildings to minimize solar heat gain.

50-11 Individual residential units should have access to sun and air on at least two sides to encourage adequate light and ventilation.

50-12 Incorporate pedestrian friendly elements including balconies and front porches within front setbacks.

**Commercial**

**51 Parking**

**Design Principle**

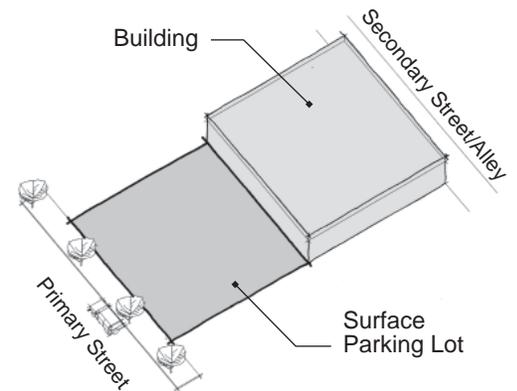
Parking areas should provide vehicular access without compromising pedestrian accessibility and the character of the public realm on primary commercial streets. Parking lots should be placed at the rear of the building, when feasible, to not obstruct views of the building's front facade from the street.

**Rationale**

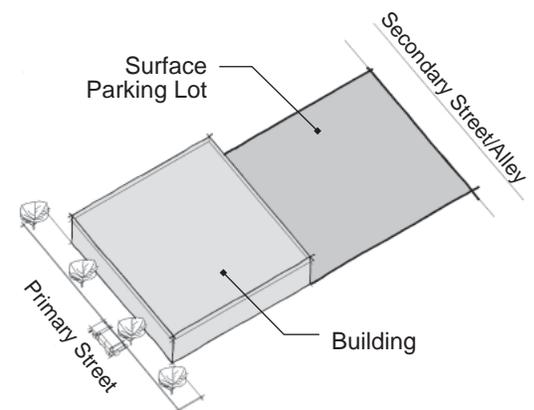
Adequate and accessible parking areas are important to the viability of commercial districts. However, large surface parking lots fronting the street can create the appearance of a vacant and uninviting area that detracts from the visual continuity of the commercial streetwall and impedes and discourages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

**Design Guidelines**

- 51-1 Parking lots should be located behind the commercial frontage on Del Paso Boulevard, which is the major pedestrian street in North Sacramento. Where parking at the rear of the building is not possible, it may be located in an interior side lot. Parking at the front of the building or corner lots is highly discouraged.
- 51-2 Large surface parking lots should be avoided in favor of several smaller parking lots.
- 51-3 A portion of a project's parking requirements may be satisfied by on-street parking, as permitted by the City.
- 51-4 Driveways into parking lots should be located on side streets, where feasible. Access to parking on major pedestrian streets should be minimized.
- 51-5 Parking lots should include signage and well-designed locations for ingress and egress that reduce conflicts with pedestrian movement.
- 51-6 Access to commercial buildings from rear or side parking lots or alleys should be well maintained and kept clear of obstructions.
- 51-7 Parking lots, driveways, and walkways should be connected with those of neighboring sites to consolidate traffic and minimize conflicts with pedestrian and automobile circulation.
- 51-8 Shared parking for such uses as retail, office, entertainment and housing is strongly encouraged, especially near the transit centers.



*Avoid placing parking in the front of the building.*



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

**Commercial**



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

51-9 Provide convenient on-street motorcycle parking to encourage motorcycle and scooter use. Parking bays should be striped perpendicular to the sidewalk in the on-street vehicular parking zone.

51-10 Easily visible and accessible bicycle parking should be provided near Del Paso Boulevard, El Camino Avenue, and Arden Way.

**Parking Structure Design Guidelines**

51-11 Parking structures are encouraged, where financially feasible, particularly near transit centers. Surface parking should be avoided in close proximity to transit centers.

51-12 Parking structures that are located on primary commercial streets should be designed with retail, office, or other uses at the street level to avoid monotonous blank walls.

51-13 Parking structures should be designed with architectural features that complement existing commercial, office, and mixed use buildings in the vicinity.

51-14 Parking structures should be designed to incorporate passive safety design features to create a secure facility. The use of glass for pedestrian stairways and adequate interior lighting are encouraged.

51-15 Automobile entry and exit ramps should be located mid-block or toward service areas rather than facing primary pedestrian streets.

51-16 Pedestrian entry and exit features should be clearly marked and open onto primary pedestrian streets and routes.

Commercial

**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 Moderne and Streamline Moderne 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.

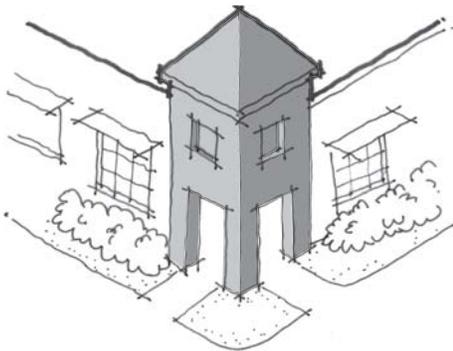


High quality materials and creative design on the Plaza del Paso building



This retail 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.

**Commercial**



*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 to transition to lower scale buildings along local streets such as 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.

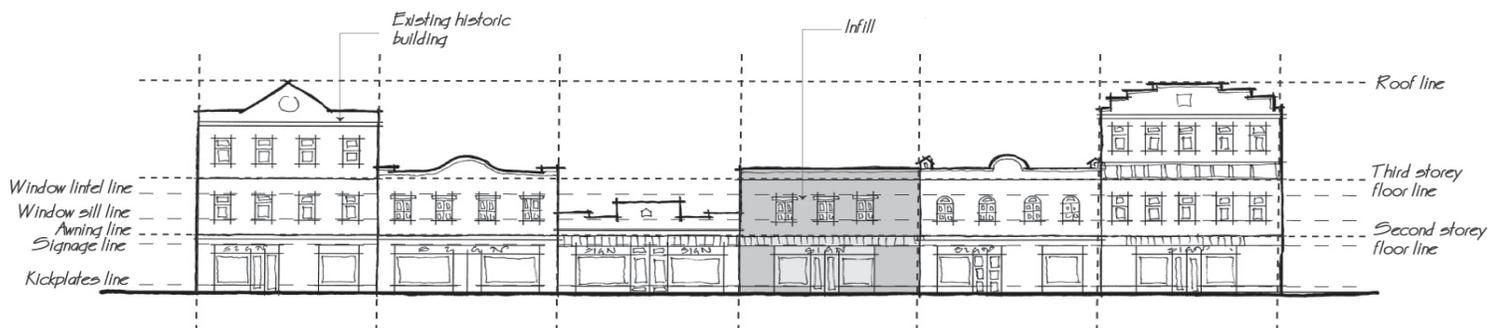
In recent decades, new buildings have increased in size and scale, creating greater challenges to creating human-scaled commercial environments. Therefore, appropriate architectural elements, such as window openings, commercial displays, frequent building entries, ornamentation, awnings and canopies,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



Avoid expansive blank walls along streets.



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 windows with protruding vertical and horizontal shading elements such as lintels, sills, etc to provide required protection from glare and heat load.

53-14 Interpret key signature elements of the Art/ Streamline moderne style in modern 21st Century building context, to create extremely pedestrian friendly and visually interesting 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 Reduce 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.*

**Commercial**

**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**

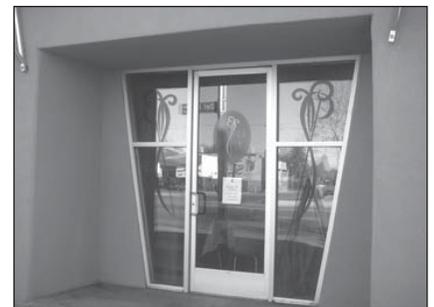
A recessed entry helps to break up the massing of a building and makes the threshold immediately apparent to pedestrians. Decorative features, such as awnings, canopies, lighting, and signage, can also be used to clearly define and articulate an entryway.

**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 accessible.
- 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.



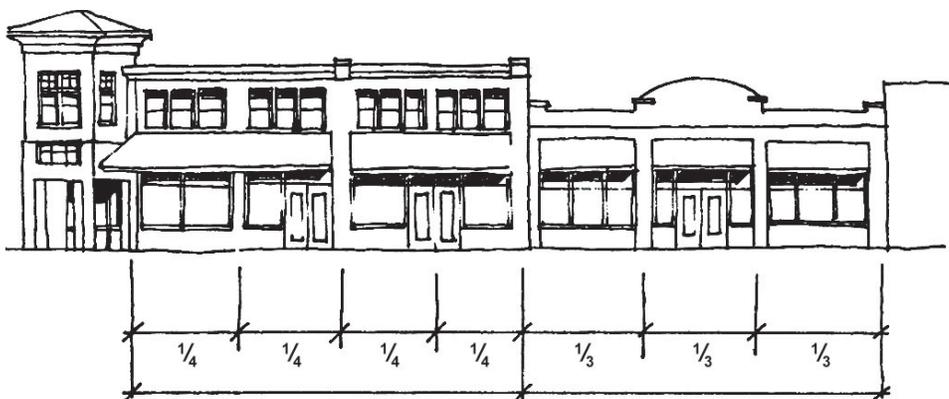
*This recessed entry on the public library is typical of many older buildings on Del Paso Boulevard.*



*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.*



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

**Commercial**



*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 development to create a more pedestrian-friendly environment along alleyways.

## Mixed-Use Development

Mixed-use development combines commercial 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 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 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, and the public realm. 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.



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

Mixed-Use Development

69 Massing & Setbacks

Design Principle

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

Rationale

New mixed-use development should respect the scale and massing of existing surrounding development. Corner sites offer a special opportunity for providing additional building height and mass can serve as an anchor for the block.

Design Guidelines

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

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



Mixed-use building with varied setbacks and massing .

## Mixed-Use Development



Ground floor commercial uses should have larger windows to engage the public realm and differentiate from the residential above.

### 70 Building Articulation

#### Design Principle

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

#### Rationale

Public access and greater visibility will promote successful development.

#### 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 a well articulated facade.

**Mixed-Use Development****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 will have a significant impact on the quality of the public realm, as private buildings provide the edges to streets and open spaces. These guidelines serve to guide those aspects of the private realm that have a direct affect on the surrounding public context.

**Design Guidelines**

- 59-1 The use of residential balconies and commercial awnings which extend into the public realm is encouraged.
- 59-2 Landscape front setbacks of the street facing ground floor residential component of the mixed-use buildings.
- 59-3 Provide privacy for first floor office and residential units by allowing them to be three feet above the sidewalk level.

**Attachment 10**

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

<b>Planning Commission Comment</b>	<b>Staff's Response</b>
<ul style="list-style-type: none"> <li>▪ Notices should be sent to both property owners and occupants</li> <li>▪ Staff should make an extra effort to get the word out to the community</li> </ul>	<ul style="list-style-type: none"> <li>▪ 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</li> <li>▪ Thirty three stakeholders were noticed</li> <li>▪ Three hundred and eighty one residents in the Dixieanne Neighborhood were noticed</li> <li>▪ Please refer to the list of outreach conducted in Attachment 10</li> </ul>
<ul style="list-style-type: none"> <li>▪ Staff should develop a process citywide for developing in-lieu fee districts that would allow flexibility in requiring parking for infill developments</li> </ul>	<ul style="list-style-type: none"> <li>▪ 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</li> </ul>
<ul style="list-style-type: none"> <li>▪ Ensure that the land use changes for the Northeast Line are consistent with those for the Swanston Station</li> </ul>	<ul style="list-style-type: none"> <li>▪ 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</li> </ul>
<ul style="list-style-type: none"> <li>▪ 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</li> </ul>	<ul style="list-style-type: none"> <li>▪ The noticing will be the same as that required for the planning director plan review, which is one round of noticing when the application is received and a second round of noticing after the decision has been made.</li> </ul>

**Attachment 11****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:	4/29/10
<ul style="list-style-type: none"> <li>• David Plag (PBID)</li> <li>• Rich Meeker (Business Owner)</li> <li>• Deborah Redmond (News &amp; Review)</li> <li>• Rosemary Covington (Regional Transit)</li> <li>• Rob Kerth (North Sacramento Chamber of Commerce)</li> <li>• Shane Curry (Business Owner)</li> <li>• Jerry Greenberg (Business Owner)</li> <li>• Bobby Omery (Business Owner)</li> </ul>	
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
Design Commission Hearing	1/12/11
Planning Commission Workshop	1/13/11

**Greg Sandlund**

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**From:** Kennedy, Donald [DLKn@pge.com]  
**Sent:** Tuesday, December 28, 2010 11:43 AM  
**To:** Greg Sandlund  
**Cc:** Weber, Ryan J (GT&D); Mierke, Debbie; Hackney, Hall (GT&D)  
**Subject:** PG&E's Comments on the Status Report on the Northeast Line Implementation Plan  
**Attachments:** 2010122811320008.pdf

Dear City of Sacramento,

Thank you for the opportunity to review the proposed plan to facilitate the development and redevelopment of the corridor that includes the Globe, Arden Del Paso, and Royal Oaks light rail stations. PG&E has the following comments to offer:

PG&E owns and operates gas transmission and distribution facilities which are located within and adjacent to the proposed project boundaries. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

The relocation of existing PG&E facilities to accommodate proposed development may require long lead times and are not always feasible, the requesting party should be encouraged to consult with PG&E as early in their planning stages as possible.

We would also like to note that continued development consistent with the City's General Plans will have a cumulative impact on PG&E's gas systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads. Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. The range of gas system improvements needed to accommodate growth may include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the relocation of utility facilities, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

PG&E remains committed to working with the City to provide timely, reliable and cost effective gas service to the area. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public

utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

<<2010122811320008.pdf>>

Please contact me with any questions.

Sincerely,

**Donny Kennedy**

Pacific Gas & Electric Company  
343 Sacramento Street  
Auburn, CA 95603  
Internal: (8) 732-5089  
External: (530) 889-5089  
Fax: (530) 889-3392

**Greg Sandlund**

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**From:** Robert Slobe [rslobe@nslco.com]  
**Sent:** Tuesday, January 11, 2011 10:52 PM  
**To:** Greg Sandlund  
**Cc:** 'phil@petrovichdevelopment.com'  
**Subject:** RE: Northeast Line Implementation Plan

Greg,

As it turns out I am unable to attend the meeting tomorrow because, as the current chair of the Railroad Museum Foundation, I am meeting with Inland tomorrow night to discuss the future of the railyards at a dinner. I would like the following thoughts forwarded to the Commission:

1. I think the proposed plan of mixed use in the Del Paso corridor is wildly amiss. While there is a groundswell of encouragement for mixed uses around rail stations, the concept of more "affordable housing" in our corridor is wrong headed. North Sacramento needs no more affordable housing. With a wealth of housing in the surrounding area going begging for \$50k or less we could not possible absorb that need in the next 20-30 years. Even if the goal is to encourage market rate housing that is not a possibility. It's unrealistic.
2. First floor retail and/or small office in the corridor are also ridiculous. We have a current retail/office vacancy of almost 80% in the corridor for the same product so planning for more only dooms the existing vacancy. Our own company, North Sacramento Land Company owns a building AT the Globe station and approximately 8k square feet at the Arden Del Paso station that has sat vacant for at least ten years. Your own Neighborhood Services Department abandoned a building of ours at the Globe Station for a building in North Natomas with NO transit possibilities four years ago and it sat for three year before we found a tenant. It seemed a "do as I say, not as I do" scenario. It was a brand new building at a station yet they decided to abandon the corridor. At Arden and Del Paso, the councilmember doomed a gas station to be a vacant site because you guidelines forbade gas stations at rail stations. It now sits vacant, along with the two adjacent sites we own.
3. What we need is very large scale office, which you plan discourages. The city, county, state and federal government could easily solve our problems with pushing offices to our corridor but they have mightily resisted that because they don't want to be in the "ghetto."
4. the SHRA has been pushing out existing businesses and buying property turning Del Paso into a wasteland of vacant/boarded property. Our company has produced almost all of the redevelopment money available by selling land south of highway 160 and has not received a dime of redevelopment money in return. Worse, we have received no benefit in the corridor.
5. Your plan encourages improvements in alleyways and with water mains adjacent to SHRA owned properties but promises no improvements to the folks paying for said improvements in other areas.

The design guidelines continue to encourage faux deco designs that have nothing to do with the styles of today. There are few true deco structures on the corridor today and those should be preserved but we should not be forced to harken back to that era for the sake of those few ok examples. It's the height of architectural foolishness. Witness the mess at Arden and El Camino where a Starbucks came and went that is an abomination of that attempt to be something it is not. The building at Arden and Oxford is another example of an architectural mess.

All in all the plan is a big mess. We need to look forward, not back, and to encourage all property owners to be daring, to excel and to have the City embrace that goal. This plan does none of that.

Bob Slobe

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**From:** Greg Sandlund [<mailto:GSandlund@cityofsacramento.org>]  
**Sent:** Monday, January 10, 2011 11:18 AM  
**To:** Robert Slobe  
**Cc:** Jim McDonald  
**Subject:** Northeast Line Implementation Plan

Bob,

As a follow up to our meeting last Thursday I've provided links to the Design Commission Agenda/Staff Report and also attached the section of our Zoning Code that pertains to the Transit Overlay Zone.

The agenda for the Design Commission Hearing can be found at the following link:  
[http://sacramento.granicus.com/AgendaViewer.php?view\\_id=21&event\\_id=133](http://sacramento.granicus.com/AgendaViewer.php?view_id=21&event_id=133)

The staff report that includes highlighted amendments to the design guidelines can be found at:  
[http://sacramento.granicus.com/AgendaViewer.php?view\\_id=21&event\\_id=133](http://sacramento.granicus.com/AgendaViewer.php?view_id=21&event_id=133)

If, after reviewing the attached code, you are still interested in having some of your properties rezoned with the Transit Overlay, please let me know.

Regards,

-Greg

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**Greg Sandlund**

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**From:** Robert Slobe [rslobe@nslco.com]  
**Sent:** Wednesday, January 12, 2011 9:48 AM  
**To:** Greg Sandlund; Luis Sanchez  
**Subject:** RE: Northeast Line Implementation Plan

Greg,

I would like to amend my comments below to reflect our discussion about the vacant land in the Woodlake neighborhood that our company, The North Sacramento Land Company now owns. The maps you provided me show the land as "Ice House Detention" and "Charlesgate Detention." We don't know what that means but we know that the land is not only developable but we intend to develop it. That plan should be encouraged by the City and your staff as it is literally a stones throw from the Arden/Del Paso Light Rail station and subject to density credits therefore by its proximity. Showing it as detention is troubling and gives us the sense a taking is in the works. We would ask that map to either be amended or removed from your presentation.

Further, I failed to mention that no discussion whatsoever has been undertaken regarding the almost ten acres of land we own at the Globe Station. Reuse is viable and we are not only AT a station but benefit from Freeway visibility and an off ramp from Highway 160. It seems almost unbelievable that it was entirely left out of any plan discussion.

We would have been remiss if we had not been a participant in this process but, as you agreed, we were not invited to the table. Much like everything in North Sacramento these days everything is done in a black box, shielded from the most important stakeholders.

As an owner of almost twelve acres in the corridor, a stake larger than most or all, and the owner of another fourteen adjacent acres, we feel strongly that the Commission should send this back to staff and start over with a process that involves the community.

Bob Slobe

Greg,

As it turns out I am unable to attend the meeting tomorrow because, as the current chair of the Railroad Museum Foundation, I am meeting with Inland tomorrow night to discuss the future of the railyards at a dinner. I would like the following thoughts forwarded to the Commission:

1. I think the proposed plan of mixed use in the Del Paso corridor is wildly amiss. While there is a groundswell of encouragement for mixed uses around rail stations, the concept of more "affordable housing" in our corridor is wrong headed. North Sacramento needs no more affordable housing. With a wealth of housing in the surrounding area going begging for \$50k or less we could not possibly absorb that need in the next 20-30 years. Even if the goal is to encourage market rate housing that is not a possibility. It's unrealistic.
2. First floor retail and/or small office in the corridor are also ridiculous. We have a current retail/office vacancy of almost 80% in the corridor for the same product so planning for more only dooms the existing vacancy. Our own company, North Sacramento Land Company owns a building AT the Globe station and approximately 8k square feet at the Arden Del Paso station that has sat vacant for at least ten years. Your own Neighborhood Services Department abandoned a building of ours at the Globe Station for a building in North Natomas with NO transit possibilities four years ago and it sat for three year before we found a tenant. It seemed a "do as I say, not as I do" scenario. It was a brand new building at a station yet they decided to abandon the corridor. At Arden and Del Paso, the councilmember doomed a gas station to be a vacant site because your guidelines forbade gas stations at rail stations. It now sits vacant, along with the two adjacent sites we own.
3. What we need is very large scale office, which you plan discourages. The city, county, state and federal government could easily solve our problems with pushing offices to our corridor but they have mightily resisted that because they don't want to be in the "ghetto."

4. the SHRA has been pushing out existing businesses and buying property turning Del Paso into a wasteland of vacant/boarded property. Our company has produced almost all of the redevelopment money available by selling land south of highway 160 and has not received a dime of redevelopment money in return. Worse, we have received no benefit in the corridor.
5. Your plan encourages improvements in alleyways and with water mains adjacent to SHRA owned properties but promises no improvements to the folks paying for said improvements in other areas.

The design guidelines continue to encourage faux deco designs that have nothing to do with the styles of today. There are few true deco structures on the corridor today (we own one of the few nautical deco structures in Sacramento on Del Paso and have lovingly preserved it) and those should be preserved but we should not be forced to harken back to that era for the sake of those few so-so examples. It's the height of architectural foolishness. Witness the mess at Arden and El Camino where a Starbucks came and went that is an abomination of that attempt to be something it is not. The building at Arden and Oxford is another example of an architectural mess.

All in all the plan is a big mess. We need to look forward, not back, and to encourage all property owners to be daring, to excel and to have the City embrace that goal. This plan does none of that.

Bob Slobe

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**From:** Greg Sandlund [mailto:GSandlund@cityofsacramento.org]  
**Sent:** Monday, January 10, 2011 11:18 AM  
**To:** Robert Slobe  
**Cc:** Jim McDonald  
**Subject:** Northeast Line Implementation Plan

Bob,

As a follow up to our meeting last Thursday I've provided links to the Design Commission Agenda/Staff Report and also attached the section of our Zoning Code that pertains to the Transit Overlay Zone.

The agenda for the Design Commission Hearing can be found at the following link:  
[http://sacramento.granicus.com/AgendaViewer.php?view\\_id=21&event\\_id=133](http://sacramento.granicus.com/AgendaViewer.php?view_id=21&event_id=133)

The staff report that includes highlighted amendments to the design guidelines can be found at:  
[http://sacramento.granicus.com/AgendaViewer.php?view\\_id=21&event\\_id=133](http://sacramento.granicus.com/AgendaViewer.php?view_id=21&event_id=133)

If, after reviewing the attached code, you are still interested in having some of your properties rezoned with the Transit Overlay, please let me know.

Regards,

-Greg