



# REPORT TO PLANNING COMMISSION City of Sacramento

# 3

915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING  
March 10, 2011

To: Members of the Planning Commission

**Subject: Swanston Station Transit Village Specific Plan (M09-020)**

- A. Environmental Determination: Environmental Impact Report (EIR);
- B. Mitigation Monitoring Plan;
- C. Swanston Station Transit Village Specific Plan
- D. Rezone various parcels in the Swanston Station Transit Village Specific Plan Area.

**Location:** The Swanston Station Transit Village Area is generally bounded by El Camino Ave on the north, Evergreen Street on the south, Capitol City Freeway (Business 80) on the east, and Beaumont and Erickson Streets on the west. Properties fronting on the northern side of El Camino are within the Swanston Station area (Attachment 1). Council Districts: 2 & 3.

**Recommendation:** Staff recommends that the Planning Commission recommend approval of the project and forward the Project to City Council for adoption. The City Council has the final approval authority over items A-D. This recommendation is based upon the project's consistency with the applicable policies and goals of the 2030 General Plan and conformity with the statutory requirements for a specific plan found in California Government Code Section 65450, et seq.

**Contact:** Fedolia "Sparky" Harris, Senior Planner, (916) 808-2996  
Azadeh Doherty, Principal Planner, (916) 808-3137|  
Jim McDonald, Senior Planner, (916) 808-5723

**Summary:** The Swanston Station Transit Village Specific Plan provides opportunities to revitalize an underutilized light rail station by providing a framework and policy direction to transform the area into an active mixed use transit village. The plan capitalizes on the transit-oriented development (TOD) potential by concentrating new housing and employment growth around the transit hub and existing residential neighborhoods, and improving connections throughout the area.

<b>Table 1: Project Area Information</b>
<b>2030 General Plan designations:</b> Urban Neighborhood Low Density (16.8± ga); Employment Center (Mid Rise) (57.1± ga); Urban Center Low (44.0± ga); Traditional Neighborhood Medium (10.6± ga); Urban Corridor Low (61.7± ga)
<b>PUD designation:</b> Capital West Planned Unit Development (east of the Union Pacific tracks)
<b>Redevelopment Area:</b> North Sacramento Redevelopment Area (west of the Union Pacific tracks)
<b>Design Review Districts:</b> North Sacramento Residential and Commercial Design Guidelines, Expanded North Area Design Guidelines, North and South Sacramento Alternative Design Ordinance
<b>Existing zoning:</b> Heavy Industrial (M-2); Light Industrial (M-1); Light Industrial Labor Intensive (M-1 (LI)); Heavy Commercial – Review (C-4-R); General Commercial (C-2); Light Industrial Planned Unit Development (M-1 PUD); Office Building Planned Unit Development (OB-PUD); Office Building (OB); Multi-Family Residential (R-4 & R-3); Single Family Alternative (R-1A); Single Family (R-1)
<b>Existing uses:</b> various development ranging from residential to industrial uses
<b>Property area:</b> 229.9± gross acres

**Background Information:** Planning history for the Swanston Station Transit Village Specific Plan area dates back to three previous land use studies for transit oriented development (TOD). The first project area study occurred in 1993 as part of the North Sacramento Special Planning District (SPD) and Light Rail Station Land Use Study. The Swanston Station was among five light rail stations along the northeast line included in the urban design and land use planning. This land use analysis in the Swanston area was not as detailed as today's vision, was not a comprehensive policy document, and was never adopted by City Council.

The second study conducted several community design charettes in 1998 utilizing the INDEX modeling tool to arrive at a "transit village" concept for Swanston Station's future vision. This is known as the "INDEX" study and was never formally adopted by City Council.

A third and more comprehensive land use vision was completed as part of the Transit for Livable Communities (TLC) project, utilizing the Geographic Information System (GIS) based PLACE<sup>3</sup>S modeling tool and was led by Sacramento Regional Transit District in collaboration with the City of Sacramento and area stakeholders. The TLC study resulted in station area land use plans and recommendations including higher density housing, mixed use, and civic and community uses. The TLC Plan was "accepted" by Council in 2002 but no formal implementation was conducted for the Swanston area.

The City's consultant and city staff have prepared and developed a comprehensive plan for the Swanston Station area to utilize and advance the aforementioned set of transit oriented development land use studies. The Swanston Station Transit Village Specific Plan, as in the previous studies, assumes considerable redevelopment and intensification of land uses including higher density and mixed-use housing to support the transit station. The Plan's design guidelines build upon and supplement the North Sacramento Residential and Commercial Design Guidelines adopted by the City in 2007 for a clearer direction for transit friendly development.

**Public/Neighborhood Outreach and Comments:** Three community meetings were conducted for the Specific Plan targeted to solicit participation from property owners, business operators and other interested stakeholders. Targeted outreach was also conducted with the following bodies:

1. North Sacramento Redevelopment Advisory Committee
2. Point West Transportation Management Agency
3. Disabilities Advisory Commission
4. Design Commission
5. Del Paso Boulevard Partnership
6. Sacramento Regional Transit District Mobility Advisory Council

**Environmental Considerations:** In accordance with California Environmental Quality Act (CEQA) Guidelines, Section 15081, the City, as Lead Agency, determined that an EIR should be prepared for the Swanston Station Transit Village Specific Plan project. An EIR is an informational document that must be considered by the Lead Agency prior to project approval. CEQA Guidelines Section 15132 specifies that the Final EIR shall consist of: the Draft EIR or a revision of the draft; comments and recommendations received on the DEIR either verbatim or in summary; a list of persons, organizations, and public agencies commenting on the DEIR; responses of the Lead Agency to significant environmental points raised in the review and consultation process; and additional information provided by the Lead Agency.

The DEIR identified impacts to: air quality, biological resources, cultural resources, hazardous materials, hydrology and water quality, noise, and utilities. Mitigation measures were identified to reduce project impacts to a less than significant level; however, significant and unavoidable impacts related to ground-borne vibration during construction within both the Specific Plan Area and the Long-Term Plan Area and emissions of ozone precursors associated with development in the Long-Term Plan area remain after mitigation. A Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and required implementing actions was prepared and is attached to the Findings (Attachment 8).

The DEIR was prepared and released for a forty-five (45) day public review period, beginning on February 23, 2009 and ending on April 24, 2009 as described in the Findings (Attachment 8). Six comment letters were received on the DEIR. The comment letters and responses to comments are included in the FEIR. The FEIR responds to all comments received on the DEIR and revises text and/or analyses where warranted. Pursuant to the requirements of CEQA, copies of the responses to comments were sent

to all agencies who commented on the Draft EIR. Copies of the DEIR and FEIR are available on the Development Services Department's webpage

<http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>

**Policy Considerations:** The Swanston Station Transit Village Specific Plan promotes several city policies including: Smart Growth, Infill, the City's Strategic Plan, and the Budget/Capital Improvement Program by increasing development opportunities adjacent to a light rail station; creating policy and vision for the redevelopment of a blighted and underutilized area; encouraging compact, higher density development with a mix of land uses; utilizing existing infrastructure; and refining development guidelines to support mobility and promote pedestrian and bicycle activity.

The following are key Sacramento 2030 General Plan policies furthered by the approval of the Swanston Station Transit Village Specific Plan:

The City shall manage the use of transportation right-of-ways by all travel modes, consistent with the goal to provide Complete Streets, as described in Goal M 4.2. (M 1.1.1 Right-of-Ways)

The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions. (M 1.2.1 Multimodal Choices)

The City shall promote the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, and tourist attractions. (M 1.2.3 Multimodal Access)

The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks. (M 1.3.3 Eliminate Gaps)

The City shall remove barriers, where feasible, to allow people of all abilities to have access within and among infrastructure serving the community. (M 1.3.4 Barrier Removal for Accessibility)

The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets. (M 1.3.5 Connections to Transit Stations)

The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. (M 2.1.4 Cohesive Network)

The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks. (M 2.1.6 Building Design)

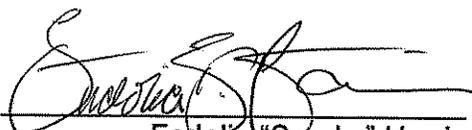
The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors including seniors, the disabled, and transit-dependent persons. The City shall enhance bicycle and pedestrian access to stations. (M 3.1.1 Transit for All)

The City shall evaluate and strive to balance impacts to the community and the environment with economic development goals when adding or modifying roads and bridges. (M 4.1.2 Balancing Community Impacts with Economic Development Goals)

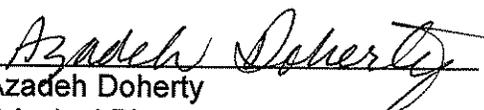
The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. (M 4.2.4 Pedestrian and Bicycle Facilities on Bridges)

The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways. (M 5.1.2 Appropriate Bikeway Facilities)

The City shall develop safe and convenient bikeways that reduce conflicts between bicyclists and motor vehicles on streets, and bicyclists and pedestrians on multi-use trails and sidewalks. (M 5.1.4 Motorists, Bicyclists, and Pedestrian Conflicts)

Respectfully submitted by:   
Fedelia "Sparky" Harris  
Senior Planner

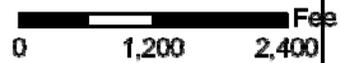
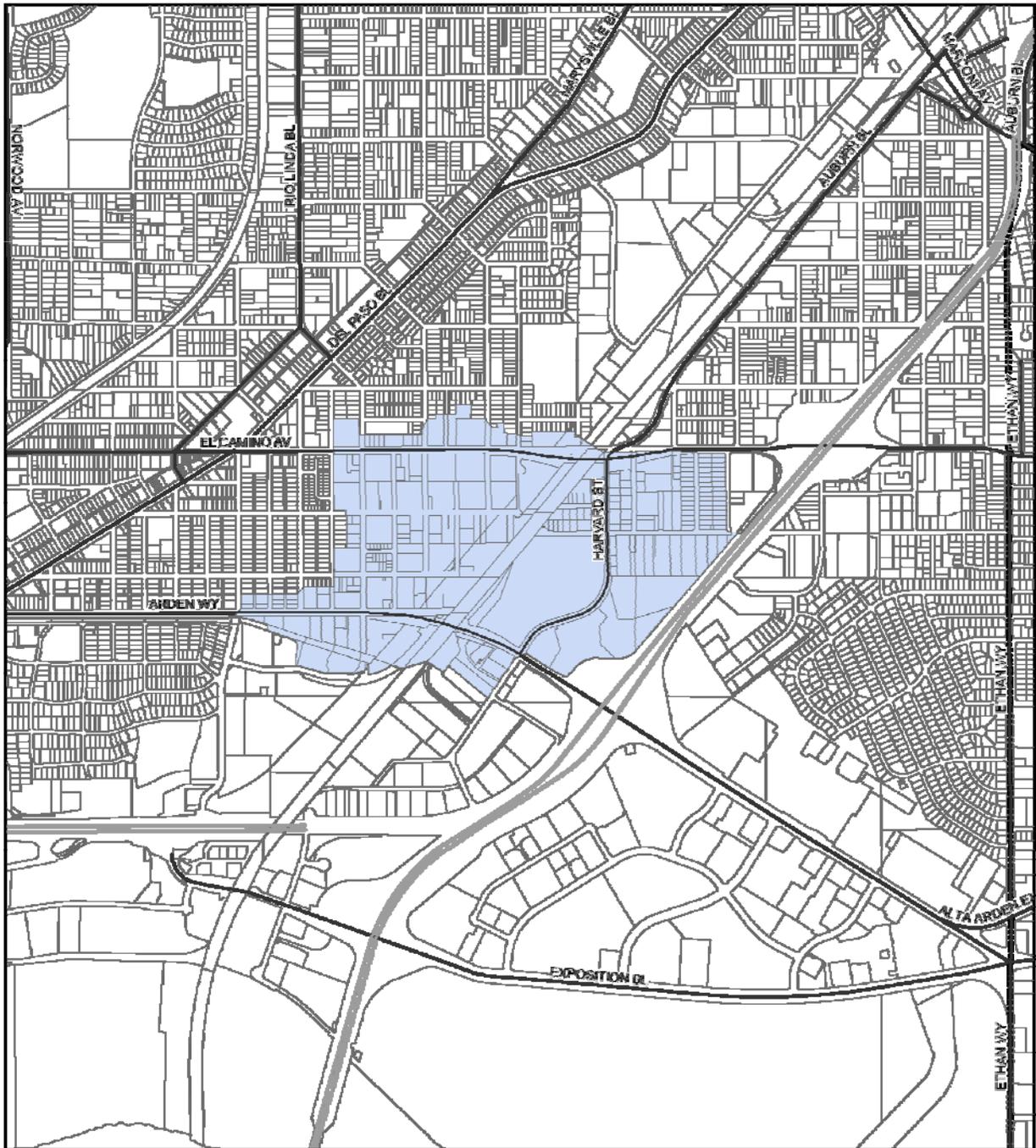
Recommendation Approved:

  
Azadeh Doherty  
Principal Planner

**Attachments:**

- Attachment 1 Vicinity Map
- Attachment 2 Aerial Map
- Attachment 3 Specific Plan Background
- Attachment 4 Land Use Background

- Attachment 5      Zoning Background
  - Exhibit A    Specific Plan Zoning Recommendation
  - Exhibit B    Initial Rezoning
- Attachment 6      Design Review Background
- Attachment 7      Recommended Findings of Fact and Conditions of Approval
- Attachment 8      Draft Resolution Certifying the Environmental Impact Report
  - Exhibit A    CEQA Findings of Fact and Statement of Overriding Considerations
  - Exhibit B    Final Environmental Impact Report and Mitigation Monitoring Program
- Attachment 9      Draft Resolution adopting the Swanston Station Transit Village Specific Plan
  - Exhibit A    Swanston Station Transit Village Specific Plan
- Attachment 10     Draft Ordinance Rezoning Property within the Swanston Station Transit Village Specific Plan Area
  - Exhibit A    Map of Properties to be Rezoned
  - Exhibit B    List of Properties (address/APN) to be Rezoned
- Attachment 11     Information Only: Draft Ordinance Establishing the Swanston Station Design Review District and Amending the Boundaries of the North Sacramento Design Review District
  - Exhibit A    Swanston Station Design Review District Boundaries
  - Exhibit B    North Sacramento Design Review District Revised Boundaries
- Attachment 12     Information Only: Draft Resolution adopting the Swanston Station Design Guidelines for the Swanston Station Design Review District
  - Exhibit A    Swanston Station Design Guidelines



**Vicinity Map**  
**M09-020**  
**Swanston Station transit Village Specific Plan**





City of Sacramento, Development Services Department Geographic Information System

**Legend**  
Swanston Area boundary



**M09-020**  
**Aerial Map**  
**Swanston Station Transit Village Specific Plan**



F. Harris | 10/28/09

## SPECIFIC PLAN BACKGROUND

The Swanston Station Transit Village Specific Plan envisions a strategic approach to development that involves a set of priority improvements and matching these priorities to funding mechanisms. Phase 1, the Strategic Plan, focuses on improvements and development or redevelopment west of the railroad tracks in an area currently undergoing transition. Phase 1 calls for new infill development adding approximately 300 dwelling units and approximately 140,000 gross square feet of commercial floor space along Arden Way and the parcels closest to the light rails station bounded by Dixieanne Avenue and Lexington Street to capitalize on the energy of recent developments and the revitalization of Dixieanne Park. Phase 2, the Long-Term Plan, anticipates the development of approximately 2,600 additional dwelling units and 510,000 gross square feet of additional commercial floor space after the year 2025. The Swanston Station Transit Village Plan provides clear direction on the development of the public and private interface. Below is a discussion of the Specific Plan's planning strategies and key elements.

### Planning Strategies

After extensive public workshops, five planning strategies were established from the guiding framework, which are as follows:

1. Create a Sense of Place by: a) creating a unique identity to the transit village and b) identifiable public realm
2. Improve Circulation and Connectivity by: a) improving pedestrian experience, b) providing safe and direct pedestrian crossings over the RT and SP Tracks, c) creating safe and convenient bike connections and d) completing and augmenting existing pedestrian and bicycle framework
3. Maximize TOD Potential through: a) higher density, market friendly, non auto-oriented development, b) utilizing vacant and underutilized opportunity sites and c) maximizing connection opportunities.
4. Build Upon Synergy of Existing Assets and Planned Development by: a) maximizing the positive investments that have or are occurring on Del Paso Boulevard, Ericson and Evergreen Streets and improvements on Dixieanne Avenue, b) capitalizing on established neighborhoods such as Woodlake, Dixieanne, South Hagginwood and Ben Ali by extending neighborhood character and creating linkages between these neighborhood and Swanston area;
5. Provide Redevelopment Incentives by: a) assembling small parcels to allow for design and construction efficiencies, b) providing essential utilities that support development, and c) providing financial incentives through the purchase and

preparation of sites for private development, and d) if possible identify subsidies for development fees

These strategies assisted in establishing the vision for two distinctive neighborhoods on either side of the Union Pacific tracks that build upon the surrounding context.

### Key Elements

In addition, the Specific Plan addresses key elements that layer to create a unique transit-oriented development. The key elements include:

1. Open Space – the open space plan incorporates a hierarchy of open space amenities that support a strong and vibrant community life, providing gathering opportunities, amenities for a variety of users, relief from the intensity of development, and improved access to the transit station and other major destinations. This is accomplished through:
  - a. 10 acres of park space developed as four neighborhood parks, two on either side of the light rail lines. Dixieanne Park is envisioned as the central neighborhood park west of the tracks.
  - b. Pocket parks – small open space amenities approximately 0.4± acres of open space may include seating areas, gathering areas, multi-use play areas, children's play areas, tot lots, gardens and picnic areas. The plan identifies eight pocket parks integrated throughout the plan area for a total of 3.2± acres.
  - c. Plazas and Promenades – meant to strengthen the bicycle and pedestrian connections to the light rail station. This open space area comprised of three plazas and promenades totaling 1.25± acres bracket the station area and utilize textured paving materials, shade shelters, and trees to enhance the transit experience.
  - d. Mews and Greenways – are incorporated to break up large blocks, provide buffer space between existing and new development. In addition, mew and greenways create opportunities for on-site storm water filtration. These greenways total more than five acres and are woven throughout the plan area.
2. Transportation- The transportation infrastructure comprises a variety of transit options from automobile, public transit, pedestrian, and bicycle. The street network provides opportunities for all transportation components. The circulation network for the Swanston Station transit village includes a hierarchy of streets, which provide increased identity and connectivity for the area.
  - a. Arterials within the Swanston Station area include Arden Way and El Camino Avenue. These two streets serve as major vehicular corridors in North Sacramento. In order to support alternative modes of transportation to the transit station and local amenities, improvements to the pedestrian and bicycle environment are warranted.

- b. Collector Streets, identified as “Entry Streets”, provide access to the transit village and station and are key to the design because of the poor visibility of the transit station and its location off major roadways. Harvard Street east of the tracks and Evergreen Street west of the tracks are identified as “entry streets”
- c. Neighborhood Streets access within the area is provided by a grid pattern that supports the highly connected public realm.
- d. Alleys provide rear access to residential and mixed use developments, parking and service areas. Alleys are a key component of the layout locating auto-oriented functions behind development, allowing a pedestrian friendly edge to line the sidewalks along the streets.
- e. Transit circulation supports the light rail station. Planned relocation of the Arden/Del Paso bus transfer center establishes the Swanston Station as a major transit hub. The transit promenade directly links the light rail station with the bus center to streamline multi-modal transit connections, encouraging alternate means of accessing the Swanston Station. The Point West Shuttle service is planned to be extended to connect the subareas of east and west of the tracks to major destinations in the Point West neighborhood such as Arden Fair Mall and a variety of hotels.
- f. Bicycle and Pedestrian circulation is to be improved and expanded to support connectivity and access to and around the light rail station, primary routes that children use to access Woodlake and Northwood elementary schools and local amenities. A new pedestrian and bicycle bridge connecting Dixieanne Avenue and Silica Avenue will provide a direct connection between the transit station and destinations east of the tracks. A pedestrian off-ramp from the west side of Arden Way overpass is intended to shorten the travel route for those crossing the tracks to access the buses and light rail directly connecting the bus transfer center to the transit promenade.

Street sections for local streets will follow the Pedestrian Friendly Street Standards. Due to constrained rights-of-way, street redesigns need to balance the needs of automobiles, bicyclists and pedestrians.

3. Land Use, Zoning and Design Guidelines – the vision for Swanston Station is a mixed use community with two distinct characters on either side of the tracks.

The west side is a residential mixed use community characterized by Dixieanne Avenue, the residential “Main Street” and focal points such as Dixieanne Park and the transit station and plaza, that serve as community gathering spaces. Development west of the tracks is interspersed with a variety of greenways, mews and pocket parks which provide open space relief and amenities for residents.

The east side of the tracks is more employment oriented supporting a wide range of uses including residential. Development is organized around Silica Avenue with a series of activity nodes along Harvard Street. While much of the development is more

suburban in nature, the orientation of buildings and careful design of the public realm encourages pedestrian and bicycle use.

The Specific Plan provides design guidelines for implementing the vision, by integrating new circulation patterns and open space network into the residential and mixed use development planned. The two sub-areas on either side of the track have different characteristics based upon the existing context of the surrounding development.

The west side of the tracks is planned as predominantly residential with a fine-grained development pattern, respecting the small scale character of the existing Dixieanne neighborhood. The concept on the west side is characterized by smaller one to three story single-family townhomes and row houses on the westernmost edge of the Specific Plan, complementing the existing single family homes. Density will be achieved with small lot development. The scale and intensity rises as residential uses transition into three-story attached townhomes and row houses and four to five story condominiums and apartments closest to the transit station.

East of the tracks the plan envisions high intensity and large-scale office, mixed use and residential buildings that complement the existing business parks in scale. The Specific Plan calls for a mixed use land use designation with a significant amount of housing. The market study completed for the plan determined that residential uses were more likely east of the tracks, but the existing diversity of uses in the area led to the determination to provide greater flexibility for future development. The Specific Plan recognizes higher intensity development north of Silica Avenue and west of Harvard Street. North of Silica Avenue and east of Harvard Street, two to four story townhomes are envisioned to transition to the existing Ben Ali neighborhood. Silica Avenue serves as the “main street” for the eastern portion of the plan area and is envisioned to be lined with mixed use and residential developments to provide an active edge to the street.

The design guidelines in the Swanston Station Specific Plan provide a tool for guiding the development of both the public realm and private realm around the Swanston light rail station. The public realm guidelines provide general direction for roadways, sidewalks and landscaping, crosswalks and bulbouts, cross-track connections, public-private interface, street furniture and lighting, and signage, with more specific guidelines for Dixieanne Avenue, Arden Way, El Camino Avenue, Evergreen Street, Silica Avenue, neighborhood parks, pocket parks, the transit plaza and promenades, greenways, and mews. The private realm guidelines provide general guidance for block scale, building scale, residential density and floor area ratio, massing, heights and setbacks, building character and façade articulation, parking, alleys and service access, building uses, stormwater management, and passive cooling with more specific guidance related to building prototypes.

4. Infrastructure – Water and sewer infrastructure in the area is adequate to serve the current uses and some immediate growth. The area’s drainage infrastructure presents some existing deficiencies. Furthermore, the area’s drainage system does not currently meet the City’s drainage performance standard as some streets may flood in a 10-year storm and certain properties may be damaged in a 100-year storm. The proposed development scenarios pose a potentially significant impact on

the City's drainage system. The City currently does not have a drainage capital improvement program which can implement the needed improvements to solve the existing deficiencies and accommodate future growth. However, the DOU plans to propose a Development Impact Fee and a Drainage Rate augmentation which would result in an adequate capital improvement program. In the interim, or should those efforts not materialize, each project shall mitigate its drainage impacts by "doing no harm." In 1996 West Yost & Associates prepared a Drainage Master Plan for Basin 151 (WYA report) that identified improvements needed to upgrade the system to meet the City's 10 and 100 year drainage performance criteria. The WYA report identified two above ground storm water detention basins within the plan area: 1) the Green Street Basin located near Green and Calvados Avenue; and 2) the Intertrack Basin, located near the railroad tracks. The proposed Swanston Transit Village Specific Plan would not interfere with construction of the Intertrack Basin. Since the Green Street Basin is no longer available it was not included in the Long Term Development scenario. The Plan proposes two storm water detention basins equal in function to the previously proposed Green Street basin through the construction of above ground detention basins in the short term to be replaced by a subsurface detention system in the long term. With the construction of a subsurface detention system, the plan is to be able to maximize development opportunities adjacent to the light rail station. While this may be a costly approach, funding may be available through redevelopment tax increment as well as grants for infrastructure improvements for infill development as the plan area builds out.

5. Implementation: Phasing and Financing – Phasing and financing of the Specific Plan area must be accomplished carefully to provide incentive for catalytic projects to emerge without mandating an unrealistic amount of immediate change. Anticipated phasing of development was noted above; Phase 1 – Strategic Plan and Phase 2 – Long Term Plan. The plan has identified several short and long term actions that include focusing investment, investing in the public realm and implementing improvements such as the pedestrian, bike overpass across the light rail tracks and exploring the possibility of expanding the North Sacramento Redevelopment Area to the east of the tracks to maximize funding opportunities to address both of these phases.

## LAND USE BACKGROUND

The Swanston Station Transit Village Specific Plan takes full advantage of the close proximity of the Swanston Light Rail Station. The area currently is a mix of land uses ranging from single family homes to industrial. These uses are predominately of low intensity and may once have benefited from proximity to heavy rail but do not take advantage, nor enhance the role of the light rail station that exists today.

The Sacramento 2030 General Plan designates land in the Swanston Station Transit Village area as Urban Neighborhood Low Density (27.5± ga); Employment Center (Mid Rise) (60.2± ga); Urban Center Low (40.7± ga); and Urban Corridor Low (61.7± ga).

**Urban Neighborhood Low Density** designated areas provide for moderate-intensity urban housing and neighborhood-support uses including the following: small-lot single-family dwellings, small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes), accessory second units, mixed-use neighborhood-serving commercial, and compatible public, quasi-public, and special uses. Residential densities fall between 12 and 36 dwelling units per net acre. Floor area ratios fall between a range of 0.5 and 1.5.

**Employment Center (Mid Rise)** designated areas play a critical role in accommodating new businesses and creating new jobs. The combination of high-density buildings and low site coverage in existing employment centers provides the opportunity for new infill development in these areas with complementary uses that transforms the existing single use areas into more self-sufficient mixed-use areas with reduced dependence on automobile transportation. Residential densities fall between 18 and 60 dwelling units per net acre. Floor area ratios fall between 0.35 and 2.0.

**Urban Center Low** designated areas provide for smaller urban areas throughout the city. Each center includes employment-intensive uses, a mix of housing, and a wide variety of retail uses. Urban Center Low is located around light rail stations, along local arterials, and in other key areas of the city. Building heights for Urban Center Low tend toward low- and mid-rise structures. Other characteristics will take into account adjacent neighborhoods, such as stepping down building heights from mid-rise structures to adjacent lower density neighborhoods. Residential densities fall between 20 and 150 dwelling units per net acre. Floor area ratios fall between 0.4 and 4.0.

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

fall between 20 and 110 dwelling units per net acre. Floor area ratios fall between 0.3 and 3.0.

The assignment of land use designations for the properties within the Specific Plan was driven by the principles established for the Specific Plan. The Specific Plan land use designations of Mixed Use and Residential Mixed Use are consistent with the General Plan land use designations for each of the properties, and the density and intensity of those uses established by the Specific Plan are also consistent with the General Plan development standards applicable to each of the properties.

The North Sacramento Community Plan and the Arden Arcade Community Plan both include portions of the Swanston Station Transit Village Specific Plan area. Amendments to these community plan chapters of the 2030 General Plan will be brought forward by staff at a later date to develop a clearer integration of the Specific Plan guidelines.

## ZONING BACKGROUND

The Specific Plan area is currently a combination of zoning designations dominated by Industrial (M-1) zoning. The Specific Plan recommends rezoning approximately 77± gross acres of the property in the Specific Plan area to Residential Mixed Use Transit Overlay (RMX-TO) and approximately 58± gross acres to General Commercial Transit Overlay (C-2-TO) allowing flexibility in the development of the area and greater residential density consistent with transit-oriented development (Exhibit A). This zoning takes advantage of the existing Swanston light rail station to promote transit supportive uses, discourage auto-related uses, and allow greater height, density and intensity close to transit.

In the Specific Plan area, the Residential Mixed Use Transit Overlay (RMX-TO) zone would permit higher density residential, office and limited commercial uses. Commercial development would be limited to a maximum of fifty (50%) percent of the gross floor area of the development and could be developed in the same building or in a separate building on the same site as the residential development. As part of the Northeast Line Implementation Plan project, the City Council will consider an ordinance to amend the RMX zone to allow up to 100% commercial and office uses with a special permit. Residential density in this zone ranges from a minimum of 15 to a maximum of 60 dwelling units per net acre, however, densities greater than 60 units per net acre may be allowed by approval of a Planning Commission special permit if the higher density is consistent with the General Plan. The maximum height allowed is 55 feet but can be increased to 75 feet with Planning Director approval, except for parcels located within 100 feet of property zoned or used for single family use. Finally, nonresidential development in this zone has a net floor area ratio (FAR) of not less than 0.4 and not greater than 3.0.

In the Specific Plan area, the General Commercial Transit Overlay Zone (C-2-TO) would provide for the sale of commodities, or performance of services, including repair facilities, small wholesale stores or distributors, limited processing and packaging, and residential. In this zone the maximum height allowed is 55 feet but can be increased to 75 feet with Planning Director approval, except for parcels located within 100 feet of property zoned or used for single family use. Finally, nonresidential development in this zone has a net floor area ratio (FAR) of not less than 0.4 and not greater than 3.0.

On the east side of the tracks, several parcels currently zoned for industrial uses (M-1, M-1-LI, M-2) south of Arden Way and several parcels zoned for office uses (OB-PUD, OB-LI) on and adjacent to the former USAA properties were not proposed for rezoning as part of the Specific Plan. Subsequent to the completion of the draft Specific Plan, the decision was made to recommend that the USAA properties be rezoned to Commercial (C-2) to bring the properties into consistency with the 2030 General Plan designations that had been applied in March of 2009.

Recognizing the current economic downturn and the absence of a convenient pedestrian crossing of the tracks, rezoning of all of the properties in the Specific Plan seemed presumptuous and premature. For these reasons, staff proposes to strategically rezone properties in the Specific Plan area in incremental phases both spatially and in intensity.

The initial phase calls for: rezoning of parcels along the station side of the tracks at Swanston Station and south of the realigned Lumberjack curve to Residential Mixed Use Transit Overlay (RMX-TO); rezoning of blocks north and south of Dixie Avenue and blocks north of Calvados Avenue to Residential Mixed Use (RMX); rezoning of the blocks south of Arden Way to General Commercial Transit Overlay (C-2-TO); rezoning of the block along the north side of Arden Way, the blocks along the south side of El Camino, the USAA properties, three parcels along Knoll Street, and one parcel on Harvard Street to General-Commercial (C-2); and rezoning all of the Light Industrial (M-1) on the east side of the tracks to Light Industrial Review (M-1-R). See Exhibit B.

The Light Industrial Review (M-1-R) zone allows most fabricating activities, with the exception of heavy manufacturing and the processing of raw materials after a plan review has been approved by the Planning Commission or Zoning Administrator to ensure that future development will relate to characteristics of the site prior to any building permit or other construction permit. This zone was selected as an interim rezoning designation for several parcels in the Specific Plan area that were planned for Residential Mixed Use Transit Overlay to recognize that transformation, especially on the east side of the tracks, will happen gradually and will rely heavily on a new pedestrian crossing of the tracks that has yet to be approved or funded. The addition of the -R designation (Plan Review) will allow the City to better monitor the area to ensure that future development does not deviate significantly from the vision established by the 2030 General Plan and the Specific Plan.

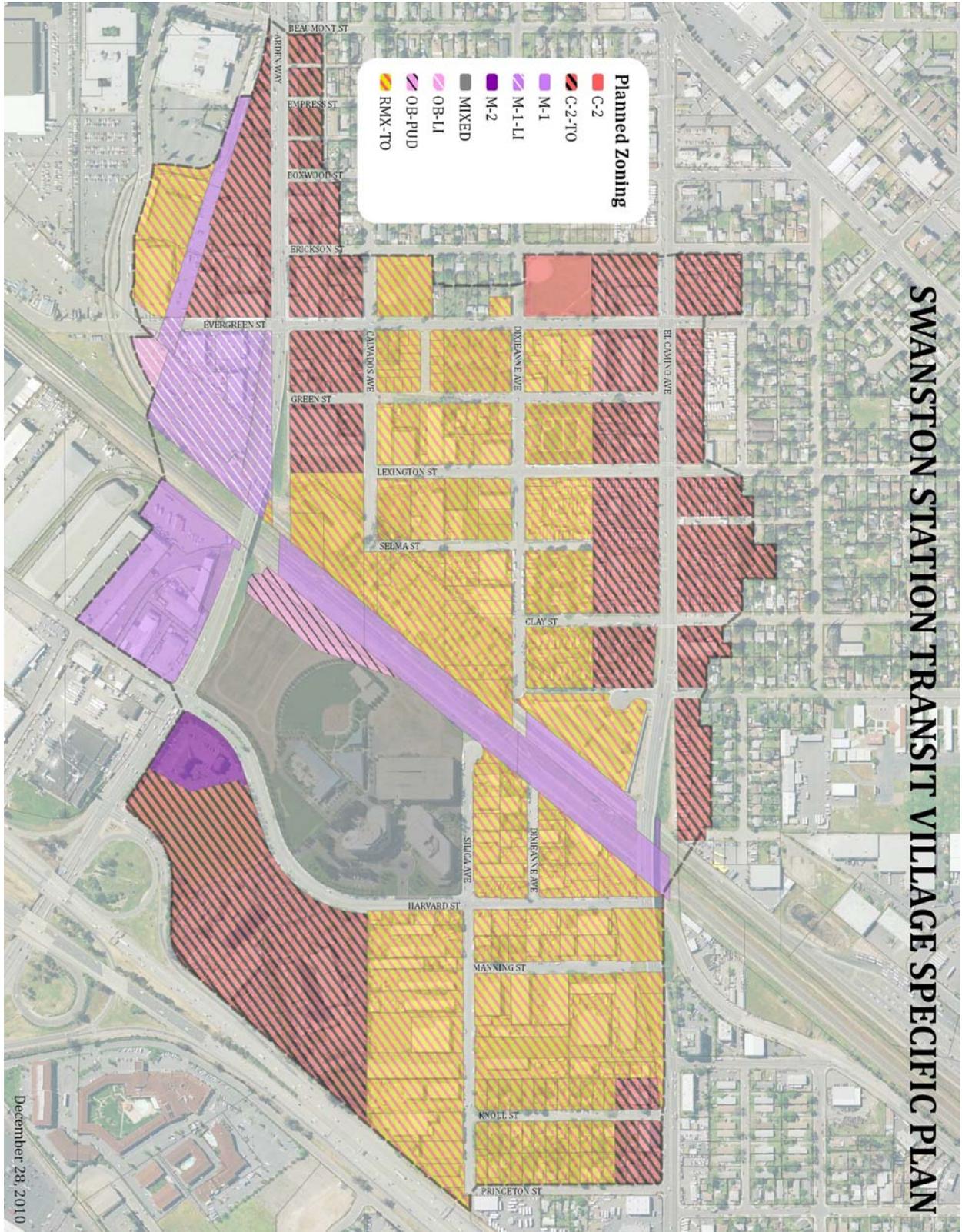
In the Specific Plan area, the Residential Mixed Use (RMX) zone allows a mix of moderate density residential and neighborhood-serving commercial uses as a matter of right, and is intended to preserve existing housing stock and the residential character of neighborhoods while encouraging the development of new housing opportunities, as well as neighborhood-oriented ground-floor retail and service uses. Typically, 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. Commercial area greater than 50% of the total square footage of a building would be allowed, subject to the approval of a Planning Commission Special Permit. As part of the Northeast Line Implementation Plan project, the City Council will consider an ordinance to amend the RMX zone to allow up to 100% commercial and office uses with a special permit. Residential density cannot exceed 36 dwelling units per net acre. Building heights shall not exceed thirty-five (35) feet; however, the planning commission shall have the authority to issue a special permit for a residential or residential mixed-use building up to forty-five (45) feet in height. This zone has no minimum floor area ratio for nonresidential development. This zone was selected as an interim rezoning designation for several parcels identified for Residential Mixed Use Transit Overlay (RMX-TO) in the

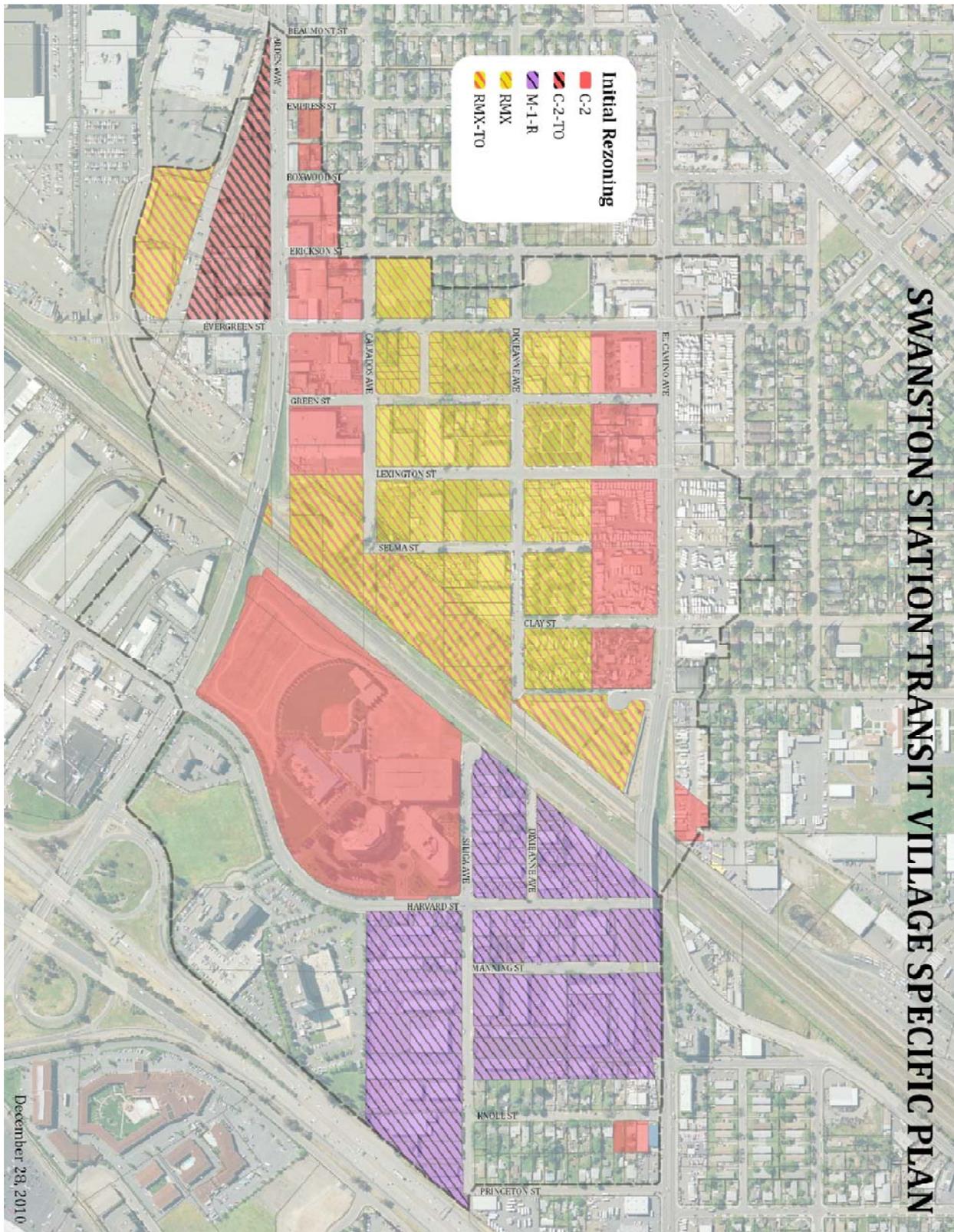
Specific Plan in order to remove the minimum floor area ratio for parcels anticipated to realize TOD intensities after other catalyst projects closer to the station develop.

In the Specific Plan area, the general commercial (C-2) zone provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging with residential uses allowed by special permit. Generally, the height limit for buildings in the C-2 zone located one hundred (100) feet or less from residentially zoned property is thirty-five (35) feet; forty-five (45) feet for buildings located more than one hundred (100) feet from residentially zoned property; and fifty-five (55) feet for buildings with twenty-five (25) percent or more square feet of gross floor area in residential use. There is no minimum floor area ratio for nonresidential uses. This zone was selected as an interim rezoning designation for several parcels identified for General Commercial Mixed Use Transit Overlay (RMX-TO) in the Specific Plan in order to remove the minimum floor area ratio for parcels anticipated to realize TOD intensities after other catalyst projects closer to the station develop

Full implementation of the rezoning recommendations of the Specific Plan would be carried out over time as the area transforms to more transit-supportive uses and the planned pedestrian crossing is built to allow better access from the east side of the tracks to the light rail station. In this way, properties are not unreasonably required to develop at the densities and intensities expected to support a vibrant and successful transit village before that environment has had an opportunity to establish itself.

The Planning Commission initiated the proposed rezonings at its meeting on January 13, 2011.





## **DESIGN REVIEW BACKGROUND**

The boundaries of the Swanston Station Transit Village Specific Plan overlap with the boundaries of the existing North Sacramento Design Review District, which has an existing set of design guidelines. Rather than amending the design guidelines of the North Sacramento Design Review District to incorporate the Swanston Station design guidelines, staff believes that it would be more efficient to remove that portion of the North Sacramento Design Review District that overlaps with the Swanston Station Specific Plan area and to establish a new Swanston Station Design Review District based on the boundary and the design guidelines of the Specific Plan (Attachment 9). The design guidelines prepared as part of the Specific Plan have been reformatted to be adopted as a stand-alone document to be used for all projects within the new Swanston Station Design Review District (Attachment 11).

City Council initiated the establishment of the Swanston Station Design Review District and amendments to the boundaries of the North Sacramento design Review District by resolution at its meeting on April 1, 2010. The Design Commission recommended that the City Council amend the North Sacramento Design Review District, establish the Swanston Station Design Review District, and adopt the Swanston Public and Private Realm Design Guidelines at its meeting on April 21, 2010.

City staff must review the design of any proposed infill project or major renovation of or addition to an existing structure within the North Sacramento Redevelopment Area and the Swanston Design Review District. Following such a review, Staff must provide early notification to adjacent property owners and community groups of the proposed project. Once a project has been deemed consistent with the Swanston Design Guidelines by Design Review staff or the appropriate review board, as necessary, an application for a building permit may be submitted, provided that any other planning entitlements needed for the project have been approved.

**CITY PLANNING COMMISSION PROPOSED RECORD OF DECISION  
RECOMMENDED FINDINGS OF FACT AND CONDITIONS OF APPROVAL  
SWANSTON STATION TRANSIT VILLAGE SPECIFIC PLAN (M09-020)**

- A&B. The Planning Commission has reviewed and considered the information contained in the Environmental Impact Report for the Swanston Station Transit Village Specific Plan in making the recommendations set forth below and in Attachment 8.
- C. The Planning Commission recommends approval and forwards to the City Council the Swanston Station Transit Village Specific Plan as set forth in Attachment 9.
- D. The Planning Commission recommends approval and forwards to the City Council the Rezoning for the Swanston Station Transit Village Specific Plan as set forth in Attachment 10.

**RESOLUTION NO. 2011-XXX**

Adopted by the Sacramento City Council

April 12, 2011

**CERTIFYING THE ENVIRONMENTAL IMPACT REPORT  
AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE  
SWANSTON STATION TRANSIT VILLAGE SPECIFIC PLAN PROJECT (TE01)**

**BACKGROUND**

A. On March 10, 2011, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the [project name].

B. On April 12, 2011, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Sections 17.132.170 and 17.132.160, and received and considered evidence concerning the Swanston Station Transit Village Specific Plan project.

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

Section 1. The City Council finds that the Environmental Impact Report for Swanston Station Transit Village Specific Plan (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 3. The City Council certifies that the EIR has been presented to it, that the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed Project, and that the EIR reflects the City Council's independent judgment and analysis.

Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in the attached Exhibit A of this Resolution.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit B of this Resolution.

Section 6. 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 7. 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.

Table of Contents:

Exhibit A CEQA Findings of Fact and Statement of Overriding Considerations for the Swanston Station Transit Village Specific Plan Project.

**CEQA Findings of Fact and Statement of Overriding  
Considerations for the Swanston Station Transit Village Specific Plan Project**

**Description of the Project**

The Swanston TVSP project area is roughly bounded by El Camino Avenue on the north, Arden Way on the south, and the Capital City Freeway (Business 80) on the east. Beaumont and Erickson Streets define the western edge of the Swanston TVSP project area.

The project proposes adoption and implementation of the Swanston Station Transit Village Specific Plan (proposed Swanston TVSP project) and approval of related entitlements. The proposed project is a long-range urban design and implementation plan that guides public and private improvements in the Swanston TVSP project area over the next 20-25 years and beyond. At the heart of the specific plan area is the Swanston Light Rail Station along the Sacramento Regional Transit District's Northeast Corridor. The proposed Swanston TVSP project addresses land use, traffic and circulation, infrastructure, financing strategies, and implementation measures that are needed to support the vision for future development and investment in the Swanston TVSP project area. That vision includes the creation of a transit-oriented, pedestrian-friendly, mixed-use and residential development within an approximately 230-acre area.

The proposed Swanston TVSP project area is divided into two areas. The smaller area, the Strategic Plan area, is expected to develop first, with planned buildout for this area occurring around 2025. The remainder of the Swanston TVSP area, the Long-Term Plan area, is expected to develop after 2025. Because this project is a specific plan, the analyses include assumptions about the level of development that could occur within these respective areas. Development within the Strategic Plan area is based on the development assumptions derived in a market analysis prepared for the Swanston Station Specific Plan.

Future development that could occur in the Strategic Plan area totals about 366 dwelling units and 70,000 gross square feet of commercial space. For the Long-Term Plan area, the assumptions are based on the proposed land uses and the amount of development that would be allowed, based on the proposed zoning. It is estimated up to 2,230 additional dwelling units and 435,515 square feet of commercial space could be developed at buildout of this area.

## **Findings Required Under CEQA**

### **1. Procedural Findings**

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

Based on the initial study conducted for Swanston Station Transit Village Specific Plan project, SCH # 2007462130, (herein after the Project), the City of Sacramento's Environmental Planning Services determined, on substantial evidence, that the Project may have a significant effect on the environment and prepared an environmental impact report ("EIR") on the Project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 *et seq.* ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, as follows:

- a. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency on June 29, 2007 and was circulated for public comments from June 29, 2007 through July 30, 2007.
- b. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on February 23, 2009 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.
- c. An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on February 23, 2009 and ended on April 24, 2009.
- d. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on February 18, 2009. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, 300 Richards Boulevard, Sacramento, CA 95811. The letter also indicated that the official 45-day public review period for the Draft EIR would end on April 6, 2009.
- e. A public notice was placed in the Daily Recorder on February 18, 2009, which stated that the Draft EIR was available for public review and comment.
- f. A public notice was posted in the office of the Sacramento County Clerk on February 18, 2009.

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

## **2. Record of Proceedings**

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

- a. The Draft and Final EIR and all documents relied upon or incorporated by reference;
- b. The City of Sacramento 2030 General Plan adopted March 3, 2009, and all updates.
- c. The Master Environmental Impact Report for the City of Sacramento 2030 General Plan certified on March 3, 2009, and all updates.
- d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento 2030 General Plan adopted March 3, 2009, and all updates.
- e. Zoning Ordinance of the City of Sacramento
- f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004
- g. Arden Arcade and North Sacramento Community Plans
- h. Swanston Station Transit Village Specific Plan
- i. The Mitigation Monitoring Program for the Project
- j. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project.

## **3. Findings**

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

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

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California ("Laurel Heights I")* (1988) 47 Cal.3d 376, 400-403.)

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

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

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

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

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

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below.

**IMPACT CATEGORY: AIR QUALITY**

**Impacts:**

- AQ-2. Development that could occur in the Strategic Plan area would generate construction-related emissions of particulate matter (PM<sub>10</sub>) that could exceed SMAQMD standards. Without mitigation, this is a potentially significant impact.
- AQ-5. Development that could occur under the Long-Term Plan would generate construction-related emissions of ozone precursors and particulate matter that could exceed SMAQMD standards. Without mitigation, this is a potentially significant impact.

**Mitigation Measure (from MMP):**

The following mitigation measure has been adopted to address these impacts:

- AQ-2.1 Particulate Matter Emission Reduction. The project applicant/ developer shall implement the following reduction measures, depending on the size of the proposed development. The project applicant/developer shall ensure that these measures are conducted by requiring that they be included in all construction contracts for all phases of construction and demolition activities.
- a) If a project requires that the maximum disturbance for grading at any given time is 5 acres or less, no mitigation measures would be required unless the SMAQMD stipulates otherwise.
  - b) If a project requires that the maximum disturbance for grading at any given time is between 5.1 and 8 acres, Level One mitigation is required, as

specified by the prevailing SMAQMD Guide at the time a particular development project is approved.

- During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by watering exposed soil two times per day; and
  - Maintain two feet of freeboard space on haul trucks.
- c) If a project requires that the maximum disturbance for grading at any given time is between 8.1 and 12 acres, Level Two mitigation is required, as specified by the prevailing SMAQMD Guide at the time a particular development project is approved.
- During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by watering exposed soil three times per day;
  - Soil piles shall be watered three times daily; and
  - Maintain two feet of freeboard space on haul trucks.
- d) If a project requires that the maximum disturbance for grading at any given time is between 12.1 and 15 acres, Level Three mitigation is required, as specified by the prevailing SMAQMD Guide at the time a particular development project is approved.
- Water all exposed soil with sufficient frequency as to maintain soil moistness;
  - Maintain two feet of freeboard space on haul trucks; and
  - Use emulsified diesel or diesel catalysts on applicable heavy duty diesel construction equipment.

### **Finding:**

As development occurs in the Swanston TVSP project area, individual projects would be subject to Table B-1 of the Sacramento Metropolitan Air Quality Management District's Guide to Air Quality Assessment in Sacramento County. This table lists various acreages and applicable mitigation measures that can reduce PM10 emissions. For construction projects where the maximum ground disturbance is less than 15 acres, which would characterize most likely projects within the Swanston TVSP project area, these measures, along with the SMAQMD's Rule 403 on fugitive dust, would effectively reduce impacts of individual projects to less than significant. (Rule 403 – Fugitive Dust – requires a person to take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from construction, handling or storage activity, or any wrecking,

excavation, grading, clearing of land or solid waste disposal operation.) If the maximum acreage graded is above 15 acres, a higher level of mitigation would be necessary. Implementation of Mitigation Measure AQ-2.1 would comply with the practices and measures developed by the SMAQMD to protect the public from undesirable construction-related air emissions.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

## **IMPACT CATEGORY: BIOLOGICAL RESOURCES**

### **Impact:**

BIO-2. Development that could occur under the proposed Swanston TVSP project (Strategic Plan area and Long-Term Plan area) would not result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of threatened or endangered species of plant or animal. Development could, however, impact nesting birds protected under state and federal regulations. Without mitigation, this is a potentially significant impact.

### **Mitigation Measure (from MMP):**

The following mitigation measure has been adopted to address this impact:

BIO-2.1 Preconstruction Surveys and Protection Measures for Nesting Birds. If trees are removed outside the nesting season (typically March 15 to August 30), there would be no effect on nesting birds and no mitigation is required. Construction activities shall be timed to avoid tree removal during the nesting season. If this cannot be accomplished, then a qualified biologist shall conduct a preconstruction nesting survey no more than one week prior to tree removal to determine if nesting birds are present. If nesting birds are present, an appropriate buffer zone (no construction area) shall be developed by the biologist and in consultation with CDFG, and construction activities shall be suspended in the buffer zone until future surveys indicate that the chicks have fully fledged (left the nest). Completion of preconstruction surveys and avoidance of bird nests would result in no impacts to nesting birds. Survey results shall be valid for a period of 21 days from the date of the survey. Should vegetation or building removal fail to be conducted within this time frame, a second survey shall be undertaken.

A report shall be submitted to the City of Sacramento, following the completion of the bird nesting survey that includes, at a minimum, the following information:

- A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.
- A map showing the location(s) of any bird nests observed on the Swanston TVSP project area.

**Finding:**

Mitigation Measure BIO-2.1 is intended restrict construction activities and tree removal to outside of the nesting season, which would avoid disturbance to any nesting birds. If, however, construction activities or tree removal is necessary during the nesting season, the mitigation specifies the steps that must be followed in order to avoid impacts to nesting birds. The first step is an appropriately timed survey prior to construction to determine whether nesting birds are present. If any nesting birds are identified, compliance with this mitigation measure would ensure that the birds would not be disturbed during the nesting season. The mitigation measure calls for the creation of a buffer zone (no construction area) that is anticipated to protect the nest site such that there would be no take and no violation of California Department of Fish and Game Code regulations governing birds (Sections 3503 and 3513) and/or the Migratory Bird Treaty Act.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

**Impact:**

BIO-3. Development that could occur in the Strategic Plan area would have no effect on species of special concern. However, development that could occur in the Long-Term Plan area could affect the purple martin. Without mitigation, this is a potentially significant impact.

**Mitigation Measure (from MMP):**

The following mitigation measure has been adopted to address this impact:

BIO-3.1 Construction Limits Around the Purple Martin Nests. Although purple martins are tolerant of human activities, if active nests are present, no construction shall be conducted within 120 feet of the edge of the purple martin colony (determined by the closest active nest hole to the construction activity) during the beginning of the purple martin breeding season from March 15 to May 15 April 1 to August 1. The buffer area shall be avoided to prevent destruction or disturbance of the nest(s) or until it is no longer active, as determined by a biologist experienced in working with purple martins. In addition, no equipment taller than 9 feet in height shall be parked or stored beneath the El Camino Avenue or Arden Way overcrossings within 100 horizontal feet of nest holes from April 15 to July 31.

**Finding:**

Mitigation Measure BIO-3.1 is intended to allow construction activities and tree removal outside the nesting season of the purple martin, which would avoid disturbance to any nesting birds. If, however, construction activities or tree removal is necessary during the nesting season, the mitigation specifies the steps that must be followed in order to avoid impacts to nesting purple martins. The first step is an appropriately timed survey prior to construction to determine whether nesting purple martins are present. If any nesting birds are identified, compliance with this mitigation measure would ensure that the birds would not be disturbed during the nesting season. The mitigation measure calls for the creation of a buffer zone (no construction area) that is expected to protect the nest site such that there would be no take and no violation of California Department of Fish and Game Code regulations governing birds (Sections 3503 and 3513) and/or the Migratory Bird Treaty Act. If purple martins are nesting under the El Camino Avenue or Arden Way overpasses, compliance with this mitigation measure would also ensure that the birds' access to nesting materials would not be disturbed during the nesting season.

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

**Impact:**

BIO-4. Development that could occur under the proposed Swanston TVSP project (Strategic Plan area and Long-Term Plan area) could affect wetlands, waters of the US, or waters of the State. Without mitigation, this is a potentially significant impact.

**Mitigation Measure (from MMP):**

The following mitigation measure has been adopted to address this impact:

BIO-4.1 Avoidance of Wetlands. The City of Sacramento shall ensure no-net loss of the function or value of all jurisdictional wetlands. This can be achieved through avoidance measures to avoid direct impacts on preserved wetland habitat or other jurisdictional "waters of the U.S." These measures shall include, but are not limited to, the following:

- A four-foot-tall, brightly colored (usually orange or yellow) synthetic mesh material fence (or an approved equivalent) shall be installed a minimum of 50 feet outside the edge of any wetland habitats in the immediate vicinity of proposed construction areas. In addition to the orange construction fencing, silt fencing shall be placed next to the orange fence to further protect the wetland from runoff or other potential pollutants. Prior to initiation of construction activities, a qualified biologist shall inspect the protective fencing to ensure that all wetland features have been appropriately fenced. During construction, no encroachment into fenced

areas shall be permitted and the fence shall remain in place until all construction activities have been completed.

- Staging areas shall be located a minimum of 100 feet away from wetland habitats. Temporary stockpiling of excavated or imported material shall occur only in project approved construction staging areas. Excess excavated soil shall be disposed of at a regional landfill or at another approved and/or properly permitted location. Stockpiles that are to remain on the site throughout the wet season shall be protected to prevent erosion.
- The wetlands not directly affected by construction activities shall be protected using Best Management Practices erosion control techniques.

**Finding:**

Before construction occurs within portions of the Swanston TVSP project area that could support potentially jurisdictional wetlands and other waters of the U.S. (i.e., the drainage ditch on the undeveloped parcel at the northwest corner of Green Street and Calvados Avenue and topographic depressions identified along the UP tracks within the UP right-of-way), a wetland delineation shall be conducted and verified by the Corps. Implementation of Mitigation Measure BIO-4.1 would ensure that no net loss of the function or value of wetlands would occur. Compliance with this measure would mitigate potential impacts on wetland habitats or other waters of the U.S. If avoidance is not possible, then the conditions and mitigation requirements established by the Corps 404 permit shall apply and be implemented by the project applicant seeking to fill the wetland or other waters of the U.S.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

**Impact:**

BIO-6. Development that could occur under the proposed Swanston TVSP project (Strategic Plan area and Long-Term Plan area), in combination with other development, could result in a cumulative loss of biological resources. Without mitigation, this is a potentially significant impact.

**Mitigation Measure (from MMP):**

BIO-2.1 Preconstruction Surveys and Protection Measures for Nesting Birds.

BIO-3.1 Construction Limits Around the Purple Martin Nests.

BIO-4.1 Avoidance of Wetlands.

**Finding:**

Implementation of Mitigation Measures BIO-2.1 and BIO-3.1 would reduce potential direct effects on migratory bird species by identifying occupied nests, delaying construction if necessary, and providing a buffer zone (no construction area) around occupied nests to ensure that no take or destruction of nests or eggs occurs. Because these mitigation measures reduce impacts to nesting birds, their young and eggs, the proposed Swanston TVSP project would not contribute to other losses locally or regionally; therefore, the impact of the proposed Swanston TVSP project would not be cumulatively considerable. In addition, protection of migratory bird species is required by state and federal laws, so that other projects in the City and region would also have to implement measures to reduce their individual impacts.

Implementation of Mitigation Measure BIO-4.1 would reduce the impacts of the Swanston TVSP project on potential wetlands and other waters of the U.S. and also reduce the contribution of the proposed Swanston TVSP project to the cumulative impact on biological resources to a level that is less than considerable. Section 404 of the Clean Water Act would similarly apply to other projects that could disturb wetlands, so that cumulative impacts on wetlands and other waters of the U.S. would be less than significant. Under the Nationwide and Individual Permits issued pursuant to Section 404, project applicants are required to mitigate for wetland loss; mitigation can be required to replace wetland acreage at greater than a 1 to 1 ratio, meaning that more wetland acreage can be created than is lost. The net result is a no net loss of wetland habitat.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

**IMPACT CATEGORY: CULTURAL RESOURCES****Impact:**

CR-2. Development that could occur under the proposed Swanston TVSP project (Strategic Plan area and Long-Term Plan area) would not be expected to cause a substantial change in the significance of an archeological or paleontological resource because such development would be subject to the City's Historic Preservation Ordinance. Nevertheless there may be unknown resources encountered that could be adversely affected by future development. Without mitigation, this is a potentially significant impact.

**Mitigation Measures (from MMP) :**

The following mitigation measures have been adopted to address this impact:

CR-2.1 Treatment of Unexpected Archaeological Resources. In the event that any prehistoric or historic-period subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian, and/or mortar are discovered during

demolition/ construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted immediately, and the City of Sacramento Development Services Department and the City's Preservation Director shall be notified within 24 hours. The project applicant shall retain an archeologist who meets the Secretary of the Interior's professional qualifications for Archeology. The City Preservation Director shall consult with the archeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the City Preservation Director and that are consistent with the Secretary of the Interior's Standards for Archeological Documentation.

If Native American archeological, ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American representatives who are approved by the local Native American community as scholars of the cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. When historic archeological sites or historic architectural features are involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians who meet the Secretary of the Interior's professional qualifications for Archaeology and/or Architectural History.

- CR-2.2 Cessation of Construction if Human Remains Encountered. If human remains are discovered during any demolition/construction activities, all ground-disturbing activity within 50 feet of the remains shall be halted immediately, and the Sacramento County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Sacramento Development Services Department shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Sacramento Development Services Department, before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.

CR-2.3 Treatment of Unexpected Paleontological Resources. Should paleontological resources be identified at any project construction sites during any phase of construction, the project manager shall cease operation at the site of the discovery and immediately notify the City of Sacramento Development Services Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the City of Sacramento Development Services Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, specific plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

**Finding:**

Mitigation Measures CR-2.1, CR-2.2, and CR-2.3 above provide discovery and evaluation procedures for any previously unknown archeological or paleontological resources in the Swanston TVSP project area and require that a professional employ data recovery or other methods that meet the Secretary of the Interior's Standards to reduce impacts on unique archeological and paleontological resources. The Secretary of the Interior's Standards are the nationwide basis for determining whether surveys, restoration, and rehabilitation efforts maintain the integrity of the resource, and compliance with these standards will be protective of the resources. All development is required to comply with the standards; therefore, the cumulative impact is less than significant.

With implementation of the mitigation measures, this impact is reduced to a less-than-significant level.

**Impact:**

CR-3. The proposed Swanston TVSP project (Strategic Plan area and Long-Term Plan area), in combination with other development in the Central Valley, could cause a substantial change in the significance of a historical or archeological resource as defined in CEQA Guidelines Section 15064.5. Without mitigation, this is a potentially significant impact.

**Mitigation Measures (from MMP):**

CR-2.1 Treatment of Unexpected Archaeological Resources.

CR-2.2 Cessation of Construction if Human Remains Encountered.

**Finding:**

Implementation of Mitigation Measures CR-2.1 and CR-2.2 provides for the treatment and protection of previously unknown archaeological resources discovered during the course of construction and would therefore reduce the project's contribution to the cumulative loss of archeological resources to a less-than-significant level. The Secretary of the Interior's Standards are the nationwide basis for determining whether surveys, restoration, and rehabilitation efforts maintain the integrity of the resource, and compliance with these standards will be protective of the resources. All development is required to comply with the standards; therefore, the cumulative impact is less than significant.

With implementation of the mitigation measures, this impact is reduced to a less-than-significant level.

**Impact:**

CR-4. The proposed Swanston TVSP project (Strategic Plan area and Long-Term Plan area), in combination with other development in the Central Valley, could cause a substantial change in the significance of a paleontological resource or site or unique geologic feature. Without mitigation, this is a potentially significant impact.

**Mitigation Measure (from MMP):**

The following mitigation measure (description is presented above) has been adopted to address this cumulative impact:

CR-2.3 Treatment of Unexpected Paleontological Resources.

**Finding:**

Implementation of Mitigation Measure CR-2.3 provides for the treatment and protection of previously unknown paleontological resources discovered during the course of construction and would therefore reduce the project's contribution to the cumulative loss of paleontological resources to a less-than-significant level. The Secretary of the Interior's Standards are the nationwide basis for determining whether surveys, restoration, and rehabilitation efforts maintain the integrity of the resource, and compliance with these standards will be protective of the resources. All development is required to comply with the standards; therefore, the cumulative impact is less than significant.

There are no unique geologic features within the Swanston Station Transit Village Specific Plan boundaries. Therefore, the project would not contribute to a cumulative loss of such features.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

## **IMPACT CATEGORY: HAZARDOUS MATERIALS**

### **Impact:**

HM-1. Construction and development that could occur within the Swanston TVSP project area (Strategic Plan area and Long-Term Plan area) could expose people to previously unidentified sources of potential health hazards, such as soil or groundwater contamination, from historic on or off-site uses. Without mitigation, this is a potentially significant impact.

### **Mitigation Measure (from MMP):**

The following mitigation measure has been adopted to address this impact:

HM-1.1 Remediation Plan for Contaminated Soils or Groundwater and Site Health and Safety Plan. In the event that previously unidentified underground storage tanks or other features or materials that could present a threat to human health or the environment are discovered during excavation and grading, construction in that immediate area shall cease immediately, a State Registered Environmental Assessor shall evaluate the type and extent of the hazardous materials contamination and make appropriate recommendations, including if necessary, the preparation of a site remediation plan.

In the event that site inspections find evidence of contamination, waste discharges, underground storage tanks, abandoned drums, or other environmental impairments, the Sacramento County Environmental Management Department (SCEMD) shall be notified. A site remediation plan shall be prepared that (1) specifies measures to be taken to protect workers and the public from exposure to potential site hazards, and (2) certifies that the proposed remediation measures would clean up the contaminants, dispose of the wastes, and protect public health in accordance with federal, state, and local requirements. In the event contaminated groundwater is identified, any discharges to the sewer shall be in accordance with the City Department of Utilities Engineering Services Policy No. 0001, adopted as Resolution No. 92-439 by the Sacramento City Council.

In addition, a site health and safety plan, which meets the intent of OSHA hazardous materials worker requirements (CCR Title 8), shall be prepared by a qualified professional and in place prior to commencement of site-disturbing activities associated with the investigation and/or remediation. The project applicant, through the project contractor, shall ensure proper implementation of the health and safety plan.

Commencement of work in the areas of potential hazards shall not proceed until all identified hazards are managed to the satisfaction of the City and SCEMD and the SCEMD allows work to commence.

**Finding:**

Implementation of Mitigation Measure HM-1.1 for the Swanston TVSP project would reduce impacts related to exposure to contaminated soils or groundwater. The mitigation outlines a specific set of tasks to be followed to ensure acceptable risks to construction workers, the public, and the environment from exposure to environmental contamination. If such contamination is encountered during construction, activities in the area would be halted immediately, and a State Registered Environmental Assessor would evaluate the type and extent of the hazardous materials contamination. If hazardous materials are identified, then other regulatory agencies would be notified and the State Registered Environmental Assessor would prepare a site remediation plan that identifies the appropriate measures to clean up the site in accordance with local, state, and federal requirements. Resumption of construction activities in the vicinity of the environmental contamination would not be allowed until the City and the SCEMD deem such activities to be safe.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

**Impact:**

HM-2. Construction and/or operation of development that could occur within the Swanston TVSP project area (Strategic Plan area and Long-Term Plan area) could expose workers, the public, and the environment to potential health hazards from lead-based paint, asbestos, and/or PCBs. Without mitigation, this is a potentially significant impact.

**Mitigation Measure (from MMP) :**

The following mitigation measure has been adopted to address this impact:

HM-2.1 Investigation of Buildings for Lead, ACM, or PCBs. Prior to demolition of any structure in the Swanston TVSP project area, the project applicant shall ensure that each structure to be demolished has been investigated for the presence of lead-based paint, ACM, or PCBs. If the investigation finds lead-based paint, ACM, or PCBs at unacceptable levels as set by local and state standards, the project applicant shall ensure that all recommendations for the removal of these hazardous building materials are carried out prior to demolition in accordance with applicable regulations and standards, and by suitable contractors certified by the California Department of Health Services. Once all abatement measures have been implemented, the project applicant shall provide written documentation to the City that lead-based paint, ACM, and PCB testing, abatement, and/or removal has been completed in accordance with state and local laws and regulations.

**Finding:**

Implementation of Mitigation Measure HM-2.1 for the Swanston TVSP project would reduce impacts related to exposure to hazardous building components. The mitigation outlines a specific set of tasks to be followed to ensure acceptable risks to construction workers, the public, and the environment from exposure to hazardous building materials and components. If such materials or components are encountered in the investigation that must be conducted prior to demolition or renovation, a State certified contractor must perform the removal and disposal of the hazardous materials. Written documentation is required to prove that the abatement measures have been implemented.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

**IMPACT CATEGORY: HYDROLOGY AND WATER QUALITY****Impact:**

HY-5. Development that could occur under the proposed Swanston TVSP project (Strategic Plan and Long-Term Plan areas) would generate stormwater that would exceed the capacity of the stormwater system. Provisions of the proposed Swanston TVSP project would encourage stormwater control and treatment, but would not ensure that adequate stormwater capacity exists to serve future development. Without mitigation, this is a potentially significant impact.

**Mitigation Measure (from MMP):**

The following mitigation measures have been adopted to address this impact:

Implementation of either of the following mitigation measures would ensure that adequate stormwater detention is provided by new development prior to occupancy.

HY-5.1 Construction of Recommended Stormwater Detention Basins. The City shall identify a mechanism to fund the construction of the required detention basins by requiring individual project applicants to pay their fair share towards the improvement. Funds from this mechanism shall be used to pay for the drainage improvements identified in the Swanston Station Specific Plan. Funding mechanisms identified for consideration in the Swanston Station Specific Plan include impact fees, utility user fees, and regional and federal grants(the improvements would be implemented at a schedule to be determined by the City.

or

HY-5.2 On-site Stormwater Detention. Project applicants shall provide on-site stormwater detention to ensure that peak runoff from the project site will not

exceed existing runoff volumes, until the required detention basins are constructed.

**Finding:**

Implementation of either Mitigation Measure HY-5.1 or Mitigation Measure HY-5.2 for the Swanston TVSP project would ensure that adequate stormwater detention is provided by new development prior to occupancy. The stormwater drainage and detention facilities would be constructed in accordance applicable codes, City ordinances, and City standards. The recommended improvements to accommodate the stormwater flows are contained in a "West Yost & Associates Report" prepared for the City. The Swanston TVSP also contains alternatives to some of the facilities identified in the West Yost & Associates Report, where the sites for the proposed facilities are no longer available. Implementation and extension of the recommended utility infrastructure would be constructed prior to occupancy, which would avoid development occurring with inadequate stormwater conveyance and detention capacity.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

**IMPACT CATEGORY: NOISE****Impacts:**

- NO-4. Development that could occur within the Strategic Plan area could permanently expose sensitive receptors to increased noise produced by on-site stationary sources. Without mitigation, this is a potentially significant impact.
- NO-7. Development that could occur within the Long-Term Plan area could permanently expose sensitive receptors to increased noise produced by on-site stationary sources. Without mitigation, this is a potentially significant impact.

**Mitigation Measures (from MMP):**

The following mitigation measures have been adopted to address these impacts:

- NO-4.1 HVAC Noise Control. Prior to the issuance of building permits, development applicants shall submit engineering and acoustical specification for a project's mechanical HVAC equipment to the Planning Director demonstrating that the equipment will control its noise emissions to the degree specified under the appropriate provision of the Sacramento General Plan or Municipal Code.
- NO-4.2 Garbage Disposal and Loading Dock Noise Reduction. Garbage storage areas and building loading docks shall be sited to allow adequate separation or shielding to protect adjacent noise-sensitive uses from noise emissions associated with truck pickup and delivery activity. Prior to the issuance of

building permits, the project applicants shall submit acoustical studies to the Planning Director demonstrating that noise emissions from truck activities will be controlled to the degree specified by the appropriate provisions of the Sacramento General Plan or Municipal Code.

- NO-4.3 Other Stationary Source Noise Reduction. Noise generating stationary equipment associated with proposed commercial uses, including portable generators, compressors, trash compactors, etc. shall be enclosed or acoustically shielded to reduce noise-related impacts to nearby noise-sensitive uses. Prior to the issuance of building permits, the project applicants shall submit acoustical studies to the Planning Director demonstrating that noise emissions from all significant on-site stationary sources of noise will be controlled to the degree specified by the appropriate provisions of the Sacramento General Plan or Municipal Code.

**Finding:**

Implementation of Mitigation Measures NO-4.1, NO-4.2, and NO-4.3, where specified by each individual project's CEQA review or as established through project review prior to the issuance of a building permit, would substantially reduce predicted noise levels at noise sensitive receptors by requiring appropriate noise attenuation devices and/or placement of noise-emitting equipment to ensure that operational stationary noise levels would not exceed the requirements of the appropriate provisions of the Sacramento General Plan or Municipal Code. These mitigation measures identify the desired level of noise attenuation, possible methods for achieving the noise reduction, and the role of the City's Planning Director for reviewing the noise mitigation and incorporating them into project design prior to issuance of a building permit. As such, the measures would collectively reduce noise exposure levels at nearby sensitive receptors to those considered acceptable by the City's General Plan or Municipal Code.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

**Impact:**

- NO-6. Development that could occur within the Long-Term Plan area could expose sensitive receptors to increased noise levels. Without mitigation, this is a potentially significant impact.

**Mitigation Measures (from MMP):**

The following mitigation measures have been adopted to address this impact:

- NO-6.1 Residential Construction and Uses near I-80 Business Loop. Proposed new residential construction and uses within 500 feet the I-80 Business Loop (based on Traffic Noise Model estimates for receptors with an unobstructed line-of-sight to the freeway) shall incorporate special construction measures as determined by acoustic study to ensure that interior noise levels from

project and other anticipated noise sources are within the City's General Plan standards.

- NO-6.2 Residential Construction and Uses near Rail Operations. Proposed new residential uses within 350 feet of the LRT tracks or within 750 feet of the Union Pacific tracks (based on FTA screening distances without intervening structures) shall incorporate special construction measures as determined by acoustic study to ensure that interior noise levels from project and other anticipated noise sources are within the City's General Plan standards.

**Finding:**

Implementation of the Mitigation Measures NO-6.1 and NO-6.2, where specified by each individual project's CEQA review or as established through project review prior to the issuance of a building permit, would substantially reduce predicted noise levels at noise sensitive receptors by requiring appropriate special construction measures to ensure that noise levels would not exceed the Sacramento General Plan standards. These mitigation measures identify the need for a specific acoustic study, the purpose of which will be to define methods for achieving the noise reduction to the applicable City General Plan noise standard. As such, the measures would collectively reduce noise exposure levels at future sensitive receptors in proposed residential areas to those considered acceptable by the City's General Plan.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

**Impact:**

- NO-8. Development that could occur within the Long-Term Plan area could expose sensitive receptors to excessive vibration levels. Without mitigation, this is a potentially significant impact.

Mitigation Measures (from MMP):

The following mitigation measure has been adopted to address this impact:

- NO-8.1 Buffer Zones or Structural Measures to Reduce Vibration Levels. The City shall exclude proposed residential uses within 150 feet and 200 feet of the LRT and UPRR tracks, respectively; or prior to issuance of building permits for residential structures within 150 feet and 200 feet of the LRT and UPRR tracks, respectively, the project applicants shall submit to the City for approval a report specifying the vibration reduction measures that will be incorporated into their structural design to reduce vibration impacts to acceptable levels.

**Finding:**

Implementation of the Mitigation Measure NO-8.1, where specified by each individual project's CEQA review or as established through project review prior to the issuance of

a building permit, would substantially reduce predicted vibration levels at sensitive receptors by requiring appropriate buffer distances from the operating rail lines or special construction measures to ensure that vibration levels would be attenuated to acceptable levels. This mitigation measure identifies the need for a specific acoustic study, the purpose of which will be to define methods for achieving the vibration reduction considered acceptable by the City. As such, the measure establishes a logical process for assessing the magnitude of the impact and incorporating appropriate reduction measures into the structural design of future buildings, prior to issuance of a building permit.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

### **IMPACT CATEGORY: UTILITIES**

#### **Impacts:**

- UT-2. Development that could occur within the Strategic Plan area would result in the generation and discharge of additional wastewater. While the projected increase in wastewater flows would not require modifications at the SRWTP, the projected increase in wastewater flows would require improvements to the wastewater conveyance system. Without mitigation, this is a potentially significant impact.
- UT-7. Development that could occur within the Long-Term Plan area would generate additional wastewater flow in the City of Sacramento and SASD service areas. While the projected increase in wastewater flows would not require modifications at the SRWTP, the projected increase in wastewater flows would require improvements to the wastewater conveyance system. Without mitigation, this is a potentially significant impact.

#### **Mitigation Measures (from MMP):**

The following mitigation measure has been adopted to address this impact:

- UT-2.1 Sewer Study and Necessary Improvements. Prior to occupancy of new development, project applicants shall perform individual sewer studies to confirm that wastewater lines that serve the project as well as downstream would operate acceptably in accordance with Section 9 of the City Design Standards. If the sewer study determines that a project would result in capacity deficiencies that would not comply with the City's standards, then a corrective program shall be required. The program shall include participation by the project applicant and result in improvements that enable the wastewater collection system to satisfy the City's design standards.

**Finding:**

Implementation of the Mitigation Measure UT-2.1 would reduce downstream impacts to the wastewater collection system. This mitigation measure identifies the need for specific sewer studies, the purpose of which will be to determine whether the projected wastewater flows would be handled in a manner complying with the City standards. If not, then a corrective program shall be required to enable the wastewater collection system to satisfy City standards. As such, the measure establishes a logical process for assessing the magnitude of the impact and incorporating appropriate improvements to the wastewater collection system, prior to occupancy of new development.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

**Impact:**

UT-8. Development that could occur within the Long-Term Plan area would not exceed available sources of water supply. While the projected increase in water demand would not require modifications to water supply deliveries or the City's water treatment plants, improvements to the wastewater conveyance system would be necessary. Without mitigation, this is a potentially significant impact.

**Mitigation Measure (from MMP):**

The following mitigation measure has been adopted to address this impact:

UT-3.1 Hydraulic Modeling and Necessary Improvements. Prior to occupancy of new development, project applicants shall perform hydraulic modeling to confirm that water main sizes are adequate to meet the following City standards:

- A maximum velocity of 10 feet per second
- Fire flow demands of:
  1. 1,500 gallons per minute for single-family
  2. 2,000 gallons per minute for multi-family
  3. 3,000 gallons per minute for commercial/industrial

The hydraulic modeling shall be submitted to the City's Department of Utilities for confirmation and approval. If the hydraulic modeling indicates that improvements to the water distribution system are needed, these improvements will become conditions of project approval. As appropriate, major improvements that benefit a number of property owners may be funded through the City's Capital Improvement Program; otherwise, the Department of Utilities might require project applicants to improve the system on their own.

**Finding:**

Implementation of the Mitigation Measure UT-3.1 would reduce impacts to the water distribution system. The City has sufficient treatment capacity to serve development that could occur within the Long-Term Plan area. On-site water conveyance and delivery improvements are included in the project design and would be approved by the Department of Utilities prior to installation. However, hydraulic modeling is recommended to be performed for the study area to confirm that the main sizes would be adequate to meet City standards. This mitigation measure identifies the necessary hydraulic modeling, the purpose of which will be to determine whether the projected potable water demand and fireflows would be handled in a manner complying with the City standards. If not, then a corrective program shall be required to enable the water distribution system to satisfy City standards. The study will be subject to approval by the City's Department of Utilities. As such, the measure establishes a logical process for assessing the magnitude of the impact and incorporating appropriate improvements to the water distribution system, as conditions of project approval, and implementing necessary upgrades, prior to occupancy of new development.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

**Impact:**

UT-13. Development that could occur under the proposed Swanston TVSP project (Strategic Plan area and Long-Term Plan area), in combination with other development within the City's service area, would contribute to cumulative demand on water supply treatment and distribution facilities throughout the City that exceeds the estimated capacity of the water treatment plants and sustainable withdrawal from the groundwater. Without mitigation, this is a potentially significant impact.

**Mitigation Measures (from MMP):**

The following mitigation measures have been adopted to address this cumulative impact:

UT-13.1 Maximum Day Demand Conservation in the Proposed Swanston TVSP Project. The City's 2006 UWMP presents three future demand projection scenarios spread over a 25-year planning horizon, they include a "no conservation" scenario, a 7.5 percent conservation scenario, and a 25.6 percent conservation scenario.

Assuming that as a mitigation measure the Strategic Plan area could achieve 7.5 percent conservation in average day demands, this would roughly save approximately an annual average of 7,189 gpd and reduce average annual demands to 99.44 AFA down from the calculated demand of 107.9 AFA for a savings of 8.06 AFA. The conservation savings achieved in the Swanston TVSP project area would not reduce the maximum day demands enough to

overcome the 2020 citywide capacity deficit; therefore, this ultimately is a citywide issue and the City would be need to the address future potential maximum day demand deficit on a larger scale to reduce the potentially significant cumulative impact to a less-than-significant level.

- UT-13.2 Diversion and WTP as Cost-sharing Partner in Sacramento River Water Reliability Study. The City is a partner on the Sacramento River Water Reliability Study, which is investigating alternatives for an additional 365 cfs (235 MGD) diversion on the Sacramento River and an associated water treatment facility. The City would have access to 145 MGD of the available 235 MGD. The 145 MGD diversion and WTP alternative included in the SRWRS would avoid any future capacity deficits. Upon implementation of this new diversion and WTP plant project, the potentially significant cumulative impact would be reduced to a less-than-significant cumulative impact.
- UT-13.3 City of Sacramento Only Sacramento River Diversion and WTP. Another mitigation option would be for the City to be the sole operator of the second Sacramento River diversion and Elverta Road WTP project. Under this option, the diversion and WTP would be scaled down to provide the additional capacity needed to meet only the City's maximum day demands when diversion limitations apply at FWTP under the City WFA PSA. As presented in the SRWRS, the City would most likely construct capacity to divert roughly 235 cfs and could treat up to 145 MGD at the new WTP. This new diversion and WTP would avoid any future maximum day capacity deficits through 2030 and beyond. This was presented as one of the alternatives in the SRWRS; therefore, it is reasonable to assume this as a feasible mitigation measure. Upon implementation of this diversion and WTP project, the potentially significant cumulative impact would be reduced to a less-than-significant cumulative impact.
- UT-13.4 Increased Groundwater Pumping. The City maintains 32 wells for potable use; 23 wells are actively used to supply drinking water. The total capacity of the wells is approximately 22 MGD and producing up to 24,000 AFA. In 2000 - 2005 the City's annual average groundwater pumping was 22,992 acre-ft.

The average annual demand of development that could occur within the Strategic Plan area is estimated at 0.05 MGD. In comparison to citywide demands of 325 MGD in 2020 and up to 402 MGD in 2030 above-Hodge conditions, the proposed Swanston TVSP project's demand contribution is less than considerable. Nonetheless, under a dry year scenario, the project would increase demand on the City's water system infrastructure. In an effort to minimize the project's demand, the project could add new wells to the City's groundwater system paid for through developer or other water connection fees. Assuming a new groundwater well could pump roughly 1,000 gpm or 1.44 MGD, one new well would be needed to meet the project's peak day demands and offset the demand placed on the City's water system.

Furthermore, each new project would have to pay their fair share to fund new groundwater wells to offset project-specific demands.

The City's water supply infrastructure is designed to serve the entire citywide service area and new infrastructure ties into the existing system to meet both average and maximum day demands. The City supplements the surface water capacity by pumping groundwater to meet the maximum day demands. If no surface water diversion and treatment capacity is added by 2025, the City would need to more than double the peak day pumping rate to meet customer demands. This could not be achieved with the current well capacities and new wells would have to be installed.

Upon implementation of this mitigation measure, the potentially significant cumulative impact would be reduced to a less-than-significant cumulative impact. This analysis assumes that additional wells would be installed in the SGA groundwater area.

## **IMPACT CATEGORY: TRANSPORTATION**

### **Impact:**

TR-13. Development that could occur within the Long-Term Plan area would have a potentially significant impact on study intersections in the Swanston TVSP project area. Without mitigation, this is a potentially significant impact.

### **Mitigation Measure (from MMP):**

The following mitigation measure has been adopted to address this impact:

TR-13.1 The City through its development and environmental review processes will continue to evaluate the conformance of future development applications with the proposed Swanston TVSP project, identify the potential impacts stemming from the proposed development, and impose fees, mitigation measures, or other conditions of project approval, as necessary, to reduce the traffic impacts of future development.

With implementation of the mitigation measure, this impact is reduced to a less-than-significant level.

### **Finding:**

The vision for the study area, over the 50 year planning horizon, is to transition from a typical low-density, auto oriented suburb to something more akin to the development surrounding the mid-town Sacramento area. The area around the light rail station would become more developed, with higher density development, and more of a mixture of land uses in close proximity to each other. The components of the transit-oriented development, the individual pieces that would make it work, would also come with time. These pieces include improved sidewalks, bike infrastructure, amenities such as street

lighting and shade trees, and shower facilities in offices. Gradually, it would become more feasible to use alternative modes, such as walking, biking, and public transit, instead of the automobile for every trip. There would be more people living and working in the same amount of space. At some point it would become easier to walk across the street for lunch, than to get in a car and drive somewhere. At that point, it is estimated that the majority of trips made by those living and working within the Swanston TVSP project area would be by alternative modes. Although the level of development may increase with time, the number of auto trips per unit of development, whether per household or per square foot of commercial development, would be significantly reduced.

By the same token, the level of through auto traffic on the surrounding roadway network, especially El Camino Avenue, Arden Way, and Del Paso Boulevard, is expected to continue to rise. However, the study area's contribution to traffic levels on these roadways and their intersections is expected to remain steady, or decline.

It is recognized that the future baseline conditions against which the actual impacts of development that could occur within the Long-Term Plan area may be different than the conditions and patterns that exist as forecast throughout the Strategic Plan area. Accordingly, significant intersection impacts may occur. The tools available to the City to identify and reduce these effects may be different in the future; however, at this point, it is reasonable to anticipate that the City will continue to review development applications and impose conditions of project approval, mitigation measures, and impact fees that would reduce the project's effects. As described above, the gradual transformation of the area to a transit-oriented development that emphasizes alternative modes and reduce vehicle trips would further reduce the potential effects of Swanston TVSP land uses on intersection congestion. For these reasons, the potentially significant cumulative impact would be reduced to a less-than-significant cumulative impact.

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

There are no significant or potentially significant environmental effects of the Project for which mitigation relies on entities outside the City's responsibility and/or jurisdiction.

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

There are no significant or potentially significant environmental effects of the Project for which mitigation is determined to be infeasible.

#### **D. Significant and Unavoidable Impacts.**

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the City Council elects to approve the Project due to overriding considerations as set forth below in Section G, the statement of overriding considerations.

#### **IMPACT CATEGORY: AIR QUALITY**

##### **Impacts:**

- AQ-6. Development that could occur under the Long-Term Plan would generate operational emissions of ozone precursors that may exceed SMAQMD standards. Without mitigation, this is a significant impact.
- AQ-8. Development that could occur under the proposed Swanston TVSP project (Strategic Plan area and Long-Term Plan area) would make a cumulatively considerable contribution to regional ozone precursor emissions and so in combination with emissions from other developments would have a significant cumulative impact on regional ozone levels. Without mitigation, this is a significant impact.

##### **Mitigation Measures (From MMP):**

The following mitigation measures have been identified to address this project and cumulative impact:

As individual projects are considered pursuant to the Long-Term Plan, they would be required to comply with the SMAQMD Guide in order to reduce the reactive organic gases (ROG) and nitrous oxides (NO<sub>x</sub>) emissions by 15-percent. The SMAQMD prepared a list of measures and corresponding reduction credits that can be applied to meet the required reduction. The measures identified in SMAQMD's Guide in Table E-2 represent strategies for reducing operational emissions. It is noteworthy that the Swanston TVSP project contains specific policies and guidelines that would implement a number of these measures (italicized measures below are already proposed by the proposed Swanston TVSP project) and would therefore reduce many of the potential operational air quality impacts that might otherwise occur. As future individual development projects occur, they could include other measures from this list, or new ones that may be identified in future updates to the SMAQMD's Guide.

##### **Bicycle/Pedestrian/Transit Measures**

1. Non-residential projects provide bicycle lockers and/or racks
2. Non-residential projects provide personal showers and lockers
3. Bicycle storage (Class I) at apartment complexes or condos without garages

4. *Entire project is located within ½ mile of an existing Class I or Class II bike lane and provides a comparable bikeway connection to that existing facility*
5. *The project provides for major pedestrian facilities and improvements such as overpasses and wider sidewalks*
6. Bus service provides headways of 15 minutes or less for stops within ¼ mile; project provides essential bus stop improvements (i.e., shelters, route, information, benches, and lighting)
7. *High density residential, mixed, or retail/commercial uses within ¼ mile of light existing transit, linking with activity centers and other planned infrastructure*

### **Parking Measures**

8. Employee and/or customer paid parking system (no validations)
9. Provide minimum amount of parking required
10. Provide parking reduction: Office 25%, Medical office 8%, Commercial 5%, Industrial 10%. Additional 10-20% if located along transit station (special review of parking is required).
11. Provide grass paving or reflective surface for unshaded parking lot areas, driveways, or fire lanes that reduce standard paving by 10% or more
12. Increase parking lot shading by 20% over code
13. Provide electric vehicle charging facilities
14. *Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances*

### **Commercial Building Design Measures**

15. Office floor area ratio is 0.75 or greater within ¼ mile of an existing transit stop.
16. Setback distance is minimized between development and existing transit, bicycle, or pedestrian corridor
17. Setback distance is minimized between development and planned transit, bicycle, or pedestrian corridor

### **Residential Development Measures**

18. *Average residence density 7 d.u. per acre or greater*
19. *Multiple and direct street routing (grid style)*
20. Granny Flats – Have ancillary “granny units” (requires Special Development Permit but no Accessory Structure Use Permit)

**Mixed Use Measures**

21. Development of projects predominantly characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site. A “single site” may include contiguous properties.
22. Separate, safe, and convenient bicycle and pedestrian paths connecting residential, commercial, and office uses.
23. The project provides a development pattern that eliminates physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation.

**Building Component Measures**

24. Install only natural gas fireplaces
25. Install Energy Star or ground source heat pumps.
26. Install ozone destruction catalyst on air conditioning systems in consultation with SMAQMD or local district
27. Install Energy Star labeled roof materials.
28. Install roof photovoltaic energy systems as a standard feature on new homes.
29. Exceed Title 24 energy standards for cooling energy by 25% or comply with SMUD Advantage (Tier II) energy standards.
30. Exceed Title 24 energy standards for cooling energy by 50%, or comply with SMUD Advantage Plus (Tier III) or EPA/DOE Energy Star Home energy standards.
31. Orient 75 or more percent of homes and/or buildings to face either north or south (within 30 degrees of N/S), and include shading master plan.

**TDM and Miscellaneous Measures**

32. Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other nonrevocable funding mechanism.
33. Make physical development consistent with requirements for neighborhood electric vehicles.
34. Implement Clean Air Business Practices such as using low-emission delivery vehicles, contract with alternative-fuel waste hauling companies, etc., in consultation with SMAQMD.
35. Provide electric shuttle to transit stops.
36. Provide a complimentary cordless electric lawnmower to each residential buyer.

37. Transit pass subsidy (100%) and/or commute alternative allowance.

### **Innovative Strategies**

38. Other proposed strategies in consultation with SMAQMD.

### **Finding:**

Even with the inclusion of site planning, alternative travel modes, and design features recommended by the SMAQMD, the Swanston TVSP project would generate considerable ROG and NO<sub>x</sub> emissions. Other foreseeable development in the SVAB would be expected to also comply with the SMAQMD recommendations; however, even if the 15 percent operational emissions reduction is achieved, the threshold of 65 pounds per day may still be exceeded. While the above measures can substantially reduce air emissions, their effectiveness at reducing emissions for a particular project that would occur far in the future is somewhat speculative. Furthermore, it is not possible to anticipate the size, scope, and intensity of a particular development project that may occur in the Long-Term Plan area or elsewhere in the City, and, thus, the ability to control ozone precursors to a less-than-significant level remains undetermined. The City has taken a conservative position on this effect and determined that the mitigation measures may not be sufficient to reduce air emission levels to less than significant.

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

### **Impact:**

- NO-2. Development that could occur under the proposed Swanston TVSP project (Strategic Plan area and Long-Term Plan area) would temporarily increase levels of ground-borne vibration as a result of construction activities associated with the development. Without mitigation, this is a significant impact.

### **Mitigation Measure (from the MMP):**

The following mitigation measure has been adopted to address this impact:

- NO-2.1 Vibration Reduction Practices for Pile Driving. For pile driving within 100 feet of an existing building, project applicants shall implement vibration reduction practices, such as drilling pilot holes for piles, to the extent feasible, prior to commencement of impact pile driving. Prior to issuance of a building permit, project applicants shall submit to the City for approval a report specifying the vibration reduction practices that will be implemented and the estimated vibration reduction potential of such practices.

### **Finding:**

Even with the inclusion of site planning, alternative construction techniques, and notification of nearby land uses, construction that could occur in the Swanston TVSP

project area could expose nearby uses to excessive vibration levels, especially if pile driving were to be required for installation of foundations. While alternative construction techniques can substantially reduce vibration levels, the proximity of uses in the project area may mean that building occupants may still be significantly annoyed and building damage could occur. The City has taken a conservative position on this effect and determined that the mitigation measures may not be sufficient to reduce vibration levels to less than significant.

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

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

Based on the EIR and the entire record before the City Council, the City Council I makes the following findings with respect to the project's balancing of local short term uses of the environment and the maintenance of long term productivity:

**Finding:**

The proposed land uses that would occupy the Swanston TVSP project area would have the following long-term implications:

- Development that could occur in accordance with the proposed Swanston TVSP project would result in the commitment of the Swanston Station Transit Village Specific Plan area (Swanston TVSP project area) to more transit-oriented development, thereby precluding any other uses for the lifespan of the project. Restoration of the Swanston TVSP project area to a less developed condition would not be feasible given the degree of disturbance, the urbanization of the area, and the level of capital investment.
- While the proposed Swanston TVSP project could result in the use, transport, storage, and disposal of hazardous wastes, as described in Section 6.6, Hazards and Hazardous Materials, these activities would comply with applicable state and federal laws related to hazardous materials, which significantly reduce the likelihood and severity of accidents that could result in irreversible environmental damage. Furthermore, the types of uses envisioned by the proposed Swanston TVSP project are residential and commercial uses that do not use, handle, store, or dispose of large volumes of hazardous materials. These uses involve typical household-type hazardous materials, and are not considered acutely hazardous.
- Development that could occur in accordance with the proposed Swanston TVSP project would result in the long-term commitment of resources to urban development, which is no different than current proposals under the existing General Plan. The most notable significant irreversible impacts are increased generation of pollutants, and the short-term commitment of non-renewable and/or slowly renewable natural and energy resources, such as water used during construction

activities. Operations associated with future uses would also consume natural gas and electrical energy.

- Resources that would be permanently and continually consumed by development that could occur in accordance with the proposed Swanston TVSP project include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in the unnecessary, inefficient, or wasteful use of resources. With respect to operational activities, compliance with applicable building codes, planning policies, and standard conservation features would ensure that natural resources are conserved to the maximum extent possible.
- Construction activities associated with development that could occur in accordance with the proposed Swanston TVSP project would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment.

### **Finding:**

One of the important premises of a transit-oriented development plan is the promotion of a pedestrian friendly environment and a land use pattern that is supportive of transit accessibility and ridership. The higher intensity land use pattern promoted by the proposed Swanston TVSP project should help reduce use of fossil fuels that would otherwise be consumed by automobile trips. It is also possible that new technologies or systems will emerge, or will become more cost-effective or user-friendly, to further reduce the reliance upon nonrenewable natural resources.

The following objectives, achieved in implementing the Swanston TVSP project, are considered to result in the maintenance and enhancement of long-term productivity of the environment:

7. Create transit-oriented, pedestrian-friendly, mixed-use and residential development adjacent to the Sacramento Regional Transit light rail line and Swanston and Royal Oaks light rail stations;
8. Guide future development and revitalization within the area towards land uses that support transit ridership, and provide needed housing, employment opportunities, and neighborhood supporting retail uses;
9. Develop recommendations and guidelines for design and development of land use and infrastructure development within the Swanston Station Transit Village Specific Plan area;
10. Incorporate meaningful community input into every stage of the process by exchanging, sharing ideas and collaborating with interested groups, property owners, individuals, and other agencies active in the Swanston area;
11. Identify the infrastructure needs, cost estimates, phasing, and implementation programs to realize the vision of the Swanston Station Transit Village Specific Plan;

12. Provide transit and neighborhood and community retail near residential development to shorten or reduce the number of vehicle trips;
13. Improve the pedestrian, bicycle, and automobile circulation and access of the Swanston Light Rail Station Area and vicinity;
14. Incorporate urban parks, plazas and open space into the project design in a manner that provides community connectivity;
15. Develop and approve the Swanston Station Transit Village Specific Plan consistent with the City of Sacramento's Smart Growth Principles, the Regional Transit Master Plan, the Transit for Livable Communities Recommendations, the SACOG Blueprint Study, the North Sacramento Redevelopment Plan, and the goals of the North Sacramento 2005-2009 Redevelopment Implementation Plan;
16. Increase office and retail job opportunities in the City and the residential component that accompanies such jobs;
17. Create a safe and comfortable transit village, defined by a mix of uses, responsive to current market conditions, and a bicycle and pedestrian friendly environment;
18. In keeping with the City and the Sacramento region's goals to promote public transit ridership, provide higher-density infill residential development, small neighborhood-serving retail, small- to medium-scale professional office uses, and public open space – all within convenient walking distances of the light rail station;
19. Enhance the City's supply of housing that provides a range of housing opportunities available to residents from a wide range of economic levels; and
20. Bolster/support private investment through investment in public realm.

## **F Project's Contribution of Greenhouse Gas Emissions**

The City of Sacramento has adopted a proactive and comprehensive approach to climate change issues, including adoption of the 2030 General Plan to encourage a pattern of urban development that avoids dispersed residential and employment centers that by their design encourage motor vehicle trips, one of the largest contributors to greenhouse gas emissions. Likewise, the 2030 General Plan calls for strengthening the City's efforts to promote building standards to reduce the carbon footprint of buildings, another of the major contributors. The Swanston Station Transit Village Specific Plan project is consistent with this approach and implements the City's plan to reduce greenhouse gas emissions.

### The 2030 General Plan and the Master Environmental Impact Report

The City Council approved the 2030 General Plan on March 3, 2009. As part of its action, the City Council certified the Master Environmental Impact Report (Master EIR) that evaluated the environmental effects of development that is reasonably anticipated under the 2030 General Plan. The Master EIR includes extensive discussion of the potential effects of greenhouse gas emissions. The Master EIR discussions regarding climate change are incorporated here by reference. See, for example:

Draft EIR: 6.1 Air Quality (Page 6.1-1)

Final EIR: City Climate Change master Response (Page 4-1)

Errata No. 2: Climate Change (Page 12)

The impact of greenhouse gas emissions from human activities, specifically with regard to global climate change, has been acknowledged by the City of Sacramento and others as an inherently cumulative effect. Global climate change occurs, by definition, on a global basis. Greenhouse gases remain in the atmosphere for extended periods, and combine with GHG emissions from other areas of the globe, thus creating an inherently cumulative impact.

The 2030 General Plan and Master EIR recognized these unique aspects of the problem. The Master EIR acknowledges that the greenhouse gas emissions resulting from development that would be consistent with the 2030 General Plan would be cumulatively considerable, and significant and unavoidable. See Errata 2, February 23, 2009.

In addition, at City Council direction staff reviewed the various policies and implementation programs in the 2030 General Plan that could mitigate greenhouse gas emissions, and determined that a number of these policies could be revised. A list of such policies, and the changes that were made to respond to the continuing discussion of climate change, were included as part of the Mitigation Monitoring Plan that implemented mitigation identified in the Master EIR.

The effects of the 2030 General Plan promote denser urban development within the current City territorial limits to accommodate population growth, which will reduce growth pressures and sprawl in outlying areas. While total greenhouse gas emissions within the General Plan policy area may increase over time due to growth in population in the region, this increase is less than what would have occurred if the 2030 General Plan were not adopted and development of more land in outlying areas had been permitted under the 1988 General Plan. Adoption of the 2030 General Plan put these key strategies in place immediately and has begun to shape development as well as the activities of day-to-day living and move the City and the region toward a more sustainable future.

Because the actual effectiveness of all the feasible policies and programs included in the 2030 General Plan that avoid, minimize, or reduce greenhouse gas could not be quantified, the impact was identified in the Master EIR as a significant and unavoidable cumulative impact.

#### General Plan Consistency of the Swanston Station Transit Village Specific Plan Project

The Swanston Station Transit Village Specific Plan promotes several city policies including: Smart Growth, Infill, the City's Strategic Plan, and the Budget/Capital Improvement Program by increasing development opportunities adjacent to a light rail station; creating policy and vision for the redevelopment of a blighted and underutilized

area; encouraging compact, higher density development with a mix of land uses; utilizing existing infrastructure; and refining development guidelines to support mobility and promote pedestrian and bicycle activity.

The following are key Sacramento 2030 General Plan policies furthered by the approval of the Swanston Station Transit Village Specific Plan:

The City shall manage the use of transportation right-of-ways by all travel modes, consistent with the goal to provide Complete Streets, as described in Goal M 4.2. (M 1.1.1 Right-of-Ways)

The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions. (M 1.2.1 Multimodal Choices)

The City shall promote the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, and tourist attractions. (M 1.2.3 Multimodal Access)

The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks. (M 1.3.3 Eliminate Gaps)

The City shall remove barriers, where feasible, to allow people of all abilities to have access within and among infrastructure serving the community. (M 1.3.4 Barrier Removal for Accessibility)

The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets. (M 1.3.5 Connections to Transit Stations)

The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. (M 2.1.4 Cohesive Network)

The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks. (M 2.1.6 Building Design)

The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors including seniors, the disabled, and transit-dependent persons. The City shall enhance bicycle and pedestrian access to stations. (M 3.1.1 Transit for All)

The City shall evaluate and strive to balance impacts to the community and the environment with economic development goals when adding or modifying roads and bridges. (M 4.1.2 Balancing Community Impacts with Economic Development Goals)

The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. (M 4.2.4 Pedestrian and Bicycle Facilities on Bridges)

The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways. (M 5.1.2 Appropriate Bikeway Facilities)

The City shall develop safe and convenient bikeways that reduce conflicts between bicyclists and motor vehicles on streets, and bicyclists and pedestrians on multi-use trails and sidewalks. (M 5.1.4 Motorists, Bicyclists, and Pedestrian Conflicts)

In addition to determining consistency with the Land Use and Urban Form Diagram, goals and policies of the General Plan's ten elements are relevant.

*Land Use and Urban Design Element:*

LU 5 Traditional Center Urban Form Guidelines (2030 General Plan, Page 2-68)

While the guidelines are not goals or policies, and are not mandatory or binding on the applicant, they do express the City's desired urban form vision. For Traditional Centers, the guidelines call for:

1. small, rectangular blocks;
2. small, narrow lots providing a fine-grained development pattern;
3. building heights ranging from one to four stories;
4. lot coverage not exceeding 80 percent;
5. buildings sited at or near the sidewalk and typically abutting one another with limited side yard setbacks;
6. building entrances set at the sidewalk;
7. rear alleys and secondary streets providing service access to reduce the need for driveways and curb cuts on the primary street;
8. parking provided on-street as well as in...lots at the side or rear of structures;
9. transparent building frontages with pedestrian-scaled articulation and detailing;
10. moderately wide side sidewalks;
11. public streetscapes serving as the center's primary open space, complemented by outdoor seating, plazas, courtyards, and sidewalk dining areas.

These guidelines provide the staff and applicant with guidance regarding project design, and support the City's identified goal of encouraging development by providing specific and enforceable standards for development.

LU 5 Traditional Centers Goals and Policies

Policy LU 5.3.1 Development Standards. The City shall continue to support development and operation of centers in traditional neighborhoods by providing flexibility in development standards, consistent with public health and safety, in response to constraints inherent in retrofitting older structures and in creating infill development in established neighborhoods.

*Mobility Element:*

The following goals and policies are relevant to the design of the Swanston Station Specific Plan project. They primarily relate to the design of public and private streets and the desired relationships among buildings, streets and parking facilities.

Policy M 1.3.1 Grid Network. The City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that provides for a well-connected, walkable community, preferably as a grid or modified grid.

Policy M 1.3.2 Private Complete Streets. The City shall require large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing roadway system.

Policy M 2.1.3 Streetscape Design. The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.

Policy M 2.1.4 Cohesive Network. The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel.

Policy M 2.1.5 Continuous Network. The City shall provide a continuous pedestrian network in existing and new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles.

Policy M 2.1.6 Building Design. The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks.

Policy M 2.1.7 Parking Facility Design. The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access, including clearly defined corridors and walkways connecting parking areas with buildings.

Policy M 2.1.8 Housing and Destination Connections. The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, schools, parks, and shopping centers.

Policy M 3.1.12 Direct Access to Stations. The City shall ensure that projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible.

Goal M 4.3 Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management techniques, while recognizing the City's desire to provide a grid system that creates a high level of connectivity.

Policy M 4.3.1 Neighborhood Traffic Management. The City shall continue wherever possible to design streets and approve development applications in such a manner as to reduce high traffic flows and parking problems within residential neighborhoods.

M 5.1.8 Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways.

Buildings constructed as part of the project would be required to comply with current California building codes that enforce energy efficiency.

The City of Sacramento has adopted an approach that seeks to implement community development principles that encourage pedestrian-friendly, multi-use development that reduces vehicle miles travelled. The various goals and policies applicable to the project through the 2030 General Plan provides just such a framework, and are effective tools to mitigate climate change through reduction of greenhouse gas emissions. These goals and policies have accurately been described in the Master EIR as mitigation for such effects.

The City has acknowledged that the sum of greenhouse gas emissions that could be generated by development under the 2030 General Plan would be cumulatively considerable, and has identified the goals and policies under the 2030 General Plan as the primary vehicle to mitigating such impacts. This programmatic approach achieves reductions in the two main emitting categories: motor vehicle emissions and energy used in buildings. By adopting measures that are applicable community-wide, the City has implemented a reduction strategy that is fair and can be implemented with confidence that emission reductions will actually occur.

The City has identified greenhouse gas reductions goals as stated in AB 32 and other State guidance as relevant to the impact analysis. This is consistent with guidance provided by the Sacramento Metropolitan Air Quality Management District (SMAQMD). In its CEQA Guide, December 2009, the District suggests that local agencies properly consider adopting a threshold that considers whether an individual project's GHG emissions would substantially hinder the State's ability to attain the goals identified in AB 32. (CEQA Guide, page 6-11)

The Master EIR concluded that greenhouse gas emissions that could be emitted by development that is consistent with the 2030 General Plan would be cumulatively considerable and unavoidable (Errata No. 2, Page 12). The Master EIR includes a full analysis of greenhouse gas emissions and climate change, and adequately addresses these issues.

The project is consistent with the City's goals and policies as set forth in the 2030 General Plan and Master EIR relating to reduction of greenhouse gas emissions. The project would not impede the City's efforts to comply with AB32 requirements. The project would not have any significant additional environmental effects relating to greenhouse gas emissions or climate change.

### **G. Project Alternatives.**

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

#### **Alternatives Considered and Dismissed from Further Consideration:**

##### **ALTERNATIVE TO AVOID OR SUBSTANTIALLY REDUCE AIR EMISSIONS IMPACT**

#### **Finding:**

The following facts support the rejection of this alternative as infeasible:

1. Ozone precursor emissions are primarily a function of the automobile trips that would be generated by the development that could occur in response to the proposed Swanston TVSP project. New development that could occur in the Swanston TVSP project area would result in about 370 pounds per day of reactive organic gases and about 190 pounds per day of nitrogen oxides, the two key ozone precursor pollutants. The SMAQMD has established a significance threshold of 65 pounds per day for each pollutant.
2. In order to attain the significance threshold, the full development potential of the Swanston TVSP project would need to be limited to about 460 units and 90,000 square feet of commercial space. This level of development would be approximately an 80 percent reduction to the development potential identified for the Swanston TVSP project area and would not achieve the project objectives of creating a vibrant, mixed use, higher intensity community that would be supportive of transit.
3. The resulting residential density would be less than 4 dwelling units per acre, which would be characteristic of a single family subdivision and not a higher density transit-oriented development.
4. The SMAQMD's Guide to Air Quality Assessment requires that projects that exceed the emissions standards for ozone precursors prepare an Air Quality Management Plan that seeks to attain a 15 percent reduction in emissions. Assuming a 15 percent reduction would be considered a "substantial lessening" of the significant and unavoidable air quality impact of the proposed Swanston TVSP project, an

alternative that reduced the development potential of the proposed Swanston TVSP project by 15 percent would be a reasonable alternative under CEQA.

5. This reduced sized alternative would consist of about 2,200 new dwelling units and 430,000 square feet of commercial space. The resulting residential density would be about 18 dwelling units per acre, which would be similar to the recently built higher density projects in the Strategic Plan area.
6. However, a goal of the Specific Plan is to revitalize the Swanston TVSP project area into an active, mixed use transit village, and the Specific Plan seeks to achieve this, in part, by redesignating the project area with the Residential Mixed Use and Mixed Use land use designations. Both of these land use designations specify a minimum residential density of 22 dwelling units per net acre. This alternative that would substantially reduce the significant air quality impacts would thus fail to achieve the City's goal of creating a transit village at the desired densities. In fact, the proposed Swanston TVSP project was formulated after extensive community workshops to attain the minimum residential density for a transit village using the proposed land use designations.
7. As a result, this reduced size alternative was considered but rejected because it would not meet the project objectives, and would not be consistent with the lengthy community meetings and discussions that led to the proposed Swanston TVSP project.

#### ALTERNATIVE TO AVOID OR SUBSTANTIALLY REDUCE CONSTRUCTION VIBRATION IMPACT

##### **Finding:**

The following facts support the rejection of this alternative as infeasible:

- The need to pile drive is a function of a site's soil conditions, the underlying soil and groundwater conditions, and the size of the building. The ground-borne vibration impacts would be temporary and could occur with new development under any other plan alternative – even one involving substantially less development potential.
- Crafting an alternative to substantially lessen a short-term construction impact would involve considering other construction techniques and might make sense for a specific development project, but for a project that serves as a long-term road map for revitalizing and transforming a community, such alternatives would not be appropriate.

#### **Alternatives Studied During the Planning Process**

##### **Finding:**

The following facts support the rejection of this group of alternatives as infeasible:

- A series of community meetings and visioning workshops were held to solicit public involvement in the design of the Swanston TVSP project area. At these meetings,

members of the community participated in a hands-on design charette and discussed the merits of different land uses and development intensities that would be supportive of the above goals. The planning team formulated several alternative land use concept plans to test the advantages and disadvantages of each.

- These alternatives were evaluated for their consistency with pending or foreseeable development applications before the City, their circulation and environmental effects, their ability to support the community's vision for the area, and their responsiveness to anticipated market conditions. Based on these assessments, the community identified a preferred land use scheme and the City directed MIG to develop the supporting policies and implementation strategies to revitalize the Swanston TVSP project area.
- Specifically, two land use schemes, the "Medium Intensity Alternative" and the "Higher Intensity Alternative" were developed based on the general ideas and land use designations from the design charette and community workshops. These alternatives are similar to the proposed Swanston TVSP project in that the basic land use pattern, open space and circulation improvements, utility upgrades, and design guidelines were virtually the same under all future scenarios.
- However, the alternatives studied during the planning process are different than the proposed Swanston TVSP project in their proposed land use densities and scale of development. Both the Medium Intensity Alternative and the Higher Intensity Alternative result in greater population and employment than identified for the proposed Specific Plan. As such, neither of these alternatives would substantially reduce the significant impacts identified for the proposed Swanston TVSP.

### **Summary of Alternatives Considered**

The EIR analyzed only one alternative, the No Project alternative. During the planning process to arrive at the proposed Project, a number of other alternatives were reviewed to provide the community with options regarding development in the project area. Those alternatives were evaluated in technical background reports for potential environmental issues, as well as potential policy conflicts. Based on the evaluations, those alternatives were rejected. Two land use schemes were developed during this process; however, they would result in greater population and employment than identified for the Project. As such, neither alternative would substantially reduce the significant impacts identified for the Project, and therefore, would not qualify as CEQA alternatives.

### **No Project/No Development Alternative**

The "No Project" Alternative is defined by a continuation of the General Plan land use designations and recommendations that were in effect at the time that the Swanston TVSP project was initiated. The City has since updated its General Plan (adopted March 2009). The prior plan that was used to formulate the No Project Alternatives anticipated buildout of the land use designations by 2025. The project area is currently designated for a mix of commercial, office, industrial, residential, and parks/open space land uses. The existing-General Plan land use designations for the Swanston TVSP

project area anticipate that the area would be developed largely for employment-based uses, primarily heavy commercial and warehousing west of the tracks and regional commercial and offices east of the tracks. According to the existing land use designations, the theoretical maximum development that could occur in the project area would result in 2,275 dwelling units and nearly 2.3 million square feet of commercial and industrial floor area. This total is a theoretical calculation based on the current land use designations and assumptions about the potential floor area ratios that would apply.<sup>1</sup>

## FACTS IN SUPPORT OF FINDING OF INFEASIBILITY

### Finding:

The following facts support the rejection of this alternative as having greater impacts than the proposed project and being less supportive of the project objectives:

- *Aesthetics.* The proposed Swanston TVSP project includes Design Guidelines to guide future development. The No Project Alternative would not include these aesthetic guidelines; however, a portion of the Swanston TVSP project area west of the UP tracks is located within the North Sacramento Design Review District. While the City's design review districts ensure that new development and redevelopment blend appropriately with the existing neighborhood, the No Project Alternative would not benefit from the additional guidelines and standards articulated in the proposed Design Guidelines of the Swanston TVSP project. These guidelines would create a new image for the project area. This new direction would not occur under the No Project Alternative.
- *Air Quality.* The Swanston TVSP project is a transit-oriented development plan aimed at reducing traffic and thus air emissions. Development that could occur under the proposed Swanston TVSP would affect about 71 percent of the parcels in the Swanston TVSP project area. The No Project Alternative would retain existing zoning districts and thus would not result in the revitalization and changes envisioned by the Swanston TVSP project. Under both alternatives, the Sacramento Metropolitan Air Quality Management District's recommended mitigation measures to address particulate matter would be applicable and reduce impacts to less than significant.

With respect to long-term operational air quality impacts, the No Project Alternative would not include traffic reduction measures like the Swanston TVSP project, which includes traffic-calming measures on project area streets and emphasis on pedestrian and bicycle circulation and linkages to the Swanston Light Rail Station. In addition, the No Project Alternative would not take advantage of the regional mobility afforded by the Swanston Light Rail Station nor would it provide the neighborhood-serving retail uses that can further reduce trips on the local roadways (and, hence, air emissions). As a result, future traffic volumes at representative

---

<sup>1</sup> This theoretical buildout assumes that all land within the plan area is developed or redeveloped to the maximum density allowed by the General Plan and does not take into consideration existing uses.

locations throughout the Swanston TVSP project area would be greater under the No Project Alternative than under the proposed Swanston TVSP project. Accordingly, the No Project Alternative would result in greater air emissions than the Swanston TVSP project; this would be a significant and unavoidable impact for emissions of ozone precursors.

- *Hazardous Materials.* The proposed Swanston TVSP project would allow the conversion of industrial land uses in the project area to residential and commercial uses. These new land uses would be expected to use less hazardous materials than the existing industrial uses. As a result, the potential for accidental releases of hazardous materials would be expected to diminish under the proposed Swanston TVSP project, compared to the No Project Alternative, which would continue the current industrial land use pattern. Since industrial uses are more likely to involve the handling of hazardous materials, the No Project Alternative would result in a greater potential for routine or accidental exposure to hazardous materials. As described in Section 6.6, Hazardous Materials, a number of local, state, and federal regulations are in place to control, monitor, and respond to hazardous materials incidents. As a result, even though the No Project Alternative would involve more industrial activity within the project area than the proposed Swanston TVSP project, the potential for significant hazardous materials would still be considered less than significant because of the regulatory framework.
- *Hydrology and Water Quality.* The proposed Swanston TVSP project designates more acreage for open space than the No Project Alternative. Since the No Project Alternative would have less open space and, thus, more impervious surfaces than the proposed Swanston TVSP project, the No Project Alternative would be expected to have greater stormwater runoff volumes. As noted in Section 6.10, Utilities, localized flooding occurs during major storm events because of undersized storm drains in the Swanston TVSP project area and in downstream areas. The City is aware of these capacity problems and proposed upgrades would be equally applicable under both the No Project Alternative and the proposed Swanston TVSP project. Under both alternatives, the improvements, including a City-recommended stormwater detention basin or on-site detention facilities, would be funded through the City's Capital Improvement Program, special financing mechanisms, or developers, if required by the City.

While storm drainage and capacity constraints would be corrected, the stormwater pollutant characteristics would gradually change under the proposed Swanston TVSP project from industrial to residential and commercial uses. Under the No Project Alternative, constituents in the stormwater would continue to exhibit higher concentrations of metals, solids, oils, and grease, compared to the proposed Swanston TVSP project. The pollutants associated with industrial land uses can pose a potential for greater degradation of receiving water quality than for residential and commercial land uses. However, both alternatives would be required to follow applicable federal, state, and local regulations to implement best management practices to avoid adverse effects on receiving waters and result in less-than-significant water quality impacts.

- *Noise.* The proposed Swanston TVSP project is a transit-oriented development plan which reduces vehicular traffic and associated noise impacts. As shown in Section 6.8, Noise, of the Draft EIR, future traffic volumes and noise levels at representative locations throughout the Swanston TVSP project area would be less under the proposed Swanston TVSP project than under the No Project Alternative. Under both alternatives, however, the noise impacts from vehicular traffic associated with future land uses would be less than significant. The No Project Alternative retains more industrial land uses than the proposed Swanston TVSP project. Thus, development under the No Project Alternative would be expected to have higher noise levels due to truck activity and loading/unloading activities than the residential and commercial development that could occur under the proposed Specific Plan. Within areas that are predominantly industrial or commercial in character, these types of activities would not be expected to result in a noise impact; however, if such uses are near existing or proposed residential uses, there could be adverse but mitigable noise impacts. Project-specific review as development in accordance with the No Project Alternative occurs would ensure land use noise compatibility and compliance with the City's Municipal Code noise standards and General Plan noise policies should reduce such impacts to less than significant.
- *Transportation.* The proposed project is a transit-oriented development plan which could reduce vehicular traffic throughout the Swanston TVSP project area. As described in Section 6.11, Transportation, of the Draft EIR, the total number of vehicular trips would be less under the proposed Swanston TVSP project than under the No Project Alternative. The future No Project conditions, described as the "baseline conditions" in the Year 2025 show four intersections, three roadway segments, and nine freeway on- or off-ramps that would operate at unacceptable levels. Thus, the No Project Alternative would be expected to result in significant traffic impacts, unless mitigated. Notably, the No Project Alternative would not promote use of the Swanston and Royal Oaks Light Rail Stations, would not foster a walkable, pedestrian-oriented community around the light rail stations, and would not encourage bicycle circulation through the Swanston TVSP project area and beyond. By contrast, the proposed Swanston TVSP project would have beneficial effects on pedestrian and bicycle circulation in the project area.
- *Project Objectives.* The opportunities to create a new image for the area and to promote revitalization of the area as a mixed use, transit village would not be possible under a scenario with the existing General Plan land use designations and zoning.

#### **H. Statement of Overriding Considerations:**

Pursuant to Guidelines section 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in Sections 5.0 through 5.6. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the

Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

### **Statement of Overriding Considerations:**

The Swanston Station Transit Village Specific Plan satisfies citywide and regional goals:

- The Specific Plan would be consistent with, and help implement, the City's Smart Growth Principles, the Regional Transit Master Plan, the Transit for Livable Communities Recommendations, the SACOG Blueprint Study, the North Sacramento Redevelopment Plan, and the North Sacramento 2005-2009 Redevelopment Implementation Plan.
- The Specific Plan fulfills the City and the Sacramento region's goals to promote public transit ridership, provide higher-density infill residential development, small neighborhood-serving retail, small- to medium-scale professional office uses, and public open space – all within convenient walking distances of the light rail station.

The Swanston Station Transit Village Specific Plan reflects the desires of the local community:

- The Specific Plan has incorporated meaningful community input into every stage of the process by exchanging, sharing ideas, and collaborating with interested groups, property owners, individuals, and other agencies active in the Swanston area.
- The Specific Plan is based on a series of community meetings and visioning workshops that were held to solicit public involvement in the design of the Swanston TVSP project area. At these meetings, members of the community participated in a hands-on design charette and discussed the merits of different land uses and development intensities that would be supportive of the identified goals. The plan reflects the preferred land use scheme selected by the community to revitalize the Swanston TVSP project area.

The Swanston Station Transit Village Specific Plan creates an integrated, sustainable community:

- The Specific Plan creates a transit-oriented, pedestrian-friendly, mixed use and residential development adjacent to the Sacramento Regional Transit light rail line and Swanston and Royal Oaks light rail stations.
- The Specific Plan guides future development and revitalization within the area towards land uses that support transit ridership, and provide needed housing, employment opportunities, and neighborhood supporting retail uses.
- The Specific Plan incorporates urban parks, plazas and open space into the project in a manner that provides community connectivity.

The Swanston Station Transit Village Specific Plan supports economic revitalization of the community:

- The Specific Plan bolsters/supports private investment through investment in the public realm.
- The Specific Plan creates a transit village, defined by a mix of uses that is responsive to current market conditions.
- The Specific Plan increases office and retail job opportunities in the City and the residential component that accompanies such jobs.
- The Specific Plan enhances the City's supply of housing that provides a range of housing opportunities available to residents from a wide range of economic levels.
- The Specific Plan identifies the infrastructure needs, cost estimates, phasing, and implementation programs to realize the plan's vision.

The Swanston Station Transit Village Specific Plan supports alternative modes of travel:

- The Specific Plan promotes transit-oriented development adjacent to the Swanston and Royal Oaks light rail stations.
- The Specific Plan guides future development and revitalization within the area towards land uses that support transit ridership.
- The Specific Plan provides transit and neighborhood and community retail near residential development to shorten or reduce the number of vehicle trips.
- The Specific Plan improves the pedestrian, bicycle, and automobile circulation and access of the Swanston Light Rail Station area and vicinity.

Exhibit A

**Final Environmental Impact Report and Mitigation Monitoring Program**

# Swanston Station Transit Village Specific Plan Final Environmental Impact

**SCH # 2007062130**

*Prepared for:*

**City of Sacramento**

August 2009

---

# **Swanston Station Transit Village Specific Plan Final Environmental Impact Report**

**SCH # 2007062130**

---

*Prepared for:*

**City of Sacramento**  
Environmental Planning Services  
Community Development Department  
300 Richards Boulevard  
Sacramento, CA 95811

*Prepared by:*

**PBS&J**  
1200 2<sup>nd</sup> Street  
Sacramento, CA 95814

and

**City of Sacramento**

August 2009

---

# Table of Contents

<b>CHAPTER 1</b>	<b>INTRODUCTION</b>	
1.1	Purpose of this Document	1-1
1.2	Summary of the Proposed Project	1-1
1.3	Document Organization	1-3
1.4	Public Participation and Review	1-4
<b>CHAPTER 2</b>	<b>INDEX TO COMMENTS AND RESPONSES</b>	2-1
<b>CHAPTER 3</b>	<b>CHANGES TO THE DRAFT EIR</b>	
3.1	Introduction	3-1
3.2	Draft EIR Revisions and Errata	3-1
<b>CHAPTER 4</b>	<b>RESPONSES TO COMMENTS ON THE DRAFT EIR</b>	
4.1	Introduction	4-1
4.2	Responses to Comments	4-1
	Matthew G. Darrow, County of Sacramento, Department of Transportation	
	Elizabeth Obon, Sacramento Regional county Sanitation District	
	Keith G. Wagner, Sacramento Audubon Society	
	Nancy Bosley	
	Terry Roberts, Governor’s Office of Planning and Research	
<b>CHAPTER 5</b>	<b>MITIGATION MONITORING PLAN</b>	5-1

# **CHAPTER 1      INTRODUCTION**

# Chapter 1

## Introduction

---

### 1.1 PURPOSE OF THIS DOCUMENT

---

This document includes all agency and public comments received on the Draft Environmental Impact Report (Draft EIR) for the proposed Swanston Station Transit Village Specific Plan (proposed project). Written comments were received by the City of Sacramento during the public comment period held from February 23, 2009 to April 24, 2009. This document includes written responses to substantive comments received on the adequacy of the Draft EIR. The responses correct, clarify, and amplify text in the Draft EIR, as appropriate. These changes do not alter the conclusions of the Draft EIR.

This document also provides revisions to the Draft EIR made in response to comments, staff review, and/or changes to the proposed project.

This Final EIR document has been prepared in accordance with the California Environmental Quality Act (CEQA) and together with the Draft EIR (and Appendices) constitutes the EIR for the proposed project.

---

### 1.2 SUMMARY OF THE PROPOSED PROJECT

---

#### Project Overview

---

The project proposes adoption and implementation of the proposed Swanston Station Transit Village Specific Plan (proposed Swanston TVSP project) and approval of related entitlements. The proposed project is a long-range urban design and implementation plan that guides public and private improvements in the Swanston TVSP project area over the next 20-25 years and beyond. At the heart of the specific plan area is the Swanston Light Rail Station along the Sacramento Regional Transit District's Northeast Corridor. The Swanston TVSP project area is roughly bounded by El Camino Avenue on the north, Arden Way on the south, and the Capital City Freeway (Business 80) on the east. Beaumont and Erickson Streets define the western edge of the Swanston TVSP project area. The proposed Swanston TVSP project addresses land use, traffic and circulation, infrastructure, financing strategies, and implementation measures that are needed to support the vision for future development and investment in the Swanston TVSP project area.

The Swanston TVSP proposes new land use designations and zoning for the project area. The City of Sacramento approved the 2030 General Plan subsequent to the preparation and public review of the Draft EIR for the Swanston Station Transit Village Specific Plan. Because the General Plan update was underway concurrently with the Swanston TVSP, the General Plan designations within the project area are varied and reflect the mixture of uses recommended in the Swanston TVSP. In general, the new

General Plan land use designations accommodate the uses and intensities proposed in the Swanston TVSP.

The proposed Swanston TVSP project area is divided into two areas. The smaller area, the Strategic Plan area, is expected to develop first, with planned buildout for this area occurring around 2025. The remainder of the Swanston TVSP area, the Long-Term Plan area, is expected to develop after 2025. Because this project is a specific plan, the analyses include assumptions about the level of development that could occur within these respective areas. Development within the Strategic Plan area is based on the development assumptions derived in a market analysis prepared for the Swanston Station Specific Plan. For the Long-Term Plan area, the assumptions are based on the proposed land uses and the amount of development that would be allowed, based on the proposed zoning.

### **Project Approval**

---

This Environmental Impact Report (EIR) has been prepared to assess the potential environmental impacts associated with construction and implementation of the proposed project in accordance with the principles, goals, and policies set forth in the Specific Plan. As required under the CEQA, the Draft EIR evaluates and describes potentially significant environmental impacts, identifies mitigation measures to avoid or reduce the significance of potential impacts, and evaluates the comparative effects of potentially feasible alternatives to the proposed Specific Plan.

Project approval requires the City of Sacramento to approve the proposed project and to issue required City permits or affirm compliance with other agency requirements. Below are summarized the discretionary actions sought by the project applicant for the Swanston TVSP project that the City of Sacramento will consider during its review. The City actions associated with the approval of this project are:

- certification of an EIR pursuant to the California Environmental Quality Act and associated Guidelines;
- adoption of findings of fact and statement of overriding considerations;
- adoption of a Mitigation Monitoring Plan;
- adoption of the Swanston Station Specific Plan;
- approval of a General Plan Amendment designating property within the Specific Plan area as Residential Mixed Use (46.5± gross acre.) and Mixed Use. (187± gross acre);
- approval of a zoning amendment to rezone certain property within the Specific Plan area to Residential Mixed Use Transit Overlay (RMX [TO]) or General Commercial Transit Overlay (C-2 [TO]).
- approval of amendments to Chapter 17.178 Transit Overlay Zone relating to Specific Plan area setbacks.

In addition to the approvals required from the City of Sacramento, development of the proposed project would require entitlements, approvals, and permits from other local and state agencies. Such other project approvals may include, but are not limited to the following:

- California Air Resources Board,
- Sacramento Air Quality Management District,
- State Water Resources Control Board,
- Central Valley Regional Water Quality Control Board, and
- Sacramento Housing and Redevelopment Agency.

In addition to the above agencies, the California Department of Fish and Game has been identified as a trustee agency with potential jurisdiction over the proposed Swanston TVSP project. The U.S. Army Corps of Engineers (Corps) may also have permitting authority over a drainage that potentially could be a wetland in the Swanston TVSP project area.

---

### 1.3 DOCUMENT ORGANIZATION

---

The Final EIR is organized as follows:

**Chapter 1 – Introduction:** This chapter summarizes the project under consideration and describes the contents of the Final EIR.

**Chapter 2 – Index to Comments and Responses:** This chapter provides an index of all of the comments received on the Draft EIR and where responses to each of the comments can be found within the Final EIR. This chapter also contains a list of all of the agencies or persons who submitted comments on the Draft EIR during the public review period, ordered by date.

**Chapter 3 – Changes to the Draft EIR Text and Figures:** This chapter summarizes the text changes to the Draft EIR. These revisions are in response to comments made on the Draft EIR and staff-initiated text changes. Changes in this chapter also acknowledge that the City has adopted a new General Plan and that prior information contained in the Draft EIR specifically related to consistency with plan policies and the No Project Alternatives are no longer relevant. Changes to the text of the Draft EIR are shown by either a line through the text that has been deleted or underlining where new text has been inserted. The revisions contain clarification, amplification, and corrections that have been identified since publication of the Draft EIR. The text revisions do not result in substantive changes in the analysis and conclusions presented in the Draft EIR.

**Chapter 4 – Comment Letters and Responses to Comments:** This chapter contains the comment letters received on the Draft EIR. Each comment letter is presented with brackets indicating how the letter has been divided into individual comments. Each comment is given a binomial with the letter number appearing first, followed by the comment number. For example, comments in Letter 1 are

numbered 1-1, 1-2, 1-3, and so on. Following each bracketed letter are the responses to that comment letter.

---

## **1.4 PUBLIC PARTICIPATION AND REVIEW**

---

The City of Sacramento notified all responsible and trustee agencies and interested groups, organizations, and individuals that the Draft EIR on the proposed project was available for review. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

- A Notice of Preparation (NOP) for an EIR was filed with the State Clearinghouse on June 29, 2007. The 30-day public review comment period for the NOP ended on July 30, 2007.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on February 18, 2009. An official 45-day public review period for the Draft EIR was established by the State Clearinghouse, ending on April 24, 2009 and a Notice of Availability (NOA) was distributed to interested groups, organizations, and individuals.

## **CHAPTER 2      INDEX TO COMMENTS AND RESPONSES**

## Chapter 2

# Index to Comments and Responses

---

Six comment letters addressing the Draft EIR were received. Each written comment letter has been assigned a letter number and a comment number which corresponds with the specific issue identified in the letters (Comment 2.3 refers to the third comment identified in Comment Letter #2 as identified in the list of commenters).

The City prepared responses addressing all comments relating to each substantive issue. Each of these responses provides some background regarding the specific issue, how the issue was addressed in the Draft EIR, and additional clarification and explanation as appropriate in response to the concerns raised in the comments. An index is included below to assist the commenter in determining where the response to his or her specific comment is located in Chapter 4.

1. Matthew G. Darrow, Sacramento County Department of Transportation
2. Elizabeth Obon, Sacramento Regional County Sanitation District
3. Keith G. Wagner, Sacramento Audubon Society
4. Moses Stites, California Public Utilities Commission
5. Nancy Bosley
6. Terry Roberts, Governor's Office of Planning and Research

## **CHAPTER 3      CHANGES TO THE DRAFT EIR**

# Chapter 3

## Changes to the Draft EIR

---

### 3.1 INTRODUCTION

---

This chapter presents minor corrections and revisions made to the Draft EIR initiated by the public, staff, and/or consultants based on their on-going review. New text is indicated in underline and text to be deleted is reflected by a ~~strike through~~. Text changes are presented in the page order in which they appear in the Draft EIR.

The changes identified below are clarifications or amplification of the information and analysis contained in the Draft EIR. None of the changes identified below results in a significant impact that was not already identified in the Draft EIR. Furthermore, none of the impacts identified in the Draft EIR were found to be substantially more severe as the result of the following revisions. For these reasons, recirculation of the Draft EIR is not warranted.

---

### 3.2 DRAFT EIR REVISIONS

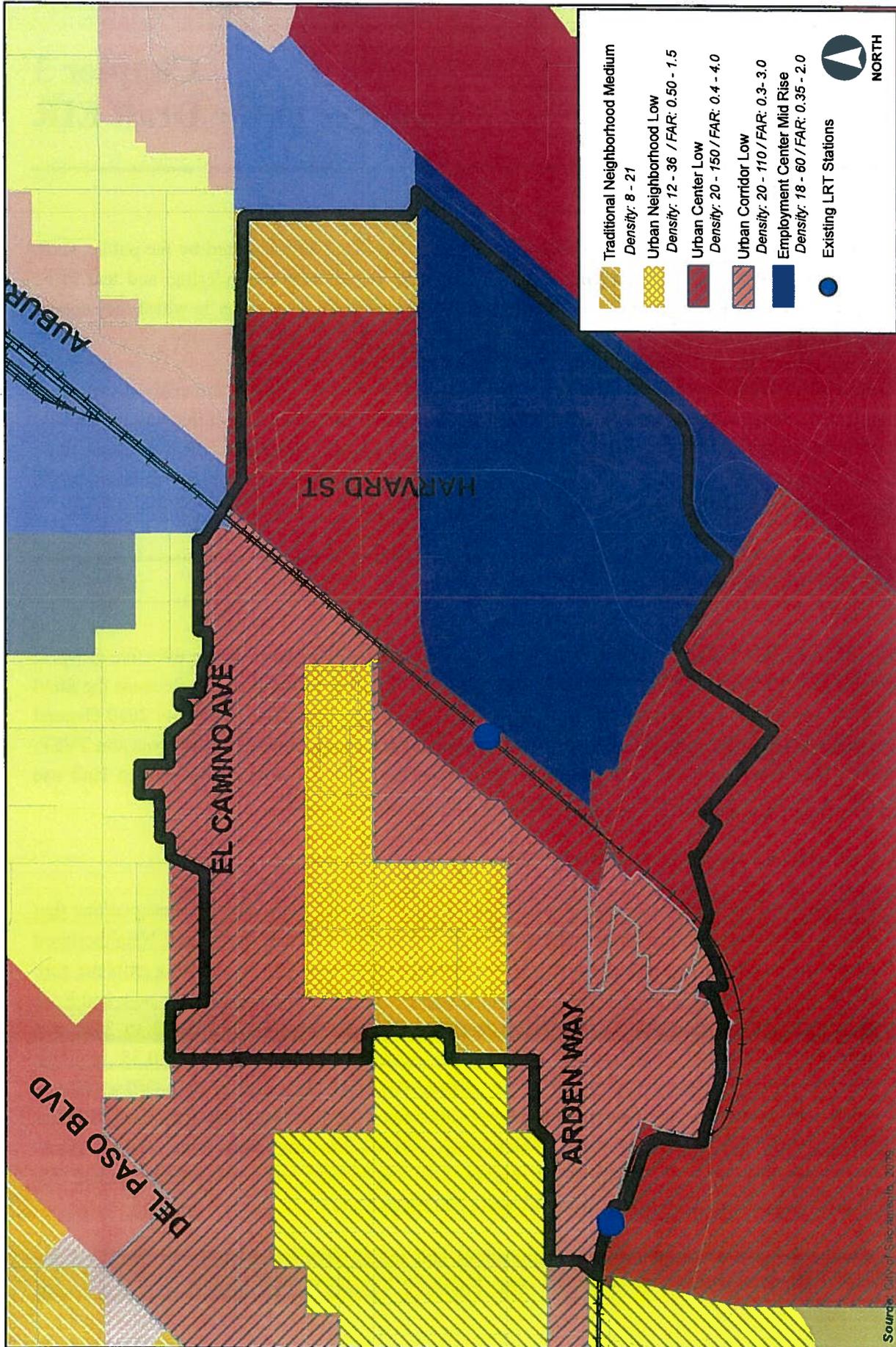
---

The City Council approved the 2030 General Plan in March 2009, and the Plan became effective in April. The analysis in the Swanston TVSP Draft EIR was based on the 1988 General Plan. Because the 2030 General Plan was underway concurrently with the processing of the Swanston TVSP, the 2030 General Plan designations within the project area reflect the mixture of land uses proposed in the Swanston TVSP. As a result, the proposal in the Draft EIR for the Swanston TVSP to amend project area land use designations to Residential Mixed Use and Mixed Use are no longer relevant.

Page 2-4, paragraphs 1 and 2 are revised as follows:

As illustrated in Figure 2-3, the City of Sacramento's General Plan land use designations that became effective April 2009 for the Swanston TVSP project area are Traditional Neighborhood Medium (8-21 dwelling units per acre); Urban Neighborhood Low (12-36 dwelling units per acre and FAR of 0.5-1.5); Urban Center Low, which permits 20-150 dwelling units per acre and FAR of 0.4-4.0; Urban Corridor Low (20-110 dwelling units per acre and FAR 0.3 to 3.0); and Employment Center Mid-Rise (18-60 dwelling units per acre and FAR 0.35 to 2.0). ~~Commerce/Neighborhood Commercial and Office, Regional Commercial and Office, Heavy Commercial/Warehouse, Industrial Employee Intensive, Low Density Residential, Medium Density Residential, Parks Recreation Open Space, Special Planning District, and Public/Quasi-Public Miscellaneous.~~ As shown in Figure 2-4, the project area is currently zoned for commercial, office, industrial, residential, and open space uses.

~~While~~ The above lists of land use designations and zoning districts suggest a diverse land use mix within the Swanston TVSP project area., Figures 2-3 shows that the land use designations are



Source: City of Sacramento, 2009

FIGURE 2-3

**Existing General Plan Land Use Designations**



D51145.00

similar to those proposed by the Swanston TVSP, because the General Plan update and the Swanston TVSP preparation occurred concurrently. and Figure 2-4 shows the area to be ~~planned and~~-zoned predominantly for heavy commercial and manufacturing type uses, with general commercial uses primarily along El Camino Avenue; and residential areas concentrated in the western portion of the project area along Dixieanne Avenue and in the eastern portion between El Camino Avenue and Silica Avenue.

Page 2-26, paragraph 2, sentence 4 is revised as follows:

The SRWTP currently has a permitted capacity of 181 million gallons per day (mgd), with flows of approximately 155 mgd. Development that could occur within the Strategic Plan area would generate a net increase of 0.07 mgd of dry weather flows. The SRWTP has adequate capacity to serve the full project Swanston TVSP project development.

Pages 4-2, 4-4, and 4-7 regarding the City of Sacramento General Plan are deleted and replaced by the following text that reflects the 2030 General Plan that was adopted in March 2009 and became effective in April 2009.

### **City of Sacramento General Plan**

---

The land use goals and policies from the General Plan that are applicable to the Swanston Station Transit Village Specific Plan are listed below.

Goal LU2.1 City of Neighborhoods. Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community's needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.

#### **Policies**

LU 2.1.6 Neighborhood Enhancement. The City shall promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively (e.g., architectural design) to existing neighborhoods and surrounding areas. (RDR)

Goal LU2.5 City Connected and Accessible. Promote the development of an urban pattern of well-connected, integrated, and accessible neighborhoods corridors, and centers.

#### **Policies**

LU 2.5.1 Connected Neighborhoods, Corridors, and Centers. The City shall require that new development, both infill and greenfield, maximizes connections and minimizes barriers between neighborhoods corridors, and centers within the city. (RDR)

**Goal LU2.6 City Sustained and Renewed.** Promote sustainable development and land use practices in both new development and redevelopment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations.

**Policies**

**LU 2.6.1 Sustainable Development Patterns.** The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use. (RDR)

**Goal LU 4.1 Neighborhoods.** Promote the development and preservation of neighborhoods that provide a variety of housing types, densities, and designs and a mix of uses and services that address the diverse needs of Sacramento residents of all ages, socio-economic groups, and abilities.

**Policies**

**LU 4.1.1 Mixed-Use Neighborhoods.** The City shall require neighborhood design that incorporates a compatible and complementary mix of residential and nonresidential (e.g., retail, parks, schools) uses that address the basic daily needs of residents and employees. (RDR)

**LU 4.1.9 Residential Diversity.** The City shall avoid concentrations of single-use high-density multifamily residential uses (e.g., apartments and condominiums) in existing or new neighborhoods. (RDR)

As illustrated in Figure 4-2, the 2030 General Plan land use designations for the Swanston TVSP project area are Traditional Neighborhood Medium (8-21 dwelling units per acre); Urban Neighborhood Low (12-36 dwelling units per acre and FAR of 0.5-1.5); Urban Center Low, which permits 20-150 dwelling units per acre and FAR of 0.4-4.0; Urban Corridor Low (20-110 dwelling units per acre and FAR 0.3 to 3.0); and Employment Center Mid-Rise (18-60 dwelling units per acre and FAR 0.35 to 2.0).

Page 4-19 through page 4-23, including Table 4-1, regarding the Swanston TVSP consistency with the City of Sacramento General Plan is replaced to reflect the 2030 General Plan.

**City of Sacramento General Plan and Smart Growth Principles**

**General Plan Consistency.** The land use designations shown in Figure 4-2 indicate visions of a mixed use, transit oriented development, which is consistent with the proposals in the Swanston Station Transit Village Specific Plan.

Table 4-1 below contains a more detailed, policy-by-policy assessment of the consistency of the Swanston Station Specific Plan with relevant General Plan policies. In general, development within the Strategic Plan area would accommodate the development that could occur based on a market overview and begin to make the circulation, infrastructure, and open space improvements envisioned by the Swanston Station Specific Plan at buildout. Development in this area is the critical first step towards creating a vibrant transit village. As such, comments made below in Table 4-1 regarding the consistency of development within the proposed Strategic Plan area with the 2009 adopted Sacramento General Plan would be applicable to the Long-Term Plan area as well.

**Table 4-1**  
**Consistency of the Swanston Station Specific Plan with**  
**Relevant Sacramento General Plan Policies**

<u>General Plan Policy</u>	<u>Consistency with</u> <u>Development Proposed</u> <u>in the Strategic Plan Area</u>	<u>Consistency with</u> <u>Development Proposed</u> <u>in the Long-Term Plan Area</u>
<u>Land Use and Urban Design Element</u>		
<u>Goal LU2.1 City of Neighborhoods. Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community’s needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.</u>		
<u>LU 2.1.6 Neighborhood Enhancement. The City shall promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively (e.g., architectural design) to existing neighborhoods and surrounding areas. (RDR)</u>	<u>The proposed TO zoning regulations contain additional development standards to enable residential uses to be more compatible with commercial and rail operations. Furthermore, the TO regulations require plan review by the City Planning Director to further ensure appropriate design features are incorporated to protect residential uses. In general, the Strategic Plan area is predominantly residential with a fine-grained development pattern, and future development is to respect the small-scale character of the Dixieanne neighborhood.</u>	<u>The urban design concept seeks to protect the residential character within and surrounding the project area. In particular, lower density, smaller-scale residential uses are located near the existing neighborhoods of Dixieanne, South Hagginwood, and Ben Ali. Specifically, Swanston Station Specific Plan Design Guideline 2Aiv-2 calls for future development to “respect the scale and grain of existing residential developments in the Dixieanne and Ben Ali neighborhoods with the massing and scale of new residential development.” Further, Swanston Station Specific Plan Design Guideline 2Ax-4 seeks to “encourage primarily residential uses west of the tracks between Arden Way and El Camino Avenue.”</u>
<u>Goal LU2.5 City Connected and Accessible. Promote the development of an urban pattern of well-connected, integrated, and accessible neighborhoods corridors, and centers.</u>		
<u>LU 2.5.1 Connected Neighborhoods, Corridors, and Centers. The City shall require</u>	<u>Circulation improvements are proposed that would serve as the initial building blocks for a</u>	<u>Development envisions a major transit plaza and promenades that would define Swanston Station as a</u>

**Table 4-1**  
**Consistency of the Swanston Station Specific Plan with**  
**Relevant Sacramento General Plan Policies**

<u>General Plan Policy</u>	<u>Consistency with Development Proposed in the Strategic Plan Area</u>	<u>Consistency with Development Proposed in the Long-Term Plan Area</u>
<u>that new development, both infill and greenfield, maximizes connections and minimizes barriers between neighborhoods corridors, and centers within the city. (RDR)</u>	<u>comprehensive circulation network that would enhance accessibility to Swanston Station.</u>	<u>major destination in the Specific Plan area.</u>
<u>Goal LU2.6 City Sustained and Renewed. Promote sustainable development and land use practices in both new development and redevelopment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations.</u>		
<u>Policy LU 2.6.1 Sustainable Development Patterns. The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.</u>	<u>The land use designations would allow mixes of residential, retail, and office land uses that could support transit operations.</u>	<u>The Long-Term Plan area encompasses much of the area within ¼ mile of the Swanston Station. Much of the existing land uses shown in Figure 4-1 are vacant or underutilized. Major land use changes in this area would accommodate much more intensive land uses, consistent with the General Plan designations. Policy C1 under Planning Strategy C “Maximize TOD Potential” of the Swanston Station Specific Plan encourages the City to “allow for higher-density, market-friendly, non-auto-oriented development near transit, by reducing parking requirements and associated building costs and allowing for more development.”</u>
<u>Goal LU 4.1 Neighborhoods. Promote the development and preservation of neighborhoods that provide a variety of housing types, densities, and designs and a mix of uses and services that address the diverse needs of Sacramento residents of all ages, socio-economic groups, and abilities.</u>		
<u>Policy LU 4.1.1 Mixed-Use Neighborhoods. The City shall require neighborhood design that incorporates a compatible and comprehensive mix of residential and nonresidential (e.g., retail, parks, and schools) uses that address the basic daily needs of residents and employees.</u>	<u>The proposed land uses for the Strategic Plan area would allow for the development of residential mixed use development that supports a mix of residential densities, as well as commercial and office uses.</u>	<u>The proposed land uses for the Long-Term Plan area would allow for the development of a mixture of residential, office, commercial, and open space land uses. The Swanston Specific Plan is intended to promote coordinated and cohesive site planning that maximizes transit supportive land uses.</u>
<u>Policy LU 4.1.9 Residential Diversity. The City shall avoid concentrations of single-use high-density multifamily residential uses</u>		

**Table 4-1**  
**Consistency of the Swanston Station Specific Plan with**  
**Relevant Sacramento General Plan Policies**

<u>General Plan Policy</u>	<u>Consistency with Development Proposed in the Strategic Plan Area</u>	<u>Consistency with Development Proposed in the Long-Term Plan Area</u>
<u>(e.g., apartments and condominiums) in existing or new neighborhoods.</u>		
<u>Source: MIG, 2009. PBS&amp;I, 2008.</u>		

Page 6.3-1, paragraph 1, new text inserted before the last sentence in the paragraph:

In addition, information from the Sacramento Audubon Society has been used to supplement background data on the bird species in the Swanston TVSP project area.<sup>1</sup>

- Airola, D.A., D. Kopp and S. Kostka, Purple Martin population status and colonization patterns in the Sacramento Region in 2004, Central Valley Bird Club Bulletin 7:71-77, 2004; Airola, D.A., and B.D.C. Williams, Purple Martin (*Progne subis*). In: California Bird Species of Special Concern: A ranked assessment of species, subspecies, and distinct populations of birds of immediate conservation concern in California, W.D. Shuford and T. Gardali (editors), Studies of Western Birds 1. Western Field Ornithologists, 2008; Airola, D.A., D. Kopp, and K. Thomas, Population status, reproduction, and mortality of Purple Martins in Sacramento during 2007, Central Valley Bird Club Bulletin 11:25-36, 2008.

Page 6.3-1, paragraph 3, sentence 1 has been revised as follows:

The only recorded occurrences of a special-status species within the Swanston TVSP project area is purple martin, a bird that nests under the El Camino Avenue and Arden Way overcrossings.

Page 6.3-5, Table 6.3-1, second row was deleted as follows (only part of Table 6.3-1 has been reproduced to show the revised text):

**Table 6.3-1**  
**Special Status Species Potentially Occurring within**  
**Swanston Station Transit Village Specific Plan Area**

<b>Common Name</b>	<b>Scientific Name</b>	<b>Status</b> Fed/CA/CNPS	<b>Habitat</b>	<b>Likelihood of Occurrence</b> Within the Swanston TVSP Project Area
<b>Birds</b>				

**Table 6.3-1  
Special Status Species Potentially Occurring within  
Swanston Station Transit Village Specific Plan Area**

Common Name	Scientific Name	Status Fed/CA/CNPS	Habitat	Likelihood of Occurrence Within the Swanston TVSP Project Area
Burrowing owl	<i>Athene cunicularia</i>	FSC/CSC/none	Grasslands, open areas near human habitation; nests in old burrows of ground squirrels or other small mammals.	Low. The Swanston TVSP project area provides potential foraging habitat for this species, and ground squirrel burrows provide suitable nesting habitat.
Cooper's hawk	<i>Accipiter cooperii</i>	none/CSC/ none	Dense stands of live oak and riparian deciduous forest, frequently near water; nest in deciduous trees along riparian areas near streams.	<del>Low. The Swanston TVSP project area does not provide suitable nesting habitat for this species. However, the Swanston TVSP project area does provide potential foraging habitat.</del>
Swainson's hawk	<i>Buteo swainsoni</i>	none/ST/none	Grasslands and cultivated lands with scattered trees; nests in large trees or open riparian forest.	Low (nesting). Suitable nest trees are present along the street trees in the Swanston TVSP project area. Vacant lots in the Swanston TVSP project area provide potential foraging habitat for this species.

Page 6.3-7, paragraph 2 has been revised as follows:

~~**Cooper's Hawk.** Cooper's hawk (*Accipiter cooperii*) is a CDFG Species of Special Concern that breeds throughout most of the wooded portion of the state from sea level to above 2700 m (0-9000 ft) and most frequently inhabits dense stands of live oak, riparian deciduous, or other forest habitats near water. While there is no suitable nesting habitat in the Swanston TVSP project area, there is suitable foraging habitat for this species, which has been recorded approximately three miles from the project area. However, given the discontinuous patches of ruderal vegetation within the undeveloped lots, their small size (less than approximately two acres), and the high level of urban disturbance, the Swanston TVSP project area does not provide significant foraging habitat for this species.~~

Page 6.3-8, paragraph 2, last two sentences have been revised as follows:

There ~~are~~ is a colonyies of purple martins that ~~are~~ is known to use the underside of the El Camino Avenue ~~and the Arden Way~~ overcrossings within the Swanston TVSP project area. This ~~se~~ area by the El Camino Avenue overpass has been used by purple martins since 2002 and at least 20 pairs were observed in a 2007 survey (Dan Airola, 2007). ~~Similarly, the Arden Way overpass has supported 3 to 13 nesting pairs from 2004 through 2008 (Dan Airola et al. 2004, 2008).~~

Page 6.3-17, under Impact BIO-3, paragraph 2, new text after sentence 5 is inserted as follows:

In addition, a nesting colony uses the Arden Way overpass. Surveys between 2004 and 2008 identified 3 to 13 nesting pairs supported by this bridge.

Page 6.3-17, under Impact BIO-3, paragraph 2, new text before the last sentence is inserted as follows:

At the Arden Way overpass, the Swanston TVSP project proposes sidewalk improvements on both sides of the road, and a transit plaza and promenade on the north side of the overpass. Construction of these improvements could affect the purple martins in a manner similar to those effects identified for the purple martins using the El Camino Avenue bridge.

Page 6.3-17, Mitigation Measure BIO-3.1 has been revised as follows:

*BIO-3.1 Construction Limits Around the Purple Martin Nests.* Although purple martins are tolerant of human activities, if active nests are present, no construction shall be conducted within 120 feet of the edge of the purple martin colony (determined by the closest active nest hole to the construction activity) during the beginning of the purple martin breeding season from ~~March 15 to May 15~~ April 1 to August 1. The buffer area shall be avoided to prevent destruction or disturbance of the nest(s) or until it is no longer active, as determined by a biologist experienced in working with purple martins. In addition, no equipment taller than 9 feet in height shall be parked or stored beneath the El Camino Avenue or Arden Way overcrossings within 100 horizontal feet of nest holes from April 15 to July 31.

Page 6.10-3, paragraph 1, references to sanitation providers are revised as follows:

from “Sacramento Regional County ~~Services~~ District” to “Sacramento Regional County Sanitation District”

from “Sacramento ~~County Sanitation~~ District” to “Sacramento Area Sewer District”

Page 6.10-4, paragraph 2, reference to sanitation provider is revised as follows:

from “Sacramento Regional County ~~Services~~ District” to “Sacramento Regional County Sanitation District”

Page 6.10-32, under Impact UT-7, paragraph 1, is revised as follows:

At buildout, development that could occur in the Long-Term Plan area would generate a net increase of approximately 0.577 mgd of wastewater (Table 6.10-15). As the SRWTP currently treats 155 mgd and has the capacity to treat 181 mgd, the net increase in wastewater from development during the Long-Term Plan phase is not expected to require expansion of the SRWTP facilities. However, as noted by the SRCSD, flows to the SRWTP are on a “first come, first served basis.” Therefore, flows to the plant not anticipated in the SRWTP 2020 Master Plan

could result in capacity constraints for new development within the Long-Term Plan area. SRCSD periodically updates the Master Plan on an as-needed basis to account for increased development and growth in population, and with that, plans for the expansion and upgrading of SRCSD facilities. Any necessary changes to capacity would occur incrementally, as regional population growth demands greater treatment capacity. Future updates to the Master Plan will recognize the growth allowed by the Long-Term Plan and plan for the necessary improvements to SRCSD facilities. Accordingly, it is not expected that the Long-Term Plan would result in a significant wastewater treatment plant impact. Therefore, the Long-Term Plan would not require or result in the construction of new or expanded wastewater treatment facilities, the construction of which could cause significant environmental effects.

Page 6.10-38, under Impact UT-11, paragraph 1, last three sentences are revised as follows:

In addition, the Master Plan is updated every five years to account for changes in existing and projected population. SRCSD periodically updates the Master Plan on an as-needed basis to account for increased development and growth in population, and with that, plans for the expansion and upgrading of SRCSD facilities. Any necessary changes to capacity would occur incrementally, as regional population growth demands greater treatment capacity. Therefore, the cumulative impact of future development on SRWTP treatment facilities would be less than significant.

Pages 8-5 through 8-10, concerning the No Project Alternative, are deleted in recognition of the City's adoption of a new General Plan in March 2009. The previous 1988 General Plan had served as the No Project Alternative in the Swanston TVSP Draft EIR. Since the 1988 General Plan is no longer relevant, it is not an appropriate No Project Alternative, which represents conditions that could be reasonably expected to occur in the foreseeable future in the absence of the proposed project. If the Swanston TVSP were not adopted, then development in the Swanston TVSP would occur in conformance with the recently adopted General Plan. As presented in revisions to Chapter 4 in this Final EIR, the adopted General Plan shares the same vision as the Swanston TVSP to create a mixed use, transit-oriented development in the project area. Because the General Plan update and the Swanston TVSP were prepared concurrently, the policies, development program, and growth assumptions are similar, and thus the No Project Alternative is now virtually identical to the proposed project in terms of policy and land use goals. The primary difference is that the General Plan allows more intensive residential and commercial development than permitted by the Specific Plan. As a result, the No Project Alternative would not reduce significant impacts identified for the proposed Swanston TVSP.

---

### **8.3 NO PROJECT ALTERNATIVE**

---

#### **Potential Development under No Project Alternative**

---

Under CEQA, the "No Project Alternative" must evaluate not only existing conditions, but also development that could be reasonably expected to occur in the foreseeable future. For the purposes of

this EIR, the “No Project” Alternative is defined by continuation of the 2030 General Plan, which was adopted in March 2009 and became effective April 2009. The 2030 General Plan land use designations for the Swanston TVSP project area are illustrated in Figure 2-3 and anticipate that the area would be developed as a mixed used, transit-oriented development, allowing much greater residential densities and commercial building intensities than presently on the site and allowed by current zoning districts and regulations. Because the 2030 General Plan (i.e., the No Project Alternative) and the Swanston TVSP were prepared concurrently, the detailed development assumptions and market overview used for the Swanston TVSP project area were incorporated into the General Plan development assumptions. As a result, the potential development under the No Project Alternative is essentially the same as that assumed for the Swanston TVSP.

### **Impact Assessment**

This section evaluates whether the No Project Alternative would have greater or lesser environmental impacts than the proposed Swanston TVSP project. Because the No Project Alternative (i.e., adopted General Plan) and the Swanston TVSP share virtually the same visions for the project area (i.e., mixed use, transit oriented development), policies (see Table 4-1 in Chapter 4 of this document), and growth (see discussion immediately above), the impacts of the two alternatives are expectedly similar. The primary difference is that the No Project Alternative would permit greater residential densities and commercial building intensities than identified in the Swanston TVSP. As a result, it is possible that the Swanston TVSP project area would accommodate even greater population and jobs under the No Project Alternative than under the proposed Specific Plan. In this event, the population- and employment-based impacts such as transportation, public services, utilities, air quality, etc. would be greater under the No Project Alternative than under the Swanston TVSP.

For impacts that are based on the location of development such as biological resources, cultural resources, geology, and hydrology, the No Project Alternative would result in impacts similar to those identified for the proposed Specific Plan, because the areas identified for development are the same. In addition, federal, state, and local regulations that govern development in areas with biological or cultural resources or with seismic, hydrologic, or environmental hazards apply equally to development that would occur under the No Project Alternative or the Swanston TVSP.

In light of the above considerations that affect development and impacts under the No Project Alternative, there is no substantial reduction in significant impacts that would result from the No Project Alternative compared to the proposed Swanston TVSP. In fact, the development intensities under the No Project Alternative could result in greater impacts than identified for the proposed project.

Page 8-10, paragraph 2 is revised as follows:

The No Project Alternative may results in greater impacts to the environment, primarily because it could allow greater development since the residential densities and commercial building intensities permitted by the 2030 General Plan are greater than permitted by the proposed project, results in greater vehicular traffic and related noise and air quality impacts than under the proposed Swanston TVSP project. In

~~many other respects, the No Project Alternative is similar to the proposed Swanston TVSP, primarily in emphasizing addition, benefits to pedestrian and bicycle circulation that are identified for the proposed Swanston TVSP project would not be realized. The proposed Swanston TVSP project would introduce environmental friendly, low impact design for stormwater runoff management that are not part of the No Project Alternative. Finally, the opportunities to create a new image for the area and to promote revitalization of the area as a mixed use, transit village. would not be possible under a scenario with the existing General Plan land use designations and zoning. Therefore~~In light of the greater development potential and resulting impacts associated with the No Project Alternative, the proposed Swanston TVSP project would be environmentally superior to the No Project Alternative.



DEVELOPMENT SERVICES  
DEPARTMENT

**CITY OF SACRAMENTO  
CALIFORNIA**

300 RICHARDS BOULEVARD  
3<sup>rd</sup> FLOOR  
SACRAMENTO, CA  
95811-0218

**MEMORANDUM**

Date: February 20, 2009  
To: Interested Parties  
From: Jennifer Hageman, Senior Planner  
Environmental Planning Services  
SUBJECT: Swanston Station Transit Village Specific Plan EIR

**ERRATA**

The following corrects the text in Chapter 1, Section 1.3, Page 1-4, of the Draft EIR and results in an insignificant modification to an adequate EIR. The technical analyses of the potential impacts due to development within the Strategic Plan area are at the project-level and focus on the changes in the environment that would result from all phases of the project (CEQA Guidelines Section 15161).

The text in the Draft EIR is correct that the technical analyses of the potential impacts due to development within the Long-Term Plan area are at the programmatic level. Development within this area must be examined in light of this EIR to determine whether additional environmental analysis is necessary (CEQA Guidelines Section 15168(c)).

The following revisions correct the text in Section 1.3 and add text to explain a Project-Level EIR.

---

**1.3 SCOPE OF THIS EIR**

---

This EIR is both a "Project-Level EIR" and a "Program EIR," pursuant to Sections 15161 and 15168 of the CEQA Guidelines. A Project-Level EIR focuses on the changes in the environment that would result from all phases of the project, including planning, construction, and operation. The analysis of the potential impacts due to development within the Strategic Plan area is at the project level. A Program EIR examines the environmental impacts for a series of actions that is characterized by one large project or multiple or phased projects. This type of EIR analyzes changes in the environment that would result from implementation of the project, including construction and operation, while considering broader policy alternatives and program-wide mitigation measures early in the planning process. A Program EIR provides the City with greater consideration of effects of the entire



proposed Swanston TVSP and cumulative impacts, and reduces future duplication of paperwork for individual projects within the ~~Swanston TVSP project~~ Long-Term Plan area.

As discussed in Chapter 2, Project Description, the proposed Swanston TVSP project area is divided into two areas. The smaller area, the Strategic Plan Area, is expected to develop first, with planned buildout occurring around 2025. The remainder of the TVSP area, the Long-Term Plan Area, is expected to develop some time after 2025. Because this project is a specific plan, rather than a project, the analyses include assumptions about the level of development that could occur within the respective areas. Development within the Strategic Plan Area is based on the development assumptions derived in a market analysis prepared for the TVSP area. For the Long-Term Plan Area, the assumptions are based on the proposed land uses and the amount of development that would be allowed, based on the proposed zoning within each land use designation. In addition to the development of parcels, the public improvements needed for the TVSP, and based on the infrastructure evaluation of the TVSP area and the market analysis, are also analyzed in this EIR. Because the Specific Plan provides a long-range guide and implementation guide for public and private improvements in the Long-Term Plan area, the potential impacts are analyzed to the extent possible, with mitigations based on performance standards to ensure future implementation in the Long-Term Plan area.

Population and employment estimates required to analyze the impact of the proposed Swanston TVSP project can be derived based on the number dwelling units and non-residential space at buildout. Impacts to transportation and circulation, air quality impacts, and noise impacts can be evaluated in the context of regional and citywide traffic models and population/employment forecasts.

The City of Sacramento, as lead agency, is responsible for identifying potentially significant impacts that could result from implementation of the proposed Swanston TVSP project. Based on the NOP (see Appendix A), the City determined that this EIR address the following technical issue areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services
- Utilities
- Transportation and Circulation

**CHAPTER 4      RESPONSES TO COMMENTS ON THE DRAFT EIR**

Municipal Services Agency  
Department of Transportation  
Michael J. Penrose, Director



Terry Schutten, County Executive  
Paul J. Hahn, Agency Administrator

County of Sacramento

LETTER 1

March 5, 2009

Ms. Jennifer Hageman, Senior Planner  
City of Sacramento  
Development Services Department  
300 Richards Boulevard  
Sacramento, CA 95811

**SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SWANSTON  
TRANSIT VILLAGE STATION SPECIFIC PLAN**

Dear Ms. Hageman:

The Sacramento County Department of Transportation has reviewed the Draft Environmental Impact Report (DEIR) for the Swanston Station Transit Village Specific Plan, dated February 18, 2009. We appreciate the opportunity to review this DEIR, and have the following comments:

1. General Comment. The DEIR should include the detailed traffic study that was prepared for the project. Chapter 6.11 summarizes the results of the traffic study, but not all information is available for review. Appendix E only includes the calculations related to the traffic study, but not the traffic study itself. 1.1
2. Page 6.11-1, Introduction. Even though the project site is less than 3000 feet from the County line, the DEIR does not analyze any County facilities. The DEIR should analyze the impacts of the Strategic Plan and the Long-Term Plan areas on the segments of El Camino Avenue, Arden Way, Alta Arden Expressway, and Ethan Way located within the County. The DEIR should also analyze the project impacts on the major County intersections along these routes. 1.2
3. Page 6.11-18, Trip Generation. The DEIR does not include a trip generation table for the project. Only the total number of trips generated by the Strategic Plan and the Long-Term Plan areas are presented. Please provide detailed trip generation tables for the Strategic Plan and the Long-Term Plan areas. 1.3
4. On Page 6.11-21, Net Effect. The DEIR concludes that the Strategic Plan area would result in approximately 1,332 fewer daily vehicle trips compared to the current trip rates. The DEIR also states that the existing uses that would be replaced by new development in the area have greater trip generation characteristics than the new uses. Does the 1.4



*"Leading the Way to Greater Mobility"*

Design & Planning: 906 G Street, Suite 510, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831  
Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363  
www.sacdot.com

Item #3

Ms. Jennifer Hageman  
City of Sacramento  
March 5, 2009  
Page 2

Strategic Plan area result in fewer trips compared to the existing conditions, or compared to the existing general plan zoning? As shown on Table 5-1 of the DEIR, the potential development in the Strategic Plan and the Long-Term Plan areas would substantially increase the development levels in the area relative to the existing (2005) conditions. This table also states that the Strategic Plan area would, at best, replace 22 existing units. How was this reduction in trip generation calculated? Please show the detailed calculations that justify this conclusion.

1.4  
cont'd

The DEIR also concludes that the full implementation of the proposed Swanston Transit Village Station Specific Plan project would lead to the elimination of approximately 7,300 daily trips compared to existing zoning. Even though general discussions of internalization and mode split have been presented, the DEIR does not provide any detailed calculations showing that the project would generate less traffic than the existing land uses or the existing general plan zoning. The DEIR should provide detailed trip generation tables that clearly substantiate these conclusions.

1.5

5. 6.11-38, Cumulative Analysis. The DEIR should also evaluate the project impacts in comparison to the existing physical environment, and not just in comparison to the existing general plan and zoning. The case of *Woodward Park Homeowners Association v. City of Fresno* highlights that comparing the project impacts to the existing general plan can underestimate impacts. The DEIR only evaluates the cumulative impacts of the Long-Term Plan area and compares it to the existing general plan zoning. The DEIR also needs to analyze the impacts of the Long-Term Plan area on the existing physical environment.

1.5

We appreciate the opportunity to comment on this DEIR. If you have any questions, please call Angie Raygani at 916/874-5602.

Sincerely,



Matthew G. Darrow  
Senior Transportation Engineer  
Department of Transportation

MGD:ar

cc: Dean Blank, SacDOT  
Steve Hong, IFS



LETTER 2

Technology in balance with nature

10545 Armstrong Avenue
Mather, CA 95655
Tele: [916] 876-6000
Fax: [916] 876-6160
Website: www.srcsd.com

Board of Directors
Representing:

- County of Sacramento
County of Yolo
City of Citrus Heights
City of Elk Grove
City of Folsom
City of Rancho Cordova
City of Sacramento
City of West Sacramento

Mary K. Snyder
District Engineer
Stan R. Dean
Plant Manager
Wendell H. Kido
District Manager
Marcia Maurer
Chief Financial Officer

March 30, 2009

Jennifer Hageman
City of Sacramento
Development Services Department
300 Richards Boulevard
Sacramento, CA 95811

Dear Ms. Hageman:

Subject: Swanston Station Transit Village Specific Plan – Draft
Environmental Report (DEIR) February 2009
SCH #: 2007062130

Sacramento Regional County Sanitation District (SRCSD) has reviewed the
subject document and has the following comments:

The proposed project is a long-range urban design and implementation plan
that would guide public and private improvements in the Swanston Station
Transit Village Specific Plan (Swanston TVSP). The project area is
generally bounded by El Camino Avenue, Arden Way, the Capital City
Freeway, and Beaumont and Erickson Streets in the City of Sacramento
(City).

SRCSD has the 72-inch Dry Creek Interceptor within the Beaumont Street
public right-of-way.

Please find below comments and advisories regarding the subject project.

SRCSD Comments:

Page 2-25: Figure 2-14 – Proposed Water System Improvements

The figure depicts a proposed 8-inch water line within Beaumont Street,
where the 72-inch Dry Creek Interceptor is located. Plans regarding the
proposed 8-inch water line shall be sent to SRCSD for review and approval
when available. Close coordination between SRCSD and the applicant shall
be required to ensure minimal conflicts to the Dry Creek Interceptor.

2.1

Page 2-26: Sanitary Sewer, 2nd paragraph

Please remove the sentence “The SRWTP has adequate capacity to serve the
full project Swanston TVSP project development.”

2.2

Page 2-27: Figure 2-15 – Proposed Sanitary Sewer Improvements

The figure depicts a proposed 18-inch sewer line within Beaumont Street,
where the 72-inch Dry Creek Interceptor is located. Plans regarding the

2.3

proposed 18-inch sewer line shall be sent to SRCSD for review and approval when available. Close coordination between SRCSD and the applicant shall be required to ensure minimal conflicts to the Dry Creek Interceptor.

2.3  
cont'd

**Page 6.10.3: Wastewater, 1<sup>st</sup> paragraph**

Please revise "Sacramento Regional County Services District" and "Sacramento County Sanitation District" to "Sacramento Regional County Sanitation District" and "Sacramento Area Sewer District," respectively.

2.4

**Page 6.10.4: City of Sacramento Service Area, 2<sup>nd</sup> paragraph**

Please revise "Sacramento Regional County Services District" to Sacramento Regional County Sanitation District."

**Page 6.10-38: Cumulative Analysis – UT-11, 1<sup>st</sup> paragraph**

Please remove "In addition, the Master Plan is updated every five years to account for changes in existing and projected population." SRCSD periodically updates the Master Plan on an as-needed basis to account for the increase in development and growth in population, and with that, plan for the expansion and upgrading of SRCSD facilities.

2.5

**SRCSD Advisories:**

Local sanitary sewer service for a portion of the proposed project site will be provided by the City of Sacramento's local sewer collection system. Ultimate conveyance to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal will be provided via the City Interceptor. Cumulative impacts of the proposed development will need to be quantified by the developer to ensure adequate wet weather and dry weather capacity within the City Interceptor.

2.6

In November 1980, the Operations and Maintenance Agreement between SRCSD and the City of Sacramento regarding the Combined Wastewater Control System (CWCS) was executed.

*Section 3.F. Responsibilities of District in Operation of CWCS states:*

1. ...*The District agrees to accept flows via the City Interceptor from the following City service areas up to the maximum instantaneous flow rates indicated:*

Service Area

Maximum Flow Rate

Sump 2

60 MGD

*The parties to this Agreement acknowledge and agree that the 60 MGD maximum flow rate supersedes the 70 MGD figure specified in Section 29 of the Master Interagency Agreement*

Sump 21, 55 and 119

38 MGD

Ms. Jennifer Hageman  
March 30, 2009  
Page 3

*Gravity intercepts to City Interceptor at or downstream of the North Meadowview Intercept Structures* 10.5 MGD

*Total to City Interceptor* 108.5MGD

2. *Up to the design flow capacity limit of the City Interceptor upstream of the North Meadowview Intercept Structure, estimated at 98 MGD, the Wastewater Treatment Superintendent (or a designated representative) may authorize flows from Sump 2 for stipulated time periods in excess of the 60 MGD limit above noted. It is the intent here to accommodate higher levels of treatment for combined wastewater flows during periods when SRWTP secondary treatment capacity is available due to lag in receipt of inflow from other District service areas or when the City Interceptor influent flows from Sumps 21, 55 and 119 are less than 38 MGD.*

2.6  
cont'd

As stated in the table above the total amount of flow that can be discharged to the City Interceptor is 108.5 MGD. It is the City of Sacramento's responsibility to ensure that the additional flow from this project does not exceed the limits established for the three locations listed above.

Sacramento Area Sewer District (SASD) shall respond in a separate correspondence.

If you have any questions regarding these comments please feel free to contact me at (916) 876-5608, or by e-mail at [obonel@sacsewer.com](mailto:obonel@sacsewer.com). Attached for your reference is the as-built for the 72-inch Dry Creek Interceptor.

Sincerely,



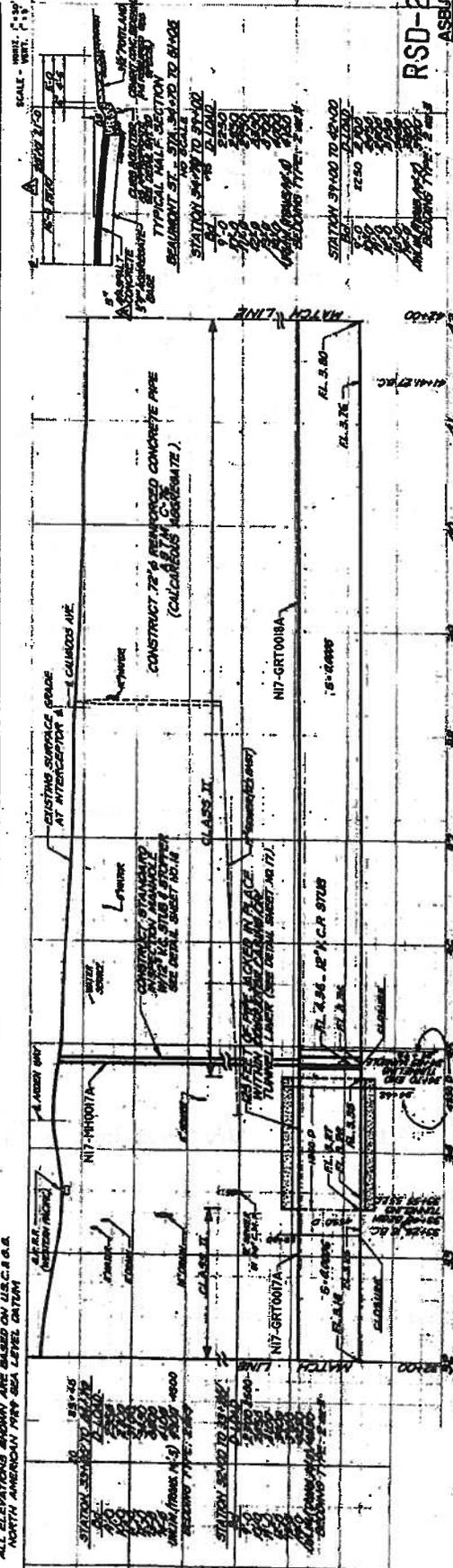
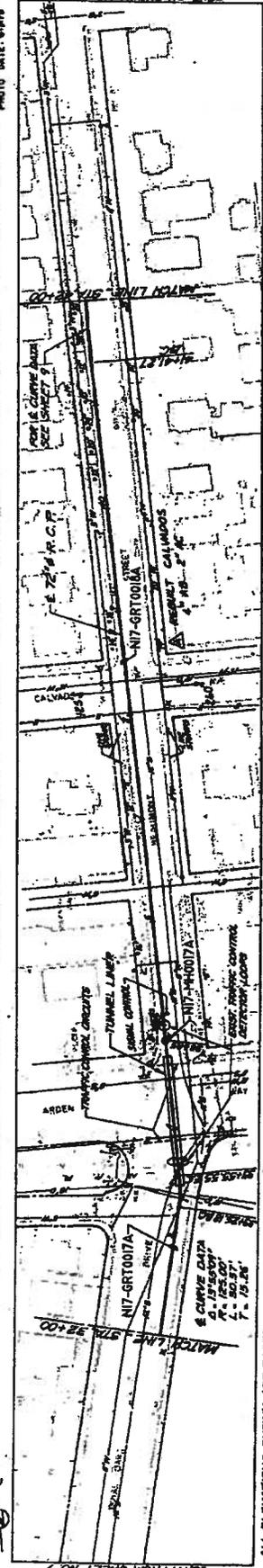
Elizabeth Obon  
Sacramento Regional County Sanitation District

Attachment: Dry Creek Interceptor Plan and Profile Sheet 8

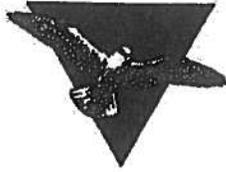
cc: SRCSD Development Services  
SASD Development Services

REVISION	DESCRIPTION	BY	DATE
1	FINAL APPROVAL		
2	AS BUILT		

WESTERN PACIFIC LICENSE  
 NUMBER L 4687-2203



SHEET NUMBER <b>8</b>	PLAN & PROFILE STA 35+00 TO 41+00	PROJECT NUMBER <b>RSD-28</b>
COUNTY SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT	CITY SACRAMENTO	SHEET NUMBER <b>8 of 34</b>
PROJECT NAME NATIONAL INTERCEPTOR SYSTEM DRY CREEK INTERCEPTOR SECTION 1.12	DATE 11/15/2011	PROJECT NUMBER <b>RSD-28</b>
DRAWN BY [Signature]	CHECKED BY [Signature]	PROJECT NUMBER <b>RSD-28</b>
APPROVED BY [Signature]	DATE 11/15/2011	PROJECT NUMBER <b>RSD-28</b>



# Sacramento Audubon Society

P. O. Box 160694, Sacramento, CA 95816-0694

LETTER 3

April 2, 2009

Via e-mail

Jennifer Hageman  
City of Sacramento  
(916) 808-5538  
300 Richards Boulevard, 3rd Floor  
Sacramento, CA 95811

Re : Comments on Swanston Station Transit Village Specific Plan Draft **Subsequent** EIR  
(SCH Number: 2007062130).

Dear Ms. Hageman.

Sacramento Audubon Society offers the following comments on the Draft EIR for the Swanston Station Transit Village Specific Plan project.

Sacramento Audubon has declared the protection and recovery of the Purple Martin (*Progne subis*) as one of its primary conservation objectives for the Sacramento region. While common east of the Rockies, the Purple Martin has been eliminated from practically its entire former range in California's Central Valley, primarily due to the historical conversion of its native habitat for urban and agricultural uses, followed by competition with the non-native European Starling for remaining, adaptive habitats. Due to dwindling population numbers throughout the state, and the threat that ongoing infrastructure and redevelopment projects within the City of Sacramento (including the Swanston Station Transit Village project) pose to the species' continued existence in the Central Valley, the Purple Martin has been formally designated as a bird species of "special concern" by the California Department of Fish and Game (Airola and Williams 2008).

3.1

For the reasons set forth in more detail below, Sacramento Audubon Society objects to the City's Draft **Subsequent** EIR, because it fails to adequately disclose, analyze or mitigate impacts to this species of special concern. The Draft EIR's informational inadequacies have precluded a meaningful opportunity for the public to consider and respond to the project's potentially significant, adverse impacts to purple martins, or the availability and effectiveness of alternatives or mitigation measures to reduce or avoid such impacts. The City should not proceed with completing its environmental review for the Swanston Station Transit Village project unless and until it recirculates an informationally adequate Draft EIR for public review and comment.

Sacramento Audubon's specific concerns about the Draft EIR's content and conclusions are as follows:

**Biological Resources Setting**

Surveys in Feb 2006 not adequately timed to detect nesting burrowing owls, purple martins, or Swainson's Hawks. 3.2

Purple martins nest annually in the Arden overpass, as documented in the CNDDDB and in numerous references previously provided to the project consultants (Airola and Kopp 2005, 2007, Airola et al 2003, 2008). 3.3

P. 6.3-1. Regarding the statement that "*Other sensitive natural communities, plants, and wildlife identified in from database queries were not observed within the Swanson TVSP area.*" The EIR should add "... however the timing of surveys would not have permitted observation of the migratory Swainson's hawk and would not have detected breeding burrowing owls". 3.4

6.3-1. During Purple Martin studies at the El Camino overpass in July 2008, Dan Kopp observed Swainson's hawks on several occasions. These were close observations by an experienced observer (including predation on a rehabilitated white-throated swift immediately after release). Given that this area does not support high quality foraging habitat, these observations suggest likely nesting by the species in that area, and thus potentially within the Swanson TVSP area. Therefore, change the species occurrence designation in Table 6.3-1 to "Known" or "Likely". 3.5

Wildlife Resources – should note that bridges in the area are occupied by White-throated Swifts and Northern Rough-winged Swallows. 3.6

P6.3-7. The Cooper's Hawk no longer a California Species of Special Concern. It nests regularly in urban areas in Sacramento. 3.7

P 6.3-8. Purple Martin – This account is out of date and somewhat misleading. There are no documented records of Purple Martins nesting in tree cavities in the Central Valley since the 1970s. Martins apparently were outcompeted from nest sites in trees throughout the Central Valley and from buildings in Sacramento following arrival of the European Starling in the 1970s (Airola and Grantham 2003). They have persisted only within bridge sites in Sacramento, which appear to be at least somewhat resistant to starling competition. A nesting colony in the Arden Way overpass has been well-documented in the CNDDDB and in publications, and supported 3-13 nesting pairs during 2004-2008 (Airola et al, 2004, 2008, Airola et al. in review). 3.8

The EIR should note that The Sacramento Purple Martin population is a remnant of a much more widespread former Central Valley population. It represents the potential source population for recently initiated emergency recovery efforts in the Central Valley population. The remnant Sacramento nesting population also has declined by 52% between 2004 and 2008 from 173 pairs to 83 pairs (Airola et al 2008, Airola et al. in review). The El Camino and Arden overpasses within the project area have supported a combined population of 15-34 nesting pairs of martins. As the Sacramento population of martins has declined, these two colonies have remained the most robust, and over the last 3 years, they have supported over 25% of the total 3.9

population (Airola et al 2008, Airola et al., in review). Therefore, protection of the nesting populations within the project area is a critical component to species protection and recovery.

▲ 3.9  
■ cont'd

6.3-8. Heritage Trees. The EIR should note that the heritage trees, especially large remnant valley oaks, are the most likely to be used as nesting sites by Swainson's Hawks, which have been documented to occur in the plan area.

■ 3.10  
■

6.3-8. Migratory Bird Treaty Act. The EIR should noted that several species covered by the MBTA nest within the Arden and El Camino Avenue overpasses in the project area, including the White-throated Swift and Northern Rough-winged Swallow, as well as the Purple Martin.

■ 3.11  
■

6.3-15- The second sentence should acknowledge that it would be impossible to detect several special-status species during a February survey, including nesting Swainson's Hawks and White-tailed Kites, purple martins, and nesting Burrowing Owls. Therefore absence of evidence of these species during these critical periods does not suggest that they do not nest there.

■ 3.12  
■

6.3-16, Paragraph 2. CEQA specifies that project effects that "interfere substantially with the movement of any native resident or migratory fish or wildlife species ...or impede the use of a native wildlife nursery site" are significant effects. Therefore, this section incorrectly narrows the standard for significance to effects on migratory movements. This distinction is important, as project activities, including landscaping and construction of tall buildings, have the potential to disrupt movements by purple martins during foraging flights to and from bridge nesting sites at Arden Way and El Camino Avenue. Measures to avoid such impacts should be incorporated into the EIR.

■ 3.13  
■

### Biological Impact Analysis

6.3-17, Impact Bio 3. These same types of impacts to Purple Martins that are described for the El Camino overpass could apply to the Purple Martin nesting colony in the Arden Way overpass, depending on what actions are proposed there.

■ 3.14  
■

The impact analysis for the Purple Martin addresses only effects of construction, but does not address the long-term effects of changes in habitat conditions on the suitability of nesting areas for the Purple Martin. These potential impacts include the *long-term* changes in availability of sites to collect nesting material and access to nesting sites as a result of landscaping or development activities (construction of multistory buildings). The proposed use of the transfer station site is particularly important because of its proximity to the Arden overpass nesting area. If not addressed, potential long-term habitat changes could eliminate or reduce nesting use at the Arden and El Camino colonies, which supported 22 pairs (26% of the 2008 population of 83 nesting pairs; Airola et al. 2008, in review). These impacts were outlined and partially addressed in the FEIR for the Downtown Railyards and were described by Airola et al. (2008), and so should have been recognized and addressed in this EIR.

■ 3.15  
■

The impact analysis does not address the effects of increased train and automobile traffic on Purple Martins. Collisions with trains, cars, and trucks have been documented as regular mortality source that may be contributing to declines in martin populations (Airola and Kopp

■ 3.16  
▼

2007, Airola et al. 2008). For example, 12 adult martins were documented to have been killed by light rail trains at the El Camino overpass in 2005. The transit oriented intent of this project suggests a potential increase in light rail trip frequencies and train lengths, which could increase collision mortality of martins. Although the project is characterized as a transit-oriented development, it appears that population density within the plan area would increase, which would likely result in a net increase in automobile traffic. Auto vehicle collisions have not been documented to be an issue currently at the Arden and El Camion overpasses, probably in part because of the overpasses are fenced, which would discourage martins from flying into the path of vehicles. During improvements, a similar fence should be retained to reduce the potential for collisions with likely increased traffic at these overpasses. Existing unimproved access roads beneath the overpasses should not be improved to support higher traffic volumes or increased speeds, as these outcomes also could increase collisions with martins nesting overhead.

3.16  
cont'd

6.3-18. Mitigation Measure BIO-3. This measure is contradictory, in that it specifies exclusion from the buffer zone from Mar 15-May 15, but later says no construction activity may occur in the buffer until nesting is completed. Martins typically arrive at Sacramento colonies during March 10-30, and do not settle into substantial colony use until early April. Nestling Purple Martins at the Arden and El Camino colonies are present as late as mid-July (D. Kopp unpub. data), and then nest holes are used for night roosting by family groups for several more weeks. Therefore, the period during which martins are sensitive to construction should be specified as April 1-August.

3.17

3.18

Importantly, Purple Martins are tolerant of human disturbance around and beneath their colonies, as long as periods of inactivity allow regular feeding of young (see Airola et al. 2009, in press). Therefore, we recommend that where the breeding season cannot be avoided, construction be allowed to occur within the construction buffer, as long as the bridge structure is not modified. Most important is when modifications are required to the bridge (for sidewalk improvements, water lines, etc.) these activities should not occur during the April 1-August 1 nesting period, unless a biologist experienced working with Purple Martin determines that the site is no longer occupied.

6. 3-20. Impact BIO-5. This impact should also note that Swainson's Hawks are likely to be nesting within the plan area, and are most likely to use heritage trees. Surveys for nesting Swainson's hawks should be conducted by a qualified biologist before any removal of heritage trees or other suitable nesting tree occurs.

3.19

6.3-21. Impact BIO-6. The cumulative analysis for the Purple Martin does not acknowledge that, notwithstanding the existence of laws and regulations protecting Purple Martins, projects previously approved by the City of Sacramento, including the South 65<sup>th</sup> St redevelopment, the 65<sup>th</sup> St. University Transit Village, have not included adequate mitigation measures (Airola et al. 2008). In addition, many of the mitigation measures adopted for the City's Downtown Railyard project have not been proven, and could result in losses in habitats and populations, even with full implementation. Similarly, Caltrans has approved several projects (Mercy Hospital parking lot, I-80 Over-the-Top carpool lanes) that require mitigation measures whose success is uncertain. Finally, the Swanston redevelopment project has not recognized certain potential impacts (blockage of flight paths, potential increases in train and automobile vehicle collisions),

3.20

3.21

and has prescribed mitigation for impacts that are not fully understood or addressed (lost of nest material collection sites). The lack of recognition of the presence of the Arden Purple Martin colony indicates the risk that continued redevelopment projects pose to martin populations and habitat.

3.21  
cont'd

In total, with the addition of the Swanson redevelopment project to those previously identified by Airola et al. 2008, 8 of the 11 Purple Martin colonies in Sacramento (supporting 87% of the 2008 population of 83 pairs) are now within active project sites that require implementation of unproven mitigation. The potential for impacts that may result from uncertainty of success in implementing mitigation over nearly the entire remaining remnant population of the species in the Central Valley (Airola and Grantham 2003) is a significant cumulative impact.

3.22

Mitigation for the cumulative impacts to the Purple Martin should include the following measures:

- Prepare a city-wide management plan that summarizes available unpublished information for each colony on key martin habitat areas (perch sites, nest material collection sites, flight paths), analysis methods for impact assessment, complete mitigation measures, and monitoring protocols. This recommendation was previously proposed for the Downtown Railyards project and was not adopted by the City.
- Implement new planning for mitigation implementation and a public review process for previously approved city projects that did not fully consider Purple Martin needs, including the two projects at 65<sup>th</sup> St.
- Support for an ongoing monitoring program to evaluate the status of the martin nesting population, so effectiveness of mitigation measures can be evaluated.
- Rigorous monitoring of compliance and effectiveness of all previously adopted mitigation.

3.23

3.24

3.25

3.26

Sacramento Audubon Society appreciates the opportunity to review and comment on the Draft Subsequent EIR that the City has circulated for the Swanston Village Transit Station project. We request that the City prepare and circulate a revised Draft EIR that meets CEQA's information disclosure and environmental protection mandates.

3.27

Sincerely,

*Keith G. Wagner*

Keith G. Wagner, Attorney at Law and  
President, Sacramento Audubon Society

**References Cited**

Airola, D. A., D. Kopp and S. Kostka. 2004. Purple Martin population status and colonization patterns in the Sacramento Region in 2004. *Central Valley Bird Club Bulletin* 7:71-77.

Airola, D. A. and D. Kopp. 2005. Results of the 2005 survey for breeding purple martins in the Sacramento region. *Central Valley Bird Club Bulletin* 8:37-44.

Airola, D. A. and D. Kopp. 2007. Breeding population status and mortality assessment of Purple Martins in Sacramento during 2006. *Central Valley Bird Club Bulletin* 10:34-44.

Airola, D.A. and B.D.C. Williams 2008. Purple Martin (*Progne subis*). In: California Bird Species of Special Concern: A ranked assessment of species, subspecies, and distinct populations of birds of immediate conservation concern in California. W. D. Shuford and T. Gardali (editors). *Studies of Western Birds* 1. Western Field Ornithologists, Camarillo, CA and California Department of Fish and Game, Sacramento, CA.

Airola, D. A., D. Kopp, and K. Thomas. 2008. Population status, reproduction, and mortality of Purple Martins in Sacramento during 2007. *Central Valley Bird Club Bulletin* 11:25-36.

Airola, D. A., D. Kopp, K. Thomas, and S. Kostka. 2009, in press. Effects of construction activities on a Purple Martin nesting colony in Sacramento, California. *Central Valley Bird Club Bulletin* 12 (1).

Airola, D. A., D. Kopp, K. Thomas, and S. Kostka. (in review). Recent Purple Martin declines in Sacramento: conservation implications. *Submitted to: Western Birds*.

Airola, D.A. and B.D.C. Williams 2008. Purple Martin (*Progne subis*). In: California Bird Species of Special Concern: A ranked assessment of species, subspecies, and distinct populations of birds of immediate conservation concern in California. W. D. Shuford and T. Gardali (editors). *Studies of Western Birds* 1. Western Field Ornithologists, Camarillo, CA and California Department of Fish and Game, Sacramento, CA.

3.27  
cont'd

**PUBLIC UTILITIES COMMISSION**

505 VAN NESS AVENUE  
SAN FRANCISCO, CA 94102-3298

**LETTER 4**



April 23, 2009

Jennifer Hageman  
City of Sacramento  
300 Richards Blvd, 3rd Floor  
Sacramento, CA 95811

**Re: Notice of Completion, Supplemental/Subsequent EIR  
Swanston Station Transit Village Specific Plan  
SCH# 2007062130**

Dear Ms. Hageman:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The Commission requests that the DEIR for the proposed project evaluate potential project-related rail safety impacts since our previous NOP comment letter was not adequately addressed. In addition to the potential impacts of the proposed project itself, the DEIR needs to consider cumulative rail safety-related impacts created by other projects.

4.1

In general, the major types of impacts to consider are collisions between trains and vehicles, and between trains and pedestrians. The proposed project has the potential to increase vehicular and pedestrian traffic in the vicinity. A Sacramento Regional Transit light rail line runs in the middle of the proposed project. While traffic congestion impacts are evaluated in the DEIR, the document does not consider potential rail safety impacts of the proposed project.

4.2

Measures to reduce adverse impacts to rail safety need to be considered in the CEQA documentation. General categories of such measures include:

- Installation of grade separations at crossings, i.e., physically separating roads and railroad track by constructing overpasses or underpasses
- Improvements to warning devices at existing highway-rail crossings
- Installation of additional warning signage
- Improvements to traffic signaling at intersections adjacent to crossings, e.g., traffic preemption

4.3

Jennifer Hageman  
City of Sacramento  
SCH # 2007062130  
April 23, 2009  
Page 2 of 2

- Installation of median separation to prevent vehicles from driving around railroad crossing gates
- Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains
- Installation of pedestrian-specific warning devices and channelization
- Construction of pull out lanes for buses and vehicles transporting hazardous materials
- Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way
- Elimination of driveways near crossings
- Increased enforcement of traffic laws at crossings
- Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings

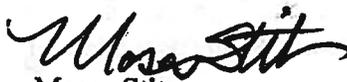
4.3  
cont'd

Commission approval is required to modify an existing highway-rail crossing or to construct a new crossing.

The CPUC is a responsible agency under CEQA and needs to be referenced accordingly in the FEIR. The mitigation monitoring section of the FEIR needs to be modified to include any of the above mitigation measures for this project.

Thank you for your consideration of these comments. If you have any questions in this matter, please contact me at (415) 713-0092 or email at [ms2@cpuc.ca.gov](mailto:ms2@cpuc.ca.gov).

Sincerely,



Moses Stites  
Rail Corridor Safety Specialist  
Consumer Protection and Safety Division  
Rail Transit and Crossings Branch  
515 L Street, Suite 1119  
Sacramento, CA 95814

NANCY BOSLEY  
935 Arden Way  
Sacramento, CA 95815

April 16, 2009

Jennifer Hageman, Senior Planner  
City of Sacramento, Development Services Department  
300 Richards Blvd.  
Sacramento, CA 95811

Re: Swanston Transit Village Station Specific Plan

Dear Ms. Hageman:

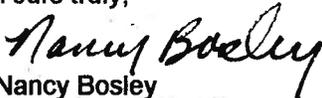
I have reviewed the Notice of Completion -Draft EIR for the above location and have some comments. First, the parcel at the corner of Arden Way and Erickson is zoned C2. However, the overpass on Arden Way makes this side of the parcel inaccessible. It seems that the C2 designation is in error for this parcel because the South side of the parcel is closed off by the overpass.

5.1

Second, it seems like this is a huge task to develop this area into residential units. There are now mostly warehouses in the area. Do you have a map showing the seven-block area to be included in the initial investment area?

Thank you for your consideration.

Yours truly,

  
Nancy Bosley



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

April 28, 2009

**LETTER 6**

Jennifer Hageman  
City of Sacramento  
300 Richards Boulevard, 3rd Floor  
Sacramento, CA 95811

Subject: Swanston Station Transit Village Specific Plan  
SCH#: 2007062130

Dear Jennifer Hageman:

The State Clearinghouse submitted the above named Subsequent EIR to selected state agencies for review. The review period closed on April 24, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

6.1

Please call the State Clearinghouse-at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2007062130  
**Project Title** Swanston Station Transit Village Specific Plan  
**Lead Agency** Sacramento, City of

---

**Type** **SBE** Subsequent EIR  
**Description** The proposed Swanston Station Transit Village Specific Plan is a long-range urban design and implementation plan that would guide public and private improvements in the Swanston Station Transit Village Specific Plan area. The proposed Swanston TVSP project addresses land use, traffic and circulation, infrastructure, financing strategies, and implementation measures needed to support the vision for future development and investment in the project area.

---

**Lead Agency Contact**

**Name** Jennifer Hageman  
**Agency** City of Sacramento  
**Phone** (916) 808-5538 **Fax**  
**email**  
**Address** 300 Richards Boulevard, 3rd Floor  
**City** Sacramento **State** CA **Zip** 95811

---

**Project Location**

**County** Sacramento  
**City**  
**Region**  
**Cross Streets** Along Sac RT light Rail Line ~ 1/4 mi. radius from El Camino Avenue and Arden Way  
**Lat / Long** 38° 36' 27.29" N / 121° 26' 22.14" W  
**Parcel No.** Several  

<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
-----------------	--------------	----------------	-------------

---

**Proximity to:**

**Highways** 160, Business 80  
**Airports**  
**Railways** Southern Pacific  
**Waterways** American River  
**Schools** SCUSD  
**Land Use** Several: Residential uses (various densities); Commercial use; Industrial Uses and Transit

---

**Project Issues** Air Quality; Archaeologic-Historic; Noise; Population/Housing Balance; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Water Quality; Landuse; Aesthetic/Visual

---

**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Central Valley Flood Protection Board; Caltrans, District 3; Caltrans, Division of Transportation Planning; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; Public Utilities Commission; Department of Housing and Community Development

---

**Date Received** 02/23/2009 **Start of Review** 02/23/2009 **End of Review** 04/24/2009

---



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

May 5, 2009

Jennifer Hageman  
City of Sacramento  
300 Richards Boulevard, 3rd Floor  
Sacramento, CA 95811

Subject: Swanston Station Transit Village Specific Plan  
SCH#: 2007062130

Dear Jennifer Hageman:

The enclosed comment (s) on your Subsequent EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on April 24, 2009. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2007062130) when contacting this office.

Sincerely,

Terry Roberts  
Senior Planner, State Clearinghouse

Enclosures

cc: Resources Agency

## PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE  
SAN FRANCISCO, CA 94102-3298



April 23, 2009

Jennifer Hageman  
City of Sacramento  
300 Richards Blvd, 3rd Floor  
Sacramento, CA 95811



*Cler  
4.24.09  
late  
e*

Re: Notice of Completion, Supplemental/Subsequent EIR  
Swanston Station Transit Village Specific Plan  
SCH# 2007062130

Dear Ms. Hageman:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The Commission requests that the DEIR for the proposed project evaluate potential project-related rail safety impacts since our previous NOP comment letter was not adequately addressed. In addition to the potential impacts of the proposed project itself, the DEIR needs to consider cumulative rail safety-related impacts created by other projects.

In general, the major types of impacts to consider are collisions between trains and vehicles, and between trains and pedestrians. The proposed project has the potential to increase vehicular and pedestrian traffic in the vicinity. A Sacramento Regional Transit light rail line runs in the middle of the proposed project. While traffic congestion impacts are evaluated in the DEIR, the document does not consider potential rail safety impacts of the proposed project.

Measures to reduce adverse impacts to rail safety need to be considered in the CEQA documentation. General categories of such measures include:

- Installation of grade separations at crossings, i.e., physically separating roads and railroad track by constructing overpasses or underpasses
- Improvements to warning devices at existing highway-rail crossings
- Installation of additional warning signage
- Improvements to traffic signaling at intersections adjacent to crossings, e.g., traffic preemption

Jennifer Hageman  
City of Sacramento  
SCH # 2007062130  
April 23, 2009  
Page 2 of 2

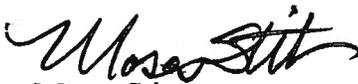
- Installation of median separation to prevent vehicles from driving around railroad crossing gates
- Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains
- Installation of pedestrian-specific warning devices and channelization
- Construction of pull out lanes for buses and vehicles transporting hazardous materials
- Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way
- Elimination of driveways near crossings
- Increased enforcement of traffic laws at crossings
- Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings

Commission approval is required to modify an existing highway-rail crossing or to construct a new crossing.

The CPUC is a responsible agency under CEQA and needs to be referenced accordingly in the FEIR. The mitigation monitoring section of the FEIR needs to be modified to include any of the above mitigation measures for this project.

Thank you for your consideration of these comments. If you have any questions in this matter, please contact me at (415) 713-0092 or email at [ms2@cpuc.ca.gov](mailto:ms2@cpuc.ca.gov).

Sincerely,



Moses Stites  
Rail Corridor Safety Specialist  
Consumer Protection and Safety Division  
Rail Transit and Crossings Branch  
515 L Street, Suite 1119  
Sacramento, CA 95814

**1. Matthew G. Darrow, County of Sacramento, Department of Transportation, March 5, 2009**

1.1 The traffic analysis for the Swanston Station Transit Village Specific Plan was prepared as a section for the Draft EIR, and a separate “Traffic Impact Analysis” document was not developed. Section 6.11, Transportation, contains the information from the traffic analysis performed by Kimley and Horn Associates for the proposed project. The only substantive piece that was inadvertently not incorporated into Section 6.11 and the traffic appendix is a letter documenting the trip generation assumptions and calculations for the proposed development. This information is attached in its entirety at the end of these responses.

1.2 The selection of the transportation facilities to study as part of the EIR was based on those facilities determined most likely to provide access to the plan area and to experience significant changes in traffic volumes. The trip generation data presented in the traffic study show that the proposed project would generate fewer trips than those created by the existing land uses that would be replaced. As a result, project impacts would be less than significant. The facilities included in the study, whether those roadways were City or County facilities, were selected by City staff and Kimley-Horn and Associates, who prepared the traffic analysis, to ensure that the facilities studied would adequately capture the potentially significant impacts of future development that could occur under the proposed Swanston Station Transit Village Specific Plan.

1.3 As explained in Response 1.1 above, trip generation data were unintentionally excluded from Section 6.11. That information is produced in Response 1.1. It should be recognized that the City anticipates that only development in the Strategic Plan area would occur over the next 20 years or so. Future development in the Long-Term Plan area is anticipated but in a future horizon far beyond the 20-year timeframe. Page 6.11-48 of the Draft EIR explains that:

Given the uncertainty associated with the ultimate shape, form, intensity, and timing (after 2025) that development within the Long-Term Plan area will take, as well as the inaccuracies associated with the estimation of traffic impacts for a scenario that extends 25 years beyond the currently available analytic tools (SACOG’s regional model), resulted in the adoption of a much more qualitative analysis approach being conducted for the Long-Term Plan.

1.4 The goal and objectives of the proposed specific plan is to create transit-oriented, pedestrian friendly, mixed use and residential development adjacent to the Sacramento Regional Transit light rail system, and, in particular, the Swanston and Royal Oaks light rail stations. The proposed mix of land uses and intensities will provide transit and neighborhood retail near residential development to shorten or reduce the number of vehicle trips and encourage pedestrian and bicycle access to the light rail stations within the study area.

The trip generation letter presented at the end of these responses shows the derivation of the trips under existing conditions and under the proposed Strategic Plan. Trips for existing land uses, and for future land uses that would displace existing land uses were calculated based on the Institute of Transportation Engineers, *Trip Generation, 7<sup>th</sup> Edition* and *Trip Generation Handbook, Second Edition*.

- 1.5 As explained in Response 1.1 above, trip generation data were unintentionally excluded from Section 6.11. That information is produced in Response 1.1.
- 1.6 As shown on page 6.11-1 of the Draft EIR, the cumulative analysis was conducted for both scenarios: the No Project Conditions and the Project Conditions. For the cumulative No Project scenario, the 2025 SACMET model was modified so that the general plan land uses were replaced by the existing land uses (please see Cumulative Analysis discussion presented on page 6.11-38 and 39). For the cumulative analysis with the Project, the Swanston TVSP land uses were input into the 2025 SACMET model. These adjustments to the land uses for the plan area accurately reflects existing uses and trips, as well as plan land uses and trips, and thus allows a direct comparison of future conditions with the proposed project against existing conditions, as required by CEQA. This comparison is consistent with the methodology that the City of Sacramento used in evaluating cumulative impacts.

The impracticality and infeasibility of evaluating the traffic impacts of the Long-Term Plan in a quantitative fashion against existing conditions is documented and explained on page 6.11-48 of the Draft EIR.



September 5, 2007

Mr. Jesse Gothan, PE  
City of Sacramento  
Development Services Department  
915 I Street, 3<sup>rd</sup> Floor  
Sacramento, California 95814

■  
Suite 120  
1430 Blue Oaks Boulevard  
Roseville, California  
95747

Re: Swanston Station Transit Village  
Proposed Trip Generation and Study Facilities - Revision 1

Dear Mr. Gothan:

I am writing to obtain City concurrence on critical aspects of the traffic study for the above referenced project. This letter documents trip generation assumptions, analysis scenarios, and the facilities to be included in the traffic impact analysis (the "study") for the Swanston Station Land Use Plan.

**Changes to the Proposed Project**

Kimley-Horn and Associates, Inc., (KHA) originally sent you a letter documenting trip generation assumptions for the study on June 19, 2007. Since that time, the Proposed Project has been redefined by the City and the land use consultant, Moore, Iacifano, and Goltsman (MIG). The Proposed Project now includes land uses designated in the "Strategic Land Use Plan" and the rezoning of nine other parcels (the "project"). The land uses included in the revised Proposed Project are shown in Table 1. Information in this table was provided by MIG on August 24, 2007.

**Table 1 Summary of Proposed Land Uses**

	Commercial Uses, ksf	Residential Units
Specific Land Uses	60	300
Rezoned Parcels	10	66
Total	70	366

**Trip Generation**

The trip generation assumptions for the Proposed Project were revised based on the revision to the Proposed Project. Trips for the project were calculated using *Trip Generation, 7<sup>th</sup> Edition*, and *Trip Generation Handbook*, both published by the Institute of Transportation Engineers (ITE). The trip generation is shown in Attachment A and Table 2.

The trips were then adjusted to account for characteristics of the specific land uses and interaction between the land uses. These adjustments included internal

■  
TEL 916 797 3811  
FAX 916 797 3804

reduction factors and pass-by trips for the commercial uses. The internal reduction factors were derived using ITE methodologies and calculation sheets are included in Attachment A. The pass-by rate was estimated to be below the national average of 34%. This is due to the size of the retail are and the fact that most of it will not front onto an arterial.

**Table 2 - Trip Generation for the Proposed Project**

Proposed Land Uses											
Land Use	Land Use Density or Intensity <sup>2</sup>	ITE LAND USE CODE	ITE LAND USE <sup>3,4</sup>	SIZE (UNITS) <sup>1,4</sup>	Daily Trips <sup>3</sup>	AM PEAK HOUR TRIPS <sup>3</sup>			PM PEAK HOUR TRIPS <sup>3</sup>		
						IN	OUT	Total	IN	OUT	Total
RMX Residential	15.00	220	Apartment, D.U.	366	2,350	37	148	183	142	77	219
RMX Retail	Varies	820	Shopping Center, ksf	70.00	5,388	77	49	126	237	258	495
<i>Subtotal Raw Trip Generation</i>					7,736	114	195	309	379	335	714
<i>ITE Internal Reduction<sup>5</sup> Daily:</i>		13.9%	<i>PM: 14.6%</i>		-1,076				-55	-49	-104
<i>Alternate Modes: Residential</i>					1%	-23	0	-1	-2	-1	-2
<i>Alternate Modes: Commercial</i>					1%	-54	-1	0	-1	-2	-5
<i>Alternate Mode: Office</i>					1%	0	0	0	0	0	0
<i>Pass-by trips (Commercial Uses)<sup>6</sup></i>					30%	-1,616	-23	-15	-38	-71	-77
<i>Subtotal of Reductions</i>					-2,769	-24	-17	-41	-130	-129	-260
<b><i>Strategic Alternative Trips</i></b>					<b>4,967</b>	<b>90</b>	<b>179</b>	<b>268</b>	<b>249</b>	<b>205</b>	<b>454</b>

The Proposed Project land uses are intended to replace existing uses. As a result, trips for the existing uses were subtracted from the trips estimated for the Proposed Project. Detailed trip generation calculations for the existing uses are included in Attachment A and the net trips proposed to be analyzed for this phase are shown in Table 3. Table 3 indicates that the proposed land uses will result in fewer trips being generated by the Proposed Project than are currently being generated by existing uses.

**Table 3 - Proposed Project Trip Generation Summary**

	Daily Trips	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
		IN	OUT	Total	IN	OUT	Total
<b>Strategic Plan</b>	4,967	90	179	268	249	205	454
<b>Existing Uses</b>	6,216	195	97	292	290	342	631
<b>Net Trips</b>	-1250	-105	82	-23	-41	-137	-177

**Analysis Scenarios and Study Facilities**

The Scope of Services for this project (approved as part of a sub-consultant agreement between KHA and MIG) assumed the proposed would be evaluated in two phases. Phase one was envisioned to consist of several "opportunity sites" and the phase two was envisioned to be a comprehensive "land use plan" for the project area. The "opportunity sites" are now depicted in the Strategic Plan and



the “land use plan” is now depicted on the Long Term Plan, both developed by MIG, the City, and various stake holders. It is our understanding, that, based on the results of the market study conducted for the project and direction from the City, the Proposed Project description to be used for the project EIR has been redefined to include only the Strategic Plan and the Long Term Plan will not be analyzed in the EIR<sup>1</sup>.

As noted above, the “project” now consists of the Strategic Plan and will not be phased. However, since the original Scope of Services for the traffic impact analysis was developed assuming a phased approach, that Scope of Services is no longer appropriate for the current Proposed Project. As a result, we are proposing a revision to the scope of services. Attachment B includes the current Scope of Services and Attachment C includes the revised Scope of Services.

The revised Scope of Services includes a project level analysis for existing, baseline and future conditions. The revised Scope of Services was developed based on the following:

- Per the trip generation data presented above, the Proposed Project will generate significantly fewer trips than the current land uses. As a result, project impacts will be less than those created by the current land uses.
- The facilities to be studied under the current scope were developed assuming a project-specific analysis for the current year and a programmatic analysis for future build-out. For the new project definition, a project-specific analysis should be conducted for current and future scenarios.

We would like to proceed with the analysis as quickly as possible and information noted herein is critical to the study for this project. We appreciate your prompt response and indication of concurrence with the information provided.

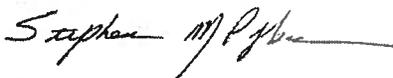
Please contact me at (916) 797-3811 if you have any questions or require additional information.

---

<sup>1</sup> Per Mukul Mahotra, MIG, Project Manager, Rodney Jeung, Environmental Document Project Manager

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.



Stephen M. Pyburn, C.E., T.E.  
Senior Project Manager  
PE No. C49598 & TR1904

Copy to: Mukul Mahotra, MIG  
Dan Drazen, MIG  
Rodney Jeung, EIP

**Attachments:**

- Attachment A - Trip Generation and Trip Reduction Worksheets
- Attachment B - Current Traffic Study Scope of Services
- Attachment C - Revised Traffic Study Scope of Services



Kimley-Horn  
and Associates, Inc.

*Swanston Station Transit Village  
Traffic Impact Analysis  
September 5, 2007*

**Attachment A  
Trip Generation Worksheets**



Swanston Station Transit Village  
**TRIP GENERATION - PROPOSED PROJECT**  
(Strategic Plan and Additional Parcels to be Rezoned)

Revision 2: August 29, 2007

Proposed Land Uses											
Land Use	Land Use Density or Intensity <sup>2</sup>	ITE LAND USE CODE	ITE LAND USE DESCRIPTION <sup>3,4</sup>	SIZE (UNITS) <sup>1,4</sup>	Daily Trips <sup>3</sup>	AM PEAK HOUR TRIPS <sup>1</sup>			PM PEAK HOUR TRIPS <sup>3</sup>		
						IN	OUT	Total	IN	OUT	Total
RMX Residential	15.00	220	Apartment, D.U.	366	2,350	37	146	183	142	77	219
RMX Retail	Varies	820	Shopping Center, ksf	70.00	5,386	77	49	126	237	258	495
<b>Total area:</b>			<b>Subtotal Raw Trip Generation</b>		<b>7,736</b>	<b>114</b>	<b>195</b>	<b>309</b>	<b>379</b>	<b>335</b>	<b>714</b>
ITE Internal Reduction <sup>5</sup>	Daily:	13.9%	PM:	14.6%	-1,075				-55	-49	-104
			Alternate Modes: Residential	1%	-23	0	-1	-2	-1	-1	-2
			Alternate Modes: Commercial	1%	-54	-1	0	-1	-2	-3	-5
			Alternate Mode: Office	1%	0	0	0	0	0	0	0
			Pass-by trips (Commercial Uses) <sup>6</sup>	30%	-1,616	-23	-15	-38	-71	-77	-148
			<b>Subtotal of Reductions</b>		<b>-2,768</b>	<b>-24</b>	<b>-17</b>	<b>-41</b>	<b>-130</b>	<b>-129</b>	<b>-259</b>
<b>Strategic Alternative Trips</b>					<b>4,967</b>	<b>90</b>	<b>179</b>	<b>268</b>	<b>249</b>	<b>205</b>	<b>454</b>

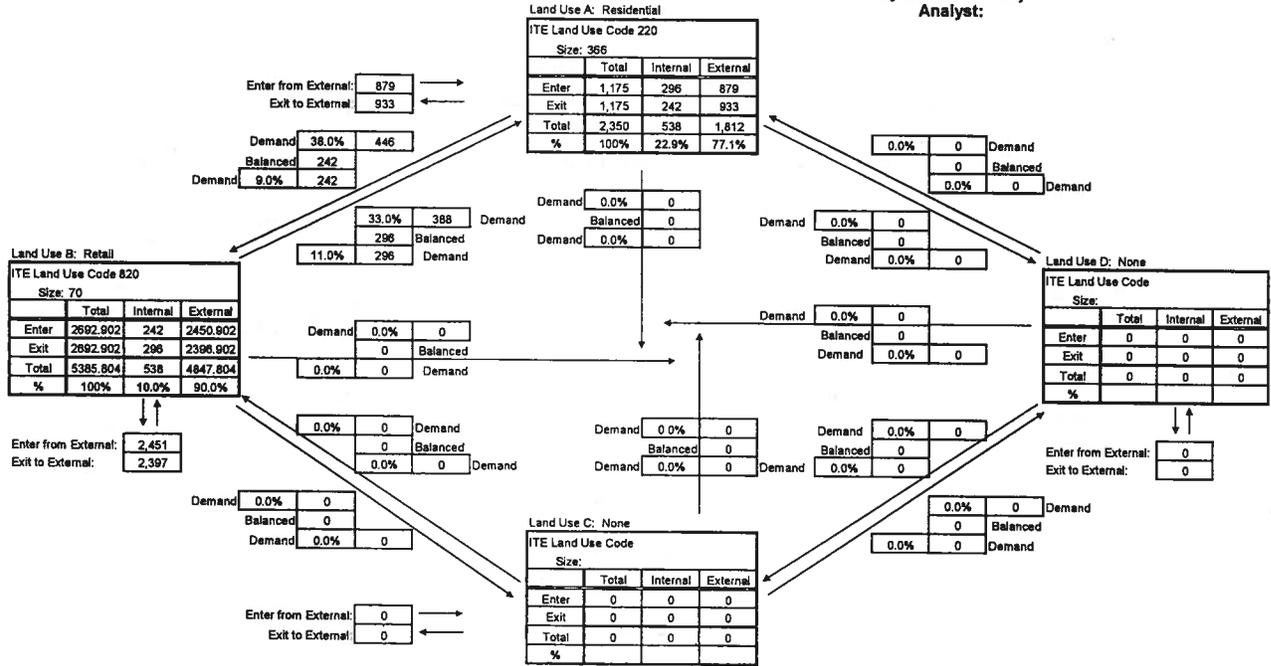
Existing Land Uses Being Replaced by Proposed Land Uses and Rezones <sup>7</sup>											
Land Use	Land Use Density or Intensity <sup>2</sup>	ITE LAND USE CODE	ITE LAND USE DESCRIPTION <sup>3,4</sup>	SIZE (UNITS) <sup>1,4</sup>	Daily Trips <sup>3</sup>	AM PEAK HOUR TRIPS <sup>1</sup>			PM PEAK HOUR TRIPS <sup>3</sup>		
						IN	OUT	Total	IN	OUT	Total
Manufacturing (7)		140	Light Industrial, ksf	147.69	564	83	25	108	39	70	109
Shopping Center		820	Shopping Center	130.53	8,075	112	72	184	358	388	746
			Pass-by trips (Commercial Uses) <sup>6</sup>	30%	-2,422				-107	-117	-224
<b>Total Existing Uses</b>					<b>6,216</b>	<b>195</b>	<b>97</b>	<b>292</b>	<b>290</b>	<b>342</b>	<b>631</b>

<b>Net New Trips<sup>7</sup></b>					<b>-1,249</b>	<b>-105</b>	<b>82</b>	<b>-23</b>	<b>-41</b>	<b>-137</b>	<b>-177</b>
----------------------------------	--	--	--	--	---------------	-------------	-----------	------------	------------	-------------	-------------



**ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET**  
(Source: Chapter 7, ITE Trip Generation Handbook, October 1998)

Project Number:  
Project Name: Swanston Station  
Scenario: Proposed Project  
Analysis Period: Daily  
Analyst:

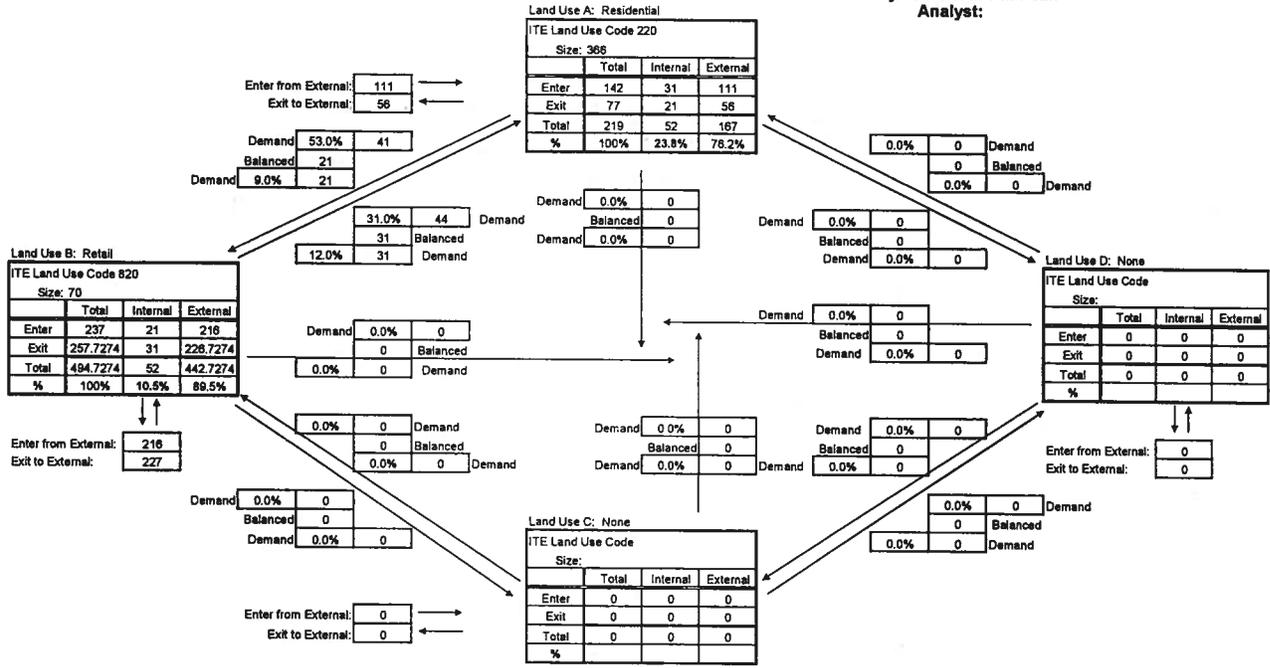


Category	Land Use				Total
	A	B	C	D	
Enter	879	2,451	0	0	3,330
Exit	933	2,397	0	0	3,330
Total	1,812	4,848	0	0	6,660
Single Use Trip Gen Estimate	2,350	5,385	0	0	7,735

Overall Internal Capture = 13.91%

**ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET**  
(Source: Chapter 7, ITE Trip Generation Handbook, October 1998)

**Project Number:**  
**Project Name:** Swanston Station  
**Scenario:** Proposed Project  
**Analysis Period:** PM Peak  
**Analyst:**



Category	Land Use				Total
	A	B	C	D	
Enter	111	216	0	0	327
Exit	56	227	0	0	283
<b>Total</b>	<b>167</b>	<b>443</b>	<b>0</b>	<b>0</b>	<b>610</b>
Single Use Trip Gen Estimate	219	495	0	0	714

Overall Internal Capture = **14.57%**

**2. Elizabeth Obon, Sacramento Regional County Sanitation District, March 30, 2009**

2.1 As noted by the commenter, Figure 2-14 (Proposed Water System Improvements) shows an existing 6-inch water main with the Beaumont Street right-of-way that would be improved to 8 inches to satisfy the City's minimum standards. The commenter reports that the 72-inch Dry Creek interceptor also lies within that right-of-way. Future plans to improve the water line will be closely coordinated with the District to ensure minimal conflicts with the Dry Creek interceptor.

2.2 The analysis of future wastewater capacity and flows from development that could occur under the proposed plan (see Impact UT-2 beginning on page 6.10-24 and Impact UT-7 beginning on page 6.10-32) indicate that the treatment plant would have sufficient capacity to serve the net increase in total average daily sewer flow from development that could occur in the plan area. The District wants to clarify that it cannot guarantee that capacity would be available at the time future development occurs. To reflect this point, the text in Chapter 2 cited by the commenter has been revised to include a discussion that the flows are on a "first come, first served" basis.

Page 6.10-32, under Impact UT-7, paragraph 1, is revised as follows:

At buildout, development that could occur in the Long-Term Plan area would generate a net increase of approximately 0.577 mgd of wastewater (Table 6.10-15). As the SRWTP currently treats 155 mgd and has the capacity to treat 181 mgd, the net increase in wastewater from development during the Long-Term Plan phase is not expected to require expansion of the SRWTP facilities. However, as noted by the SRCSD, flows to the SRWTP are on a "first come, first served basis." Therefore, flows to the plant not anticipated in the SRWTP 2020 Master Plan could result in capacity constraints for new development within the Long-Term Plan area, SRCSD periodically updates the Master Plan on an as-needed basis to account for increased development and growth in population, and with that, plans for the expansion and upgrading of SRCSD facilities. Any necessary changes to capacity would occur incrementally, as regional population growth demands greater treatment capacity. Future updates to the Master Plan will recognize the growth allowed by the Long-Term Plan and plan for the necessary improvements to SRCSD facilities. Accordingly, it is not expected that the Long-Term Plan would result in a significant wastewater treatment plant impact.

2.3 As noted by the commenter, Figure 2-15 (Proposed Sanitary System Improvements) shows an existing 12-inch wastewater line with the Beaumont Street right-of-way that would be improved to 18 inches to meet future wastewater flows. The commenter reports that the 72-inch Dry Creek interceptor also lies within that right-of-way. Future plans to improve the wastewater line will be closely coordinated with the District to ensure minimal conflicts with the Dry Creek interceptor.

- 2.4 The commenter reports that the wastewater agencies serving the Swanston Transit Village Plan area are incorrectly identified on pages 6.10-3 and 6.10-4. These corrections have been made and are reflected in Chapter 3, which contains changes to the Draft EIR text. These changes are also noted below.

Page 6.10-3, paragraph 2, sentence 3 is revised as follows:

Information for this section comes from the infrastructure report prepared for the proposed Swanston Station Specific Plan, as well as information provided by the Sacramento Regional County Sanitation Services District and the Sacramento Area County Sanitation District.

Page 6.10-4, paragraph 2, sentence 1 is revised as follows:

The SRWTP, which is located just south of the city limits, is owned and operated by the Sacramento Regional County Sanitation Services District (SRCSD).

- 2.5 The commenter provides clarifying language on page 6.10-38, regarding the frequency of the District's Master Plan. The text has been revised in accordance with the commenter's suggestion and is reflected in Chapter 3, which contains changes to the Draft EIR text. This change to the first paragraph, last three sentences, under Impact UT-11 is also noted below.

~~In addition, the Master Plan is updated every five years to account for changes in existing and projected population. SRCSD periodically updates the Master Plan on an as-needed basis to account for increased development and growth in population, and with that, plans for the expansion and upgrading of SRCSD facilities.~~ Any necessary changes to capacity would occur incrementally, as regional population growth demands greater treatment capacity. Therefore, the cumulative impact of future development on SRWTP treatment facilities would be less than significant.

- 2.6 The commenter has provided advisories and information from a Memorandum of Understanding (MOU) between the District and the City of Sacramento. This MOU identifies flow restrictions for the County Interceptor known as the "City Interceptor" which is located in the south area of the City of Sacramento that runs south from Sump 2 (Riverside Boulevard & 10<sup>th</sup> Avenue), along Freeport Boulevard, along I-5, and ultimately to the SRWTP. The Swanston Station Transit Village is located in the north area of Sacramento near Business 80 and Arden Way. Sewer flows from this area are conveyed to the SRWTP by a County Interceptor and *not* the "City Interceptor." Therefore, the max flow of 108.5 MGD is related to the "City Interceptor" only, and this MOU does not apply to sewer flows generated from this project.

**3. Keith G. Wagner, Sacramento Audubon Society, April 2, 2009**

- 3.1 This comment contains introductory and general information. The City carefully reviewed the commenter's concerns and finds that that EIR provides sufficient information for the public to consider and respond to the project's potential impacts to purple martins and associated mitigations. Please refer to specific responses below.
- 3.2 This comment states that the biological surveys conducted in February 2006 are not adequately timed to detect nesting burrowing owls, purple martins, or Swainson's hawks. As stated on page 6.3-1 of the Draft EIR, the field surveys focused on potential suitable habitat for special-status species that could potentially occur in the Swanston TVSP project area. Impacts BIO-1, BIO-2, and BIO-3 each address potential impacts to these species, and the latter two impact assessments explicitly acknowledge that nesting birds, and specifically purple martin, could be adversely affected by future development in the plan area. Thus, the EIR discloses that various migratory birds, including burrowing owls, purple martins, and Swainson's hawks could nest in the plan area. Accordingly, Mitigation Measures BIO-2.1 and BIO-3.1 are proposed to address potential impacts to these species by requiring appropriately timed surveys prior to future development that could disturb these sensitive species, and should such surveys detect active nests, then other appropriate measures to mitigate potential harassment of the birds or abandonment of the nests are prescribed.
- 3.3 In response to the information provided by the commenter, background information on the purple martin has been added to the Draft EIR. Specifically, the presence of the purple martin at the Arden Way overpass is reported, and effects related to development that could occur under the Long-Term Plan are identified.

Page 6.3-1, paragraph 1, new text inserted before the last sentence in the paragraph:

In addition, information from the Sacramento Audubon Society has been used to supplement background data on the bird species in the Swanston TVSP project area.<sup>1</sup>

<sup>1</sup> Airola, D.A., D. Kopp and S. Kostka, Purple Martin population status and colonization patterns in the Sacramento Region in 2004, Central Valley Bird Club Bulletin 7:71-77, 2004; Airola, D.A. and D. Kopp, Breeding population status and mortality assessment of Purple Martins in Sacramento during 2006, Central Valley Bird Club Bulletin 10:33-34, 2007; Airola, D.A., and B.D.C. Williams, Purple Martin (*Progne subis*). In: California Bird Species of Special Concern: A ranked assessment of species, subspecies, and distinct populations of birds of immediate conservation concern in California, W.D. Shuford and T. Gardali (editors), Studies of Western Birds 1, Western Field Ornithologists, 2008; Airola, D.A., D. Kopp, and K. Thomas, Population status, reproduction, and mortality of Purple Martins in Sacramento during 2007, Central Valley Bird Club Bulletin 11:25-36, 2008.

Page 6.3-1, paragraph 3, sentence 1 has been revised as follows:

The only recorded occurrences of a special-status species within the Swanston TVSP project area is purple martin, a bird that nests under the El Camino Avenue and Arden Way overcrossings.

Page 6.3-8, paragraph 2, last few sentences have been revised as follows:

There ~~are~~ ~~is~~ ~~a~~ colonyies of purple martins that ~~are~~ ~~is~~ known to use the underside of the El Camino Avenue and the Arden Way overcrossings within the Swanston TVSP project area. ~~This~~ area by the El Camino Avenue overpass has been used by purple martins since 2002 and at least 20 pairs were observed in a 2007 survey (Dan Airola, 2007). Similarly, the Arden Way overpass has supported 3 to 13 nesting pairs from 2004 through 2008 (Dan Airola et al, 2004, 2008).

Page 6.3-17, under Impact BIO-3, paragraph 2, new text after sentence 5 is inserted as follows:

In addition, a nesting colony uses the Arden Way overpass. Surveys between 2004 and 2008 identified 3 to 13 nesting pairs supported by this bridge.

Page 6.3-17, under Impact BIO-3, paragraph 2, new text before the last sentence is inserted as follows:

At the Arden Way overpass, the Swanston TVSP project proposes sidewalk improvements on both sides of the road, and a transit plaza and promenade on the north side of the overpass. Construction of these improvements could affect the purple martins in a manner similar to those effects identified for the purple martins using the El Camino Avenue bridge.

Page 6.3-17, Mitigation Measure BIO-3.1 has been revised as follows:

*BIO-3.1 Construction Limits Around the Purple Martin Nests.* Although purple martins are tolerant of human activities, if active nests are present, no construction shall be conducted within 120 feet of the edge of the purple martin colony (determined by the closest active nest hole to the construction activity) during the beginning of the purple martin breeding season from ~~March 15 to May 15~~ April 1 to August 1. The buffer area shall be avoided to prevent destruction or disturbance of the nest(s) or until it is no longer active, as determined by a biologist experienced in working with purple martins. In addition, no equipment taller than 9 feet in height shall be parked or stored beneath the El Camino Avenue or Arden Way overcrossings within 100 horizontal feet of nest holes from April 15 to July 31.

- 3.4 The statement on page 6.3-1 of the Draft EIR states the results of the biological field survey. Information on nesting avian species is included in Table 6.3-1, and in the Environmental Analysis portion of Section 6.3, Biological Resources, beginning on page 6.3-14. Notably, Impact BIO-2 acknowledges potential impacts to nesting birds. Therefore, the analysis acknowledges that although nesting birds were not observed during the field survey, and that CDFG CNDDDB lists low likelihoods of occurrences of burrowing owls and Swainson's hawks in the Swanston TVSP area, such species could occur within the project area and mitigation is necessary.
- 3.5 The Swainson's hawk discussion on page 6.3-7 of the Draft EIR notes that, "Although no nesting Swainson's hawks have been observed within the Swanston TVSP project area, the area is within the foraging range of approximately 10 Swainson's hawk nests." However, given the discontinuous patches of ruderal vegetation within the undeveloped lots, their small size (less than approximately two acres), and the high level of urban disturbance, the Swanston TVSP project area does not provide significant foraging or nesting habitat for this species. For these reasons, the field biologists who prepared the analysis continue to support the designation of a "low" probability of occurrence in Table 6.3-1.
- 3.6 These species were not observed during the field surveys and as such were not included within the survey results. However, the City does not dispute that these species would likely be present within the area as they are commonly associated with habitats similar to those of the purple martin. It should be noted that neither white-throated swifts nor northern rough-winged swallows are special-status species. Impacts to nesting birds are covered under Impact BIO-2, beginning on page 6.3-15.
- 3.7 As stated on page 6.3-4 of the Draft EIR, information on sensitive species was obtained from the CNDDDB dated October 2007 when the Cooper's hawk was still listed as a California Species of Concern. Since then, the species is no longer considered a California Species of Concern, as noted by the commenter. Accordingly, Table 6.3-1 and the text on page 6.3-7 have been revised (see Chapter 3) to reflect this re-designation of the Cooper's hawk.
- 3.8 As noted in Response 3.3, the Draft EIR has been revised to include the colonies of purple martin using the Arden Way overpass. The text revisions are presented in Chapter 3 of this document and in Response 3.3 above. The text on page 6.3-8 notes that abandoned woodpecker holes are one area that purple martins can nest, in addition to nest boxes and other human structures.
- 3.9 As noted on page 6.3-8, the purple martin is designated as a California Department of Fish and Game Species of Special Concern. In general, the City does not include specific information about why a species is considered endangered. Impact BIO-6 on page 6.3-21 of the Draft EIR discusses the potential cumulative effects of the loss of nesting purple martins and discusses how the protective laws and regulations would reduce the potential disturbances to the resources. Therefore, the Draft EIR recognizes the importance of the protection of the species.

- 3.10 The commenter requests that the discussion of heritage trees on page 6.3-8 should be modified to recognize that such trees can be used as nesting sites by Swainson's hawks. However, the heritage tree text on page 6.3-8 is intended to acknowledge that certain trees that attain a certain size are by their own rights important biological species, regardless of whether they provide nesting habitat for particular bird species. The commenter's request to recognize heritage trees as possible habitat for the Swainson's hawk is already included on page 6.3-7 of the Draft EIR (paragraph 3), where it explains that Swainson's hawks tend to nest in tall riparian trees (typically oaks or cottonwoods).
- 3.11 Impact BIO-2 identifies that species protected by the Migratory Bird Treaty Act likely nest within the project area and Mitigation Measure BIO-2.1 is recommended to reduce impacts to these species to less-than-significant levels. The description of the Migratory Bird Treaty Act beginning on page 6.3-8 is intended primarily to identify adopted plans, policies, and regulations that are relevant in the Swanston Transit Village Specific Plan area.
- 3.12 The commenter is correct in stating that the absence of evidence of special-status species (including Swainson's hawks, white-tailed kites, purple martins, and burrowing owls) does not preclude their nesting potential in the Swanston TVSP project area. The paragraph referenced by the commenter states that no known occurrences have been recorded in the Swanston TVSP project area. As noted previously in Response 3.2, the Draft EIR acknowledges potentially adverse effects to special-status species and proposes Mitigation Measures BIO-2.1 and BIO-3.1 to ensure that surveys for the aforementioned species occur prior to construction, and that if such surveys detect the presence of these species, appropriate measures be implemented to protect these species.
- 3.13 The information in the paragraph cited by the commenter addresses the movement of species by migratory corridors, connections to open space lands or river corridors, and to/from nursery sites. Ingress and egress to the overpasses used by the purple martins would not be altered by the proposed project because the project does not propose the demolition of the existing development, and the reconstruction of new development, around the bridges. The parcels around the two bridges are currently developed. The railroad tracks would not be altered by the future development in the station area. It is noted that Impact BIO-3 of the Draft EIR does recognize that the proposed project could impact this special-status species, and in response, recommended Mitigation Measure BIO-3.1 to address potential disturbance to purple martins if they are nesting in the project area during construction activities.
- 3.14 Impact BIO-3 of the Draft EIR addresses all potential impacts to purple martins within the project area, and in recognition of the potentially significant impact identified, recommended Mitigation Measure BIO-3.1 to address potential disturbance to purple martins if they are nesting in the project area during construction activities. Please note that the Draft EIR text has been modified to include the colonies of purple martin using the

Arden Way overpass and the potential effects to them (see Chapter 3 of this Final EIR and Response 3.3 above).

3.15 Potential impacts associated with loss of access to the nesting areas would not be expected to occur as purple martins are tolerant of human activities. In addition, the overpass would not be physically altered to preclude nesting, and the area immediately adjacent to the nesting site is not proposed to be altered in such a way as to significantly impact the approach to the nesting areas. The proposed transit center that would be sited near the Arden overpass is a project being considered by the Sacramento Regional Transit District and would occur independently of the proposed Swanston Transit Village Specific Plan. Therefore, this environmental document does not need to consider the potential impacts to purple martins due to the construction and operation of the proposed transit center. Furthermore, the areas surrounding the colony, including the El Camino and Arden overpasses would remain transportation-oriented uses, the same type of land use that currently exists at the overpasses. Consequently, the access to the nesting area would not be substantially different from its current state and the impact would remain less than significant. In addition, the areas surrounding the colonies would still provide suitable landscaping materials such as pine needles to provide nesting materials for the colony and significant impacts would not be anticipated.

3.16 The commenter expresses concerns regarding increased mortality of the purple martins from vehicle collisions. However, the area surrounding the martin colonies, where collisions would be most likely, would remain in its current transportation-oriented land use and the majority of the changes in circulation would occur away from the nesting area. In addition, as noted on page 6.11-21 of the Draft EIR, development that could occur within the Strategic Plan area is anticipated to result in approximately 1,332 fewer daily vehicle trips on area roads, compared to current trips. Furthermore, it is estimated that full implementation of the proposed Swanston TVSP project (Strategic Plan area and the Long-Term Plan area) would lead to the elimination of approximately 7,300 daily vehicle trips compared to existing uses. Therefore, potential mortality of the purple martins from automobile collisions is expected to be less than significant.

With respect to losses due to increased light rail traffic (LRT), as discussed on page 6.11-37 of the Draft EIR, data from Sacramento Regional Transit indicates that currently LRT service operates at four trips per hour at the Swanston and Royal Oaks Light Rail Stations. Future plans for the Northeast Corridor that is served by these station include adding three additional trips per peak hour period by January 2012 to serve projected ridership and to offer express service. This increase in service was planned by the Sacramento Regional Transit District prior to the City's specific plan efforts around the Swanston Station, and thus is not due to the transit-oriented development envisioned by the plan. The Swanston TVSP project does not include proposals to alter the fencing on the existing El Camino Avenue and Arden Way overpasses or to enhance the unimproved access roads under the overpasses, both of which could result in greater threats to the

purple martin colonies. As a result, mortality impacts to purple martins from the LRT would not be associated with the proposed Swanston Transit Village Specific Plan.

- 3.17 As suggested by the commenter, Mitigation Measure BIO-3.1, beginning on page 6.3-17, has been revised. The revised text is presented in Chapter 3 of this document and in Response 3.3 above.
- 3.18 Please refer to Response 3.17, regarding modifications to Mitigation Measure BIO-3.1.
- 3.19 No active Swainson's hawk nests have been identified within 2 miles of the project site (CNDDDB 2009) and thus, there is no evidence that nesting would be likely to occur in the project area. Please refer to Responses 3.5 and 3.12 for additional responses concerning the presence of Swainson's hawks.
- 3.20 Impact BIO-6 of the Draft EIR specifically recognizes that the primary effects of the proposed Swanston TVSP project, when considered with other projects in the region, could be the cumulative loss of nesting purple martins. It states that implementation of Mitigation Measures BIO-2.1 and BIO-3.1 would reduce potential direct effects on migratory bird species by identifying occupied nests, delaying construction if necessary, and providing a buffer zone (no construction area) around occupied nests to ensure that no take or destruction of nests or eggs occurs. Because these mitigation measures reduce impacts to nesting birds, their young and eggs, the proposed Swanston TVSP project would not contribute to other losses locally or regionally. Therefore, the impact of the proposed Swanston TVSP project would not be cumulatively considerable.
- With respect to the unproven nature of other project's purple martin mitigation, there is no evidence that the mitigation will fail, and in certain cases such as the Railyards Redevelopment project, the mitigation was designed jointly with purple martin experts, and will be monitored for success. This monitoring effort would ensure that the measures that are designed to reduce reasonably foreseeable project impacts to purple martins to less-than-significant levels would be carried out and monitored. Speculation about future potential impacts that could result from mitigation failure does not mandate additional monitoring for impacts that would be outside the scope of what are the reasonable foreseeable impacts of the project. Consequently, additional monitoring is not proposed. Presumption of failure of these mitigation measures and the subsequent cumulative impact to purple martins would therefore be speculative.
- 3.21 Please refer to Responses 3.15, 16, and 20 above, for a discussion of the adequacy of the purple martin impact assessment (for both El Camino and Arden Way populations) and mitigation requirements to reduce impacts to less-than-significant levels.
- 3.22 Please refer to Responses 3.15, 16, and 20 above, for a discussion of cumulative impacts to the purple martin and the proposed mitigation.

- 3.23 The commentor requests mitigation for cumulative impacts, including preparation of a city-wide management plan for purple martins, new planning for mitigation implementation at previously approved development sites in the City, support for an ongoing monitoring program, and monitoring to evaluate the effectiveness of proposed mitigation measures. This request is beyond the scope of the proposed project. Moreover, as explained in Response 3.20 above, the proposed Swanston TVSP project would have a less than cumulatively considerable effect on purple martins, so that the cumulative impacts to this Species of Special Concern with the proposed project would be less than significant. Nevertheless, the comment is noted and passed on to decision-makers for their consideration.
- 3.24 See Response 3.23.
- 3.25 See Response 3.23.
- 3.26 See Response 3.23.
- 3.27 As discussed in the above responses to comments, the Draft EIR for the Swanston TVSP project adequately addresses both direct and cumulative impacts to biological resources. Recirculation of the document is not required for reasons given above.

**4. Moses Stites, California Public Utilities Commission, April 23, 2009 (This letter was also forwarded to the City by the State Clearinghouse on May 5, 2009)**

4.1 In response to the NOP comments from the CPUC, a discussion of rail crossings was included in the Draft EIR, beginning on page 6.11-15. This discussion concludes with the following statement: CPUC regulations will need to be observed in the future planning and design of uses alongside or crossing the rail line.

Because the proposed Swanston TVSP is a planning document, there are no imminent development projects that would occur and potentially raise rail safety concerns. The near-term development (and, in this case, near-term means over the next 20 years) includes possible land development, transportation, and open space improvements in an area referred to as the Strategic Plan area. The only portion of this area in the vicinity of the Union Pacific or Sacramento Regional Transit District rail lines is the former Lumberjack site and land immediately to the east. As specific development applications are submitted to the City of Sacramento for this development area, the City will inform the applicant(s) of the need to coordinate with the CPUC to ensure public safety. As other projects in the vicinity of the rail lines occur, there could be a cumulative rail safety impact, as noted by the commenter, but each of these projects would be expected to comply with the CPUC's safety regulations, which would reduce the contribution of each project's impacts to less than cumulatively considerable.

4.2 As explained in the Draft EIR on page 6.11-15:

The light rail line crosses study roadways at five locations. The El Camino Avenue and Arden Way crossings are grade separated. The crossings of Evergreen Street, the driveway to the Caltrans warehouse at 2001 Evergreen Street, and Royal Oaks Drive are at grade. The three existing at-grade crossings are owned and operated by Sacramento Regional Transit (RT) and were designed and constructed to meet RT's System Safety Program Plan (SSPP).<sup>1</sup> The SSPP is a master plan document that presents a comprehensive safety program for bus and rail operations within RT's service area. RT provides for the safety of its employees, contractors, patrons and the public by enforcing safety legislation and all applicable environmental, health and security provisions contained within regulatory authority administered through the California Occupational Safety and Health Administration (CALOSHA), the California Public Utilities Commission (CPUC), the California Environmental Protection Agency (CalEPA), and through standard provisions in each contract.

The proposed Swanston TVSP project acknowledges improvements and plans by Sacramento RT, but the City of Sacramento would not be the sponsor or lead agency for

---

<sup>1</sup> Sacramento Regional Transit. *Short Range Transit Plan, 2000 to 2008*.

those plans. Thus, Sacramento RT would be responsible for complying with CPUC rail safety regulations, and RT's SSPP is intended to accomplish this. In particular, the Sacramento RT proposal to straighten the Lumberjack Curve would eliminate an existing at-grade crossing with Evergreen Street with a new crossing that would be designed in consultation with the CPUC.

The proposed Swanston TVSP would increase development density in the plan area and pedestrian traffic in the vicinity of the UP and Sacramento RT lines, as noted by the commenter. Vehicular traffic across the tracks would be limited to the new Evergreen Street at-grade crossing, described above, and the two grade-separated crossings at El Camino Avenue and Arden Way (neither of which are highways). Because two of the crossings are grade separated already and the third crossing would be a new one and subject to CPUC review, it is not expected that vehicular traffic would result in additional safety concerns beyond those that currently exist.

With respect to pedestrian traffic and the potential to trespass the rail rights-of way, the proposed Swanston TVSP project identifies two optional locations where pedestrians from east of the tracks could cross the tracks on a pedestrian bridge structure and safely access the Swanston Light Rail Station. The bridge recognizes the need to connect the areas west and east of the tracks in a safe and convenient manner.

- 4.3 The commenter suggests measures to reduce adverse impacts to rail safety. As noted above in Responses 4.1 and 4.2, the Swanston TVSP project is not expected to result in adverse impacts to rail safety, particularly since the City of Sacramento would expect future development applicants to demonstrate compliance with CPUC regulations and this demonstration would likely be a condition of project approval.

In response to the commenter's suggested measures, the proposed Swanston TVSP project does not propose new at-grade crossings of the Sacramento RT light rail lines, and there are no highway-rail crossings in the plan area. The proposed at-grade crossing of Evergreen Street, when Lumberjack Curve is straightened, would be designed in consultation with the CPUC and could include some of the suggestions (e.g., warning signage and median separation) when that project is advanced by Sacramento RT. The one new crossing of the UP rail line is proposed to be constructed as a grade-separated overpass, which will require CPUC approval.

Because significant adverse impacts are not anticipated from the proposed plan, addition of mitigation measures is not warranted. The City recognizes the safety concerns identified by the commenter and will consult the CPUC on matters concerning changes to circulation or access near the rail lines.

## **5. Nancy Bosley, April 16, 2009**

- 5.1 The comment questions the zoning for a particular parcel within the Specific Plan area. The comment does not address the adequacy of the EIR or the City's fulfillment of CEQA.

Accordingly the comments are forwarded to the decision-makers for their consideration during deliberations on the Specific Plan.

**6. Terry Roberts, California Office of Planning and Research, April 28, 2009**

- 6.1 The letter from the State Clearinghouse does not raise any issues that require a response.

## **CHAPTER 5      MITIGATION MONITORING PLAN**

# Chapter 5

## Mitigation Monitoring Plan

---

The following is the Mitigation Monitoring Program (MMP) for the Swanston Transit Village Specific Plan project. The project as approved includes mitigation measures to address impacts of the project. The intent of the MMP is to prescribe a means for properly and successfully implementing and enforcing the mitigation measures as identified within the Environmental Impact Report for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMP shall be funded by the applicant.

### 4.1 COMPLIANCE CHECKLIST

---

The MMP contained herein is intended to satisfy the requirements of CEQA as they relate to the Environmental Impact Report for the Swanston Transit Village Specific Plan project prepared by the City of Sacramento. This MMP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMP were developed in the Environmental Impact Report prepared for the proposed project.

The Swanston Transit Village Specific Plan project Environmental Impact Report presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

(CEQA Guidelines Section 15370.) The intent of the MMP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Sacramento. The table attached to this report identifies the impact number, impact, mitigation measure, the monitoring agency for the mitigation measure, the implementation schedule, and signoff. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP. The City of Sacramento will be responsible for ensuring compliance.

### 4.2 MITIGATION MONITORING PLAN

---

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<p><b>Air Quality</b></p> <p>AQ-2. Development that could occur in the Strategic Plan area would generate construction-related emissions of particulate matter (PM<sub>10</sub>) that could exceed SMAQMD standards.</p>	<p>During all phases of demolition and construction activities</p>	<p>CDD SMAQMD</p>	<p><i>AQ-2.1 Particulate Matter Emission Reduction.</i> The project applicant/developer shall implement the following reduction measures, depending on the size of the proposed development. The project applicant/developer shall ensure that these measures are conducted by requiring that they be included in all construction contracts for all phases of construction and demolition activities.</p> <p>a) If a project requires that the maximum disturbance for grading at any given time is 5 acres or less, no mitigation measures would be required unless the SMAQMD stipulates otherwise.</p> <p>b) If a project requires that the maximum disturbance for grading at any given time is between 5.1 and 8 acres, Level One mitigation is required, as specified by the prevailing SMAQMD Guide at the time a particular development project is approved.</p> <ul style="list-style-type: none"> <li>• During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by watering exposed soil two times per day; and</li> <li>• Maintain two feet of freeboard space on haul trucks.</li> </ul> <p>c) If a project requires that the maximum</p>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
			<p>disturbance for grading at any given time is between 8.1 and 12 acres, Level Two mitigation is required, as specified by the prevailing SMAQMD Guide at the time a particular development project is approved.</p> <ul style="list-style-type: none"> <li>• During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by watering exposed soil three times per day;</li> <li>• Soil piles shall be watered three times daily; and</li> <li>• Maintain two feet of freeboard space on haul trucks.</li> </ul> <p>d) If a project requires that the maximum disturbance for grading at any given time is between 12.1 and 15 acres, Level Three mitigation is required, as specified by the prevailing SMAQMD Guide at the time a particular development project is approved.</p> <ul style="list-style-type: none"> <li>• Water all exposed soil with sufficient frequency as to maintain soil moistness;</li> <li>• Maintain two feet of freeboard space on haul trucks; and</li> <li>• Use emulsified diesel or diesel catalysts on applicable heavy duty diesel construction equipment.</li> </ul>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<p>AQ-5. Development that could occur under the Long-Term Plan would generate construction-related emissions of ozone precursors and particulate matter that could exceed SMAQMD standards.</p>	<p>During all phases of demolition and construction activities</p>	<p>CDD  SMAQMD</p>	<p>Implementation of Mitigation Measure AQ-2.1 (Particulate Matter Emission Reduction) during construction of individual developments under the Long-Term Plan would ensure that impacts due to emissions of PM<sub>10</sub> during grading phases would be reduced to a less-than-significant level.</p>	
<p>AQ-6. Development that could occur under the Long-Term Plan would generate operational emissions of ozone precursors that may exceed SMAQMD standards</p>	<p>Prior to approval of improvement plans</p>	<p>CDD  SMAQMD</p>	<p>The measures identified in SMAQMD's Guide in Table E-2 represent strategies for reducing operational emissions. It is noteworthy that the Swanston TVSP project contains specific policies and guidelines that would implement a number of these measures and would therefore reduce many of the potential operational air quality impacts that might otherwise occur. As future individual development projects occur, they could include other measures from the list in Table E-2, or new ones that may be identified in future updates to the SMAQMD's Guide.</p>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<p><b>Biological Resources</b></p> <p>BIO-2. Development that could occur under the proposed Swanston TVSP project (Strategic Plan area and Long-Term Plan area) would not result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of threatened or endangered species of plant or animal. Development could, however, impact nesting birds protected under state and federal regulations.</p>	<p>During all phases of demolition and construction</p>	<p>CDD</p>	<p><i>BIO-2.1 Preconstruction Surveys and Protection Measures for Nesting Birds.</i> If trees are removed outside the nesting season (typically March 15 to August 30), there would be no effect on nesting birds and no mitigation is required. Construction activities shall be timed to avoid tree removal during the nesting season. If this cannot be accomplished, then a qualified biologist shall conduct a preconstruction nesting survey no more than one week prior to tree removal to determine if nesting birds are present. If nesting birds are present, an appropriate buffer zone (no construction area) shall be developed by the biologist and in consultation with CDFG, and construction activities shall be suspended in the buffer zone until future surveys indicate that the chicks have fully fledged (left the nest). Completion of preconstruction surveys and avoidance of bird nests would result in no impacts to nesting birds. Survey results shall be valid for a period of 21 days from the date of the survey. Should vegetation or building removal fail to be conducted within this time frame, a second survey shall be undertaken.</p> <p>A report shall be submitted to the City of Sacramento, following the completion of the bird nesting survey that includes, at a minimum, the following information:</p>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<p>BIO-3. Development that could occur in the Strategic Plan area would have no effect on species of special concern. However, development that could occur in the Long-Term Plan area could affect the purple martin.</p>	<p>During all phases of demolition and construction</p>	<p>CDD</p>	<ul style="list-style-type: none"> <li>• A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.</li> <li>• A map showing the location(s) of any bird nests observed on the Swanston TVSP project area.</li> </ul>	
<p>BIO-3.1 Construction Limits Around the Purple Martin Nests. Although purple martins are tolerant of human activities, if active nests are present, no construction shall be conducted within 120 feet of the edge of the purple martin colony (determined by the closest active nest hole to the construction activity) during the beginning of the purple martin breeding season from March 15 to May 15. The buffer area shall be avoided to prevent destruction or disturbance of the nest(s) until it is no longer active. The size of the buffer area may be adjusted if a qualified biologist experienced with purple martin biology and/or CDFG determines it would not be likely to have adverse effects on the martins. The site characteristics used to determine the size of the modified buffer should include a) topographic screening; b) distance from disturbance to nest; c) the size and quality of foraging habitat surrounding the nest; and d) sensitivity of the species to nest disturbances to specific construction activities. No project activity shall commence within the buffer area until a qualified biologist experienced with purple martin biology confirms that nests are no</p>				

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<p>BIO-4. Development that could occur under the proposed Swanston TVSP project (Strategic Plan area and Long-Term Plan area) could affect wetlands, waters of the US, or waters of the State.</p>	<p>Prior to construction and demolition</p>	<p>CDD US Army Corps of Engineers</p>	<p>longer active. In addition, no equipment taller than 9 feet in height shall be parked or stored beneath the El Camino Avenue overcrossing within 100 horizontal feet of nest holes from April 15 to July 31.</p> <p>Before construction occurs within portions of the Swanston TVSP project area that could support potentially jurisdictional wetlands and other waters of the U.S. (i.e., the drainage ditch on the undeveloped parcel at the northwest corner of Green Street and Calvados Avenue and topographic depressions identified along the UP tracks within the UP right-of-way), a wetland delineation shall be conducted and verified by the Corps. Implementation of Mitigation Measure BIO-4.1 would ensure that no net loss of the function or value of wetlands would occur. If avoidance is not possible, then the conditions and mitigation requirements established by the Corps 404 permit shall apply and be implemented by the project applicant seeking to fill the wetland or other waters of the U.S.</p> <p><i>BIO-4.1 Avoidance of Wetlands.</i> The City of Sacramento shall ensure no-net loss of the function or value of all jurisdictional wetlands. This can be achieved through avoidance measures to avoid direct impacts on preserved wetland habitat or other jurisdictional "waters of the U.S." These measures shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• A four-foot-tall, brightly colored (usually</li> </ul>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
			<p>orange or yellow) synthetic mesh material fence (or an approved equivalent) shall be installed a minimum of 50 feet outside the edge of any wetland habitats in the immediate vicinity of proposed construction areas. In addition to the orange construction fencing, silt fencing shall be placed next to the orange fence to further protect the wetland from runoff or other potential pollutants. Prior to initiation of construction activities, a qualified biologist shall inspect the protective fencing to ensure that all wetland features have been appropriately fenced. During construction, no encroachment into fenced areas shall be permitted and the fence shall remain in place until all construction activities have been completed.</p> <ul style="list-style-type: none"> <li>• Staging areas shall be located a minimum of 100 feet away from wetland habitats. Temporary stockpiling of excavated or imported material shall occur only in project approved construction staging areas. Excess excavated soil shall be disposed of at a regional landfill or at another approved and/or properly permitted location. Stockpiles that are to remain on the site throughout the wet season shall be protected to prevent erosion.</li> <li>• The wetlands not directly affected by construction activities shall be protected using Best Management Practices erosion</li> </ul>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<b>Cultural Resources</b>				
<p>CR-2. Development that could occur under the proposed Swanston TVSP project (Strategic Plan area and Long-Term Plan area) would not be expected to cause a substantial change in the significance of an archeological or paleontological resource because such development would be subject to the City's Historic Preservation Ordinance. Nevertheless there may be unknown resources encountered that could be adversely affected by future development.</p>	<p>During all phases of demolition and construction</p>	<p>Contractor  CDD</p>	<p><i>CR-2.1 Treatment of Unexpected Archeological Resources.</i> In the event that any prehistoric or historic-period subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian, and/or mortar are discovered during demolition/ construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted immediately, and the City of Sacramento Development Services Department and the City's Preservation Director shall be notified within 24 hours. The project applicant shall retain an archeologist who meets the Secretary of the Interior's professional qualifications for Archeology. The City Preservation Director shall consult with the archeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the City Preservation Director and that are consistent with the Secretary of the Interior's Standards for Archeological Documentation.</p> <p>If Native American archeological, ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American</p>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
			<p>representatives who are approved by the local Native American community as scholars of the cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. When historic archeological sites or historic architectural features are involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians who meet the Secretary of the Interior's professional qualifications for Archaeology and/or Architectural History.</p> <p><i>CR-2.2 Cessation of Construction if Human Remains Encountered.</i> If human remains are discovered during any demolition/construction activities, all ground-disturbing activity within 50 feet of the remains shall be halted immediately, and the Sacramento County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archeologist with Native</p>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
			<p>American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Sacramento Development Services Department shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Sacramento Development Services Department, before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.</p> <p><i>CR-2.3 Treatment of Unexpected Paleontological Resources.</i> Should paleontological resources be identified at any project construction sites during any phase of construction, the project manager shall cease operation at the site of the discovery and immediately notify the City of Sacramento Development Services Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. In considering</p>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
			<p>any suggested mitigation proposed by the consulting paleontologist, the City of Sacramento Development Services Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, specific plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.</p>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<p><b>Hazardous Materials</b></p> <p>HM-1. Construction and development that could occur within the Swanston TVSP project area (Strategic Plan area and Long-Term Plan area) could expose people to previously unidentified sources of potential health hazards, such as soil or groundwater contamination, from historic on or off-site uses.</p>	<p>During all phases of demolition and construction</p>	<p>Contractor  CDD</p>	<p><i>HM-1.1 Remediation Plan for Contaminated Soils or Groundwater and Site Health and Safety Plan.</i> In the event that previously unidentified underground storage tanks or other features or materials that could present a threat to human health or the environment are discovered during excavation and grading, construction in that immediate area shall cease immediately, a State Registered Environmental Assessor shall evaluate the type and extent of the hazardous materials contamination and make appropriate recommendations, including if necessary, the preparation of a site remediation plan.</p> <p>In the event that site inspections find evidence of contamination, waste discharges, underground storage tanks, abandoned drums, or other environmental impairments, the Sacramento County Environmental Management Department (SCEMD) shall be notified. A site remediation plan shall be prepared that (1) specifies measures to be taken to protect workers and the public from exposure to potential site hazards, and (2) certifies that the proposed remediation measures would clean up the contaminants, dispose of the wastes, and protect public health in accordance with federal, state, and local requirements. In the event contaminated groundwater is identified, any discharges to the sewer shall be in accordance with the City Department of Utilities</p>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<p>HM-2. Construction and/or operation of development that could occur within the Swanston TVSP project area (Strategic Plan area and Long-Term Plan area) could expose workers, the public, and the environment to potential health hazards from lead-based paint, asbestos, and/or PCBs.</p>	<p>Prior to demolition</p>	<p>CDD</p>	<p>Engineering Services Policy No. 0001, adopted as Resolution No. 92-439 by the Sacramento City Council.</p> <p>In addition, a site health and safety plan, which meets the intent of OSHA hazardous materials worker requirements (CCR Title 8), shall be prepared by a qualified professional and in place prior to commencement of site-disturbing activities associated with the investigation and/or remediation. The project applicant, through the project contractor, shall ensure proper implementation of the health and safety plan.</p> <p>Commencement of work in the areas of potential hazards shall not proceed until all identified hazards are managed to the satisfaction of the City and SCEMD and the SCEMD allows work to commence.</p>	
<p>HM-2.1 Investigation of Buildings for Lead, ACM, or PCBs. Prior to demolition of any structure in the Swanston TVSP project area, the project applicant shall ensure that each structure to be demolished has been investigated for the presence of lead-based paint, ACM, or PCBs. If the investigation finds lead-based paint, ACM, or PCBs at unacceptable levels as set by local and state standards, the project applicant shall ensure that all recommendations for the removal of these hazardous building materials are carried out prior to demolition in accordance with applicable regulations and standards, and by suitable contractors certified by the California Department of Health Services.</p>				

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<p><b>Hydrology and Water Quality</b></p> <p>HY-5. Development that could occur under the proposed Swanston TVSP project (Strategic Plan and Long-Term Plan areas) would generate stormwater that would exceed the capacity of the stormwater system. Provisions of the proposed Swanston TVSP project would encourage stormwater control and treatment, but would not ensure that adequate stormwater capacity exists to serve future development.</p>			<p>Once all abatement measures have been implemented, the project applicant shall provide written documentation to the City that lead-based paint, ACM, and PCB testing, abatement, and/or removal has been completed in accordance with state and local laws and regulations.</p>	
<p>HY-5. Development that could occur under the proposed Swanston TVSP project (Strategic Plan and Long-Term Plan areas) would generate stormwater that would exceed the capacity of the stormwater system. Provisions of the proposed Swanston TVSP project would encourage stormwater control and treatment, but would not ensure that adequate stormwater capacity exists to serve future development.</p>			<p>Either of the following mitigation measures would reduce impacts to less than significant.</p> <p><i>HY-5.1 Construction of Recommended Stormwater Detention Basins.</i> The City shall identify a mechanism to fund the construction of the required detention basins by requiring individual project applicants to pay their fair share towards the improvement. Funds from this mechanism shall be used to pay for the drainage improvements identified in the Swanston Station Specific Plan. Funding mechanisms identified for consideration in the Swanston Station Specific Plan include impact fees, utility user fees, and regional and federal grants.</p> <p><i>HY-5.2 On-site Stormwater Detention.</i> Project applicants shall provide on-site stormwater detention to ensure that peak runoff from the project site will not exceed existing runoff volumes, until the required detention basins are constructed.</p>	
<p><b>Noise</b></p> <p>NO-2. Development that could occur under the proposed Swanston TVSP project (Strategic Plan area and</p>	<p>During all phases of construction requiring pile</p>	<p>CDD</p>	<p><i>NO-2.1 Vibration Reduction Practices for Pile Driving.</i> For pile driving within 100 feet of an existing building, project</p>	

<b>Impact</b>	<b>Implementation Schedule</b>	<b>Monitoring Agency</b>	<b>Mitigation Measure</b>	<b>Signoff</b>
<p>Long-Term Plan area) would temporarily increase levels of ground-borne vibration as a result of construction activities associated with the development.</p>	<p>driving</p>		<p>applicants shall implement vibration reduction practices, such as drilling pilot holes for piles, to the extent feasible, prior to commencement of impact pile driving. Prior to issuance of a building permit, project applicants shall submit to the City for approval a report specifying the vibration reduction practices that will be implemented and the estimated vibration reduction potential of such practices</p>	

<b>Impact</b>	<b>Implementation Schedule</b>	<b>Monitoring Agency</b>	<b>Mitigation Measure</b>	<b>Signoff</b>
<p>NO-4. Development that could occur within the Strategic Plan area could permanently expose sensitive receptors to increased noise produced by on-site stationary sources.</p>	<p>Prior to issuance of building permits</p>	<p>CDD</p>	<p><i>NO-4.1 HVAC Noise Control.</i> Prior to the issuance of building permits, development applicants shall submit engineering and acoustical specification for a project's mechanical HVAC equipment to the Planning Director demonstrating that the equipment will control its noise emissions to the degree specified under the appropriate provision of the Sacramento General Plan or Municipal Code.</p> <p><i>NO-4.2 Garbage Disposal and Loading Dock Noise Reduction.</i> Garbage storage areas and building loading docks shall be sited to allow adequate separation or shielding to protect adjacent noise-sensitive uses from noise emissions associated with truck pickup and delivery activity. Prior to the issuance of building permits, the project applicants shall submit acoustical studies to the Planning Director demonstrating that noise emissions from truck activities will be controlled to the degree specified by the appropriate provisions of the Sacramento General Plan or Municipal Code.</p> <p><i>NO-4.3 Other Stationary Source Noise Reduction.</i> Noise generating stationary equipment associated with proposed commercial uses, including portable generators, compressors, trash compactors, etc. shall be enclosed or acoustically shielded to reduce noise-related impacts to nearby noise-sensitive uses. Prior to the issuance of building permits, the project applicants shall submit acoustical studies to</p>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<p>NO-6. Development that could occur within the Long-Term Plan area could expose sensitive receptors to increased noise levels.</p>	<p>Prior to issuance of building permits</p>	<p>CDD</p>	<p>the Planning Director demonstrating that noise emissions from all significant on-site stationary sources of noise will be controlled to the degree specified by the appropriate provisions of the Sacramento General Plan or Municipal Code.</p> <p><i>NO-6.1 Residential Construction and Uses near I-80 Business Loop.</i> Proposed new residential construction and uses within 500 feet the I-80 Business Loop (based on Traffic Noise Model estimates for receptors with an unobstructed line-of-sight to the freeway) shall incorporate special construction measures as determined by acoustic study to ensure that interior noise levels from project and other anticipated noise sources are within the City's General Plan standards.</p> <p><i>NO-6.2 Residential Construction and Uses near Rail Operations.</i> Proposed new residential uses within 350 feet of the LRT tracks or within 750 feet of the Union Pacific tracks (based on FTA screening distances without intervening structures) shall incorporate special construction measures as determined by acoustic study to ensure that interior noise levels from project and other anticipated noise sources are within the City's General Plan standards.</p>	
<p>NO-7. Development that could occur within the Long-Term Plan area could permanently expose sensitive receptors to increased noise produced by on-site stationary sources.</p>	<p>Prior to issuance of building permits</p>	<p>CDD</p>	<p>Implementation of Mitigation Measures NO-4.1, NO-4.2, and NO-4.3, which address noise control for HVAC systems, garbage disposal and loading dock, and other stationary sources, would substantially</p>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<p>NO-8. Development that could occur within the Long-Term Plan area could expose sensitive receptors to excessive vibration levels.</p>			<p>reduce predicted noise levels at noise sensitive receptors to the limits in the Sacramento General Plan or Municipal Code. As a result, residual noise impacts from stationary sources would be reduced to a less-than-significant level.</p>	
<p>NO-8. Development that could occur within the Long-Term Plan area could expose sensitive receptors to excessive vibration levels.</p>			<p><i>NO-8.1 Buffer Zones or Structural Measures to Reduce Vibration Levels.</i> The City shall exclude proposed residential uses within 150 feet and 200 feet of the LRT and UPRR tracks, respectively; or prior to issuance of building permits for residential structures within 150 feet and 200 feet of the LRT and UPRR tracks, respectively, the project applicants shall submit to the City for approval a report specifying the vibration reduction measures that will be incorporated into their structural design to reduce vibration impacts to acceptable levels.</p>	
<b>Public Utilities</b>				
<p>UT-2. Development that could occur within the Strategic Plan area would result in the generation and discharge of additional wastewater. While the projected increase in wastewater flows would not require modifications at the SRWTP, the projected increase in wastewater flows would require improvements to the wastewater conveyance system.</p>	<p>Prior to occupancy</p>	<p>Department of Utilities</p>	<p><i>UT-2.1 Sewer Study and Necessary Improvements.</i> Prior to occupancy of new development, project applicants shall perform individual sewer studies to confirm that wastewater lines that serve the project as well as downstream would operate acceptably in accordance with Section 9 of the City Design Standards. If the sewer study determines that a project would result in capacity deficiencies that would not comply with the City's standards, then a corrective program shall be required. The program shall include participation by the project applicant and result in improvements</p>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<p>UT-3. Development that could occur in the Strategic Plan area would increase water demand but would not exceed available sources of water supply. While the projected increase in water demand would not require modifications to water supply deliveries or the City's water treatment plants, improvements to the wastewater conveyance system would be necessary.</p>	<p>Prior to occupancy</p>	<p>Department of Utilities</p>	<p>that enable the wastewater collection system to satisfy the City's design standards.</p> <p>None required; however, the following measure would ensure that adequate water supply is provided to new development and adequate water pressure for fire flow conditions.</p> <p><i>UT-3.1 Hydraulic Modeling and Necessary Improvements.</i> Prior to occupancy of new development, project applicants shall perform hydraulic modeling to confirm that water main sizes are adequate to meet the following City standards:</p> <ul style="list-style-type: none"> <li>• A maximum velocity of 10 feet per second</li> <li>• Fire flow demands of: <ul style="list-style-type: none"> <li>1. 1,500 gallons per minute for single-family</li> <li>2. 2,000 gallons per minute for multi-family</li> <li>3. 3,000 gallons per minute for commercial/industrial</li> </ul> </li> </ul> <p>The hydraulic modeling shall be submitted to the City's Department of Utilities for confirmation and approval. If the hydraulic modeling indicates that improvements to the water distribution system are needed, these improvements will become conditions of project approval. As appropriate, major improvements that benefit a number of property owners may be funded through the City's Capital Improvement Program; otherwise, the Department of Utilities might require project applicants to improve the</p>	

Impact	Implementation Schedule	Monitoring Agency	Mitigation Measure	Signoff
<p>UT-7. Development that could occur within the Long-Term Plan area would generate additional wastewater flow in the City of Sacramento and SASD service areas. While the projected increase in wastewater flows would not require modifications at the SRWTP, the projected increase in wastewater flows would require improvements to the wastewater conveyance system.</p>	<p>Prior to occupancy</p>	<p>Department of Utilities</p>	<p>system on their own. Implementation of Mitigation Measure UT-2.1, which calls for preparation of sewer studies and making the necessary improvements to avoid capacity deficiencies, would ensure that adequate wastewater conveyance capacity is provided to new development prior to occupancy. This measure shall be included as a condition of project approval and would reduce wastewater conveyance system impacts to a less-than-significant level</p>	
<p>UT-8. Development that could occur within the Long-Term Plan area would not exceed available sources of water supply. While the projected increase in water demand would not require modifications to water supply deliveries or the City's water treatment plants, improvements to the wastewater conveyance system would be necessary</p>	<p>Prior to occupancy</p>	<p>Department of Utilities</p>	<p>Implementation of Mitigation Measure UT-3.1, which calls for individual project applicants to perform hydraulic modeling and to make necessary improvements to the water distribution system, would ensure that adequate water supply is provided to new development prior to occupancy. The mitigation measure would also ensure that adequate water pressure would be provided under fire flow conditions. As a result, this measure would ensure that impacts remain less than significant.</p>	

**DRAFT RESOLUTION NO. 2010-XXX**

Adopted by the Sacramento City Council

April 12, 2011

**ADOPTING THE SWANSTON STATION TRANSIT VILLAGE  
SPECIFIC PLAN (M09-020)**

**BACKGROUND**

A. On March 10, 2011 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the Swanston Station Transit Village Specific Plan.

B. On April 12, 2011 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 2.112.110, and received and considered evidence concerning the Swanston Station Transit Village Specific Plan.

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

Section 1. Based on the verbal and documentary evidence received at the hearing on the Swanston Station Transit Village Specific Plan, the City Council makes the following findings:

A. Environmental Determination: The Environmental Impact Report and Mitigation Monitoring Program for the Swanston Station Transit Village Specific Plan have been adopted by Resolution **No. 2010-XXX.**

B. The Swanston Station Transit Village Specific Plan conforms to the requirements of Government Code section 65451 by specifying, in detail, all of the following:

1. The distribution, location, and extent of uses of land, including open space;

2. The proposed distribution, location, and extent and intensity of the major components of essential public facilities and infrastructure proposed for the Plan area and needed to support the identified land uses;

3. Standards and criteria by which development will proceed;

4. A program for implementation measures, including financing measures, to carry out the Plan.

C. The Swanston Station Transit Village Specific Plan is consistent with the Sacramento 2030 General Plan and promotes several city policies including: Smart Growth, Infill, the City's Strategic Plan, and the Budget/Capital Improvement Program by increasing development opportunities adjacent to a light rail station; creating policy and vision for the redevelopment of a blighted and underutilized area; encouraging compact, higher density development with a mix of land uses; utilizing existing infrastructure; and refining development guidelines to support mobility and promote pedestrian and bicycle activity.

The following are key Sacramento 2030 General Plan policies furthered by the approval of the Swanston Station Transit Village Specific Plan:

The City shall manage the use of transportation right-of-ways by all travel modes, consistent with the goal to provide Complete Streets, as described in Goal M 4.2. (M 1.1.1 Right-of-Ways)

The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions. (M 1.2.1 Multimodal Choices) The City shall promote the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, and tourist attractions. (M 1.2.3 Multimodal Access)

The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks. (M 1.3.3 Eliminate Gaps)

The City shall remove barriers, where feasible, to allow people of all abilities to have access within and among infrastructure serving the community. (M 1.3.4 Barrier Removal for Accessibility)

The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets. (M 1.3.5 Connections to Transit Stations)

The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. (M 2.1.4 Cohesive Network)

The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks. (M 2.1.6 Building Design)

The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors including seniors, the disabled, and transit-dependent persons. The City shall enhance bicycle and pedestrian access to stations. (M 3.1.1 Transit for All)

The City shall evaluate and strive to balance impacts to the community and the environment with economic development goals when adding or modifying roads and

bridges. (M 4.1.2 Balancing Community Impacts with Economic Development Goals)

The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. (M 4.2.4 Pedestrian and Bicycle Facilities on Bridges)

The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways. (M 5.1.2 Appropriate Bikeway Facilities)

The City shall develop safe and convenient bikeways that reduce conflicts between bicyclists and motor vehicles on streets, and bicyclists and pedestrians on multi-use trails and sidewalks. (M 5.1.4 Motorists, Bicyclists, and Pedestrian Conflicts)

Section 2. The City Council adopts the Swanston Station Transit Village Specific Plan as attached in Exhibit A.

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

**Table of Contents:**

Exhibit A - Swanston Station Transit Village Specific Plan

<http://www.cityofsacramento.org/transportation/planning-policy/SwanstonStation.html>

**DRAFT ORDINANCE NO. 2010-XXX**

Adopted by the Sacramento City Council

April 12, 2011

**AN ORDINANCE AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE  
(THE ZONING CODE) BY REZONING VARIOUS PARCELS OF REAL  
PROPERTY FOR CONSISTENCY WITH THE SWANSTON STATION TRANSIT  
VILLAGE SPECIFIC PLAN (M09-020)**

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 Assessor's Parcel Number (APN) and address in the attached Exhibit B, from the existing zone to the proposed zone as set forth in Exhibit B. The attached Exhibits A and B are incorporated herein by reference.

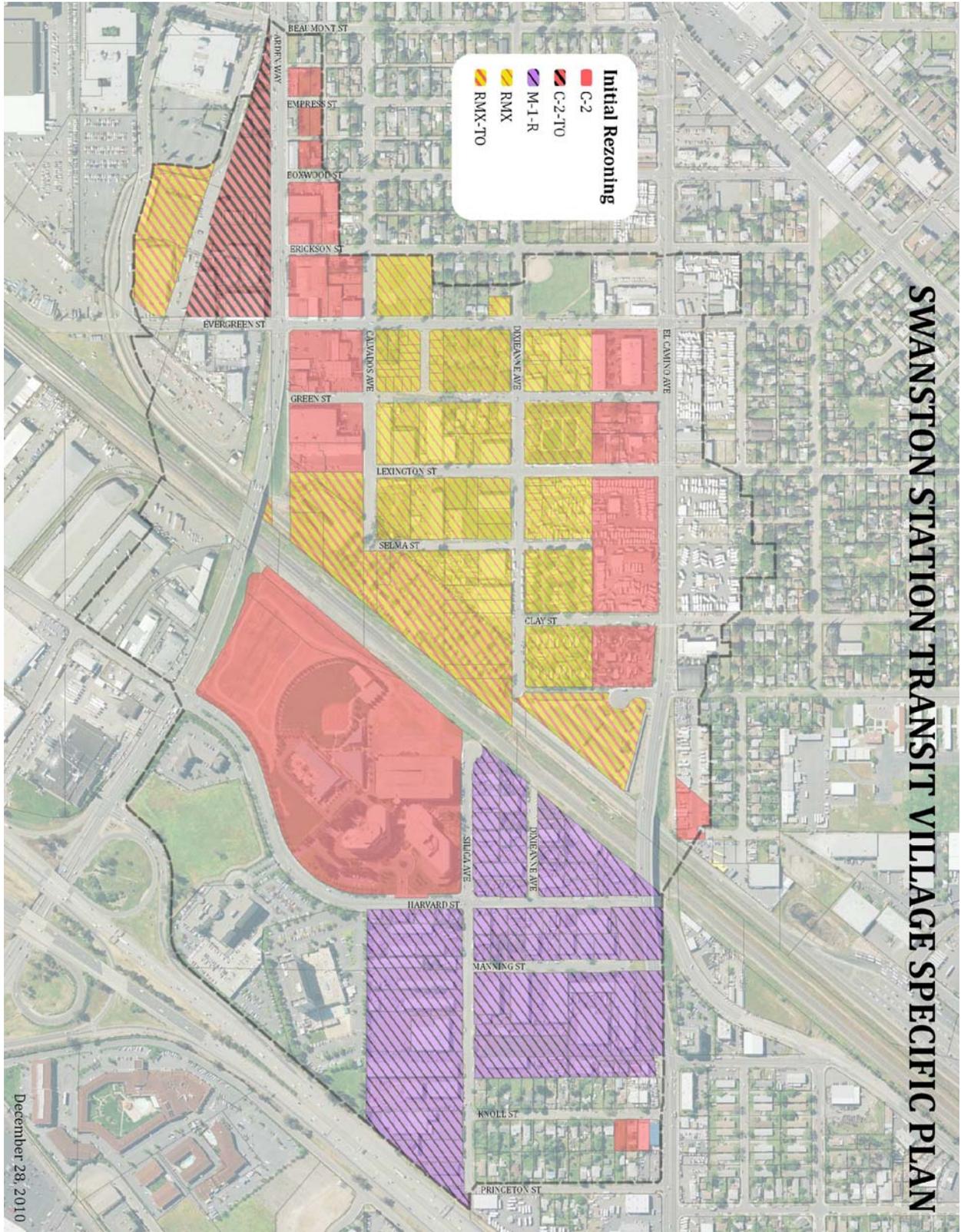
Section 2. Rezoning of the property shown in the attached Exhibits A and B, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the rezoning of property described in the Zoning Code, as amended, as those procedures have been affected by recent court decisions.

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.

Table of Contents:

Exhibit A – Map of Properties to be Rezoned

Exhibit B – List of Properties (address/APN) to be Rezoned



## Exhibit B

## ASSESSOR'S PARCEL NUMBERS FOR REZONING

<b>APN</b>	<b>Situs Address</b>	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
277-0151-017	0 ARDEN WY	OB-PUD	C-2
277-0151-024	0 ARDEN WY	OB-PUD	C-2
277-0143-006	0 ARDEN WY	M-1	RMX-TO
277-0141-004	0 ARDEN WY	M-1	C-2
277-0144-019	0 ARDEN WY	M-1-LI	RMX-TO
277-0134-016	0 ARDEN WY	M-1	C-2-TO
277-0134-020	800 ARDEN WY	M-1	C-2-TO
277-0134-021	820 ARDEN WY	M-1	C-2-TO
275-0155-006	845 ARDEN WY	R-1	C-2
277-0134-003	880 ARDEN WY	M-1	C-2-TO
277-0134-004	924 ARDEN WY	M-1	C-2-TO
277-0132-011	935 ARDEN WY	M-1	C-2
277-0134-005	936 ARDEN WY	M-1	C-2-TO
275-0240-074	936 ARDEN WY	OB-LI	RMX-TO
277-0134-014	948 ARDEN WY	M-1	C-2-TO
277-0134-015	950 ARDEN WY	M-1	C-2-TO
277-0133-005	973 ARDEN WY	M-1	C-2
277-0134-008	998 ARDEN WY	M-1	C-2-TO
277-0141-002	1001 ARDEN WY	M-1	C-2
277-0141-005	1021 ARDEN WY	M-1	C-2
277-0143-009	1031 ARDEN WY	M-1	C-2
277-0143-011	1099 ARDEN WY	M-1	C-2
277-0143-012	1099 ARDEN WY	M-1	C-2
277-0144-018	1150 ARDEN WY	M-1-LI	RMX-TO
277-0131-006	2225 BOXWOOD ST	R-1	C-2
277-0131-005	2243 BOXWOOD ST	R-1	C-2
277-0132-009	2260 BOXWOOD ST	M-1	C-2
277-0141-001	0 CALVADOS AV	M-1	C-2
277-0133-001	952 CALVADOS AV	M-1	C-2
277-0133-002	964 CALVADOS AV	M-1	C-2
277-0073-009	975 CALVADOS AV	M-1	RMX
277-0133-003	976 CALVADOS AV	M-1	C-2
277-0133-008	980 CALVADOS AV	M-1	C-2
277-0300-014	1027 CALVADOS AV	R-1A	RMX
277-0300-013	1033 CALVADOS AV	R-1A	RMX
277-0024-002	2421 CLAY ST	M-1	RMX
277-0024-004	0 DIXIEANNE AV	M-1	RMX

<b>APN</b>	<b>Situs Address</b>	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
277-0024-005	0 DIXIEANNE AV	M-1	RMX
277-0091-011	0 DIXIEANNE AV	M-1	RMX-TO
277-0091-012	0 DIXIEANNE AV	M-1	RMX-TO
277-0091-009	0 DIXIEANNE AV	M-1	RMX-TO
277-0021-003	1045 DIXIEANNE AV	M-1	RMX
277-0081-001	1048 DIXIEANNE AV	R-4	RMX
277-0082-013	1050 DIXIEANNE AV	M-1	RMX
277-0022-014	1075 DIXIEANNE AV	R-3	RMX
277-0083-002	1116 DIXIEANNE AV	M-1	RMX
277-0083-003	1120 DIXIEANNE AV	M-1	RMX
277-0084-013	1142 DIXIEANNE AV	M-1	RMX
277-0084-015	1150 DIXIEANNE AV	M-1	RMX
277-0084-008	1154 DIXIEANNE AV	M-1	RMX
277-0091-010	1200 DIXIEANNE AV	M-1	RMX
277-0091-005	1300 DIXIEANNE AV	M-1	RMX-TO
277-0092-001	1324 DIXIEANNE AV	M-1	M-1-R
277-0034-009	1327 DIXIEANNE AV	M-1	M-1-R
277-0092-002	1328 DIXIEANNE AV	M-1	M-1-R
277-0034-012	1329 DIXIEANNE AV	M-1	M-1-R
277-0092-003	1332 DIXIEANNE AV	M-1	M-1-R
277-0034-011	1333 DIXIEANNE AV	M-1	M-1-R
277-0034-007	1335 DIXIEANNE AV	M-1	M-1-R
277-0092-004	1336 DIXIEANNE AV	M-1	M-1-R
277-0092-005	1340 DIXIEANNE AV	M-1	M-1-R
277-0034-006	1341 DIXIEANNE AV	M-1	M-1-R
277-0092-018	1344 DIXIEANNE AV	M-1	M-1-R
277-0034-013	1349 DIXIEANNE AV	M-1	M-1-R
277-0034-002	1349 DIXIEANNE AV	M-1	M-1-R
277-0042-043	0 EL CAMINO AV	M-1	M-1-R
277-0042-045	0 EL CAMINO AV	M-1	M-1-R
277-0021-007	1010 EL CAMINO AV	M-1	C-2
277-0022-001	1050 EL CAMINO AV	M-1	C-2
277-0022-013	1054 EL CAMINO AV	M-1	C-2
277-0024-003	1104 EL CAMINO AV	M-1	C-2
277-0024-001	1188 EL CAMINO AV	M-1	C-2
277-0031-005	1200 EL CAMINO AV	M-1	C-2
277-0031-006	1200 EL CAMINO AV	M-1	RMX
277-0031-004	1200 EL CAMINO AV	M-1	RMX
277-0032-013	1300 EL CAMINO AV	M-1	RMX-TO
265-0342-049	1301 EL CAMINO AV	MIXED	C-2
277-0041-022	1412 EL CAMINO AV	M-1	M-1-R

<b>APN</b>	<b>Situs Address</b>	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
277-0042-051	1500 EL CAMINO AV	M-1	M-1-R
277-0042-052	1508 EL CAMINO AV	M-1	M-1-R
277-0042-039	1510 EL CAMINO AV	M-1	M-1-R
277-0042-041	1512 EL CAMINO AV	M-1	M-1-R
277-0042-007	1512 EL CAMINO AV B	M-1	M-1-R
277-0042-006	1512 EL CAMINO AV C	M-1	M-1-R
275-0155-005	2227 EMPRESS ST	R-1	C-2
277-0131-016	2234 EMPRESS ST	R-1	C-2
277-0131-017	2244 EMPRESS ST	R-1	C-2
275-0155-004	2245 EMPRESS ST	R-1	C-2
277-0132-010	2259 ERICKSON ST	M-1	C-2
277-0300-019	0 EVERGREEN AV	R-1A	RMX
277-0300-020	0 EVERGREEN AV	R-1A	RMX
277-0133-006	0 EVERGREEN ST	M-1	C-2
275-0240-091	0 EVERGREEN ST	OB-LI	RMX-TO
275-0240-095	0 EVERGREEN ST	OB-LI	RMX-TO
275-0240-094	2101 EVERGREEN ST	OB-LI	RMX-TO
277-0134-009	2205 EVERGREEN ST	M-1	C-2-TO
277-0134-013	2205 EVERGREEN ST	M-1	C-2-TO
277-0133-009	2295 EVERGREEN ST	M-1	C-2
277-0081-004	2300 EVERGREEN ST	M-1	RMX
277-0081-005	2304 EVERGREEN ST	M-1	RMX
277-0073-003	2395 EVERGREEN ST	C-2-R	RMX
277-0021-004	2418 EVERGREEN ST	M-1	RMX
277-0300-012	2301 GREEN ST	R-1A	RMX
277-0300-011	2307 GREEN ST	R-1A	RMX
277-0300-010	2315 GREEN ST	R-1A	RMX
277-0300-009	2323 GREEN ST	R-1A	RMX
277-0082-004	2328 GREEN ST	M-1	RMX
277-0300-008	2331 GREEN ST	R-1A	RMX
277-0082-005	2332 GREEN ST	M-1	RMX
277-0082-015	2336 GREEN ST	M-1	RMX
277-0021-002	2461 GREEN ST	M-1	RMX
277-0022-012	2480 GREEN ST	M-1	C-2
277-0041-015	0 HARVARD ST	M-1	M-1-R
277-0151-026	2241 HARVARD ST	MIXED	C-2
277-0101-001	2308 HARVARD ST	M-1	M-1-R
277-0101-023	2320 HARVARD ST	M-1	M-1-R
277-0101-022	2340 HARVARD ST	M-1	M-1-R
277-0041-013	2360 HARVARD ST	M-1	M-1-R
277-0092-008	2361 HARVARD ST	M-1	M-1-R

<b>APN</b>	<b>Situs Address</b>	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
277-0041-014	2370 HARVARD ST	M-1	M-1-R
277-0092-007	2385 HARVARD ST	M-1	M-1-R
277-0041-016	2400 HARVARD ST	M-1	M-1-R
277-0041-017	2410 HARVARD ST	M-1	M-1-R
277-0041-018	2420 HARVARD ST	M-1	M-1-R
277-0041-027	2430 HARVARD ST	M-1	M-1-R
277-0034-001	2435 HARVARD ST	M-1	M-1-R
277-0034-014	2445 HARVARD ST	M-1	M-1-R
277-0034-015	2455 HARVARD ST	M-1	M-1-R
277-0043-030	2470 KNOLL ST	R-1	C-2
277-0043-031	2478 KNOLL ST	R-1	C-2
277-0043-032	2482 KNOLL ST	C-2-R	C-2
277-0143-007	0 LEXINGTON ST	M-1	RMX-TO
277-0143-008	0 LEXINGTON ST	M-1	RMX-TO
277-0143-010	2215 LEXINGTON ST	M-1	C-2
277-0082-007	2309 LEXINGTON ST	M-1	RMX
277-0083-008	2310 LEXINGTON ST	M-1	RMX
277-0082-009	2319 LEXINGTON ST	M-1	RMX
277-0082-010	2323 LEXINGTON ST	M-1	RMX
277-0083-006	2330 LEXINGTON ST	M-1	RMX
277-0083-007	2334 LEXINGTON ST	M-1	RMX
277-0082-011	2337 LEXINGTON ST	M-1	RMX
277-0082-012	2349 LEXINGTON ST	M-1	RMX
277-0083-001	2350 LEXINGTON ST	M-1	RMX
277-0022-004	2401 LEXINGTON ST	M-1	C-2
277-0022-006	2461 LEXINGTON ST	M-1	C-2
277-0022-005	2473 LEXINGTON ST	M-1	C-2
277-0041-028	0 MANNING ST	M-1	M-1-R
277-0042-049	0 MANNING ST	M-1	M-1-R
277-0041-012	2361 MANNING ST	M-1	M-1-R
277-0041-011	2371 MANNING ST	M-1	M-1-R
277-0041-009	2381 MANNING ST	M-1	M-1-R
277-0041-010	2381 MANNING ST	M-1	M-1-R
277-0042-050	2400 MANNING ST	M-1	M-1-R
277-0041-024	2401 MANNING ST	M-1	M-1-R
277-0041-006	2417 MANNING ST	M-1	M-1-R
277-0041-025	2425 MANNING ST	M-1	M-1-R
277-0042-036	2430 MANNING ST	M-1	M-1-R
277-0042-037	2430 MANNING ST	M-1	M-1-R
277-0041-029	2431 MANNING ST	M-1	M-1-R
277-0084-016	0 SELMA ST	M-1	RMX-TO

<b>APN</b>	<b>Situs Address</b>	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
277-0084-010	0 SELMA ST	M-1	RMX
277-0083-014	0 SELMA ST	M-1	RMX
277-0083-015	0 SELMA ST	M-1	RMX
277-0084-017	0 SELMA ST	M-1	RMX-TO
277-0083-016	0 SELMA ST	M-1	RMX
277-0083-012	0 SELMA ST	M-1	RMX
277-0084-006	0 SELMA ST	M-1	RMX-TO
277-0084-005	2302 SELMA ST	M-1	RMX-TO
277-0083-010	2313 SELMA ST	M-1	RMX
277-0083-004	2323 SELMA ST	M-1	RMX
277-0084-014	2330 SELMA ST	M-1	RMX
277-0101-016	0 SILICA AV	M-1	M-1-R
277-0092-017	1301 SILICA AV	M-1	M-1-R
277-0092-016	1305 SILICA AV	M-1	M-1-R
277-0092-015	1309 SILICA AV	M-1	M-1-R
277-0092-014	1317 SILICA AV	M-1	M-1-R
277-0092-013	1327 SILICA AV	M-1	M-1-R
277-0092-012	1333 SILICA AV	M-1	M-1-R
277-0092-019	1337 SILICA AV	M-1	M-1-R
277-0101-003	1402 SILICA AV	M-1	M-1-R
277-0101-019	1416 SILICA AV	M-1	M-1-R
277-0101-015	1424 SILICA AV	M-1	M-1-R
277-0101-018	1500 SILICA AV	M-1	M-1-R
277-0042-030	1501 SILICA AV	M-1	M-1-R
277-0101-017	1502 SILICA AV	M-1	M-1-R
277-0101-007	1504 SILICA AV	M-1	M-1-R
277-0042-034	1509 SILICA AV	M-1	M-1-R
277-0101-027	1510 SILICA AV	M-1	M-1-R
277-0042-027	1511 SILICA AV	M-1	M-1-R
277-0101-026	1512 SILICA AV	M-1	M-1-R
277-0042-026	1513 SILICA AV	M-1	M-1-R
277-0101-025	1514 SILICA AV	M-1	M-1-R
277-0042-025	1517 SILICA AV	M-1	M-1-R
277-0101-010	1550 SILICA AV	M-1	M-1-R
277-0101-011	1576 SILICA AV	M-1	M-1-R
277-0101-012	1580 SILICA AV	M-1	M-1-R
277-0101-029	1584 SILICA AV	M-1	M-1-R
277-0101-031	1590 SILICA AV	M-1	M-1-R
277-0300-001	1001 SILVER CHARM WY	R-1A	RMX
277-0300-002	1007 SILVER CHARM WY	R-1A	RMX
277-0300-018	1010 SILVER CHARM WY	R-1A	RMX

<b>APN</b>	<b>Situs Address</b>	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
277-0300-003	1015 SILVER CHARM WY	R-1A	RMX
277-0300-017	1016 SILVER CHARM WY	R-1A	RMX
277-0300-004	1023 SILVER CHARM WY	R-1A	RMX
277-0300-016	1026 SILVER CHARM WY	R-1A	RMX
277-0300-005	1031 SILVER CHARM WY	R-1A	RMX
277-0300-015	1034 SILVER CHARM WY	R-1A	RMX
277-0300-006	1039 SILVER CHARM WY	R-1A	RMX
277-0300-007	1047 SILVER CHARM WY	R-1A	RMX
277-0084-007	0	M-1	RMX-TO
277-0084-011	0	M-1	RMX-TO

**DRAFT ORDINANCE NO. 2010-XXX**

Adopted by the Sacramento City Council

April 12, 2011

**ESTABLISHING THE SWANSTON STATION DESIGN REVIEW DISTRICT AND  
AMENDING THE BOUNDARIES OF THE NORTH SACRAMENTO DESIGN REVIEW  
DISTRICT**

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

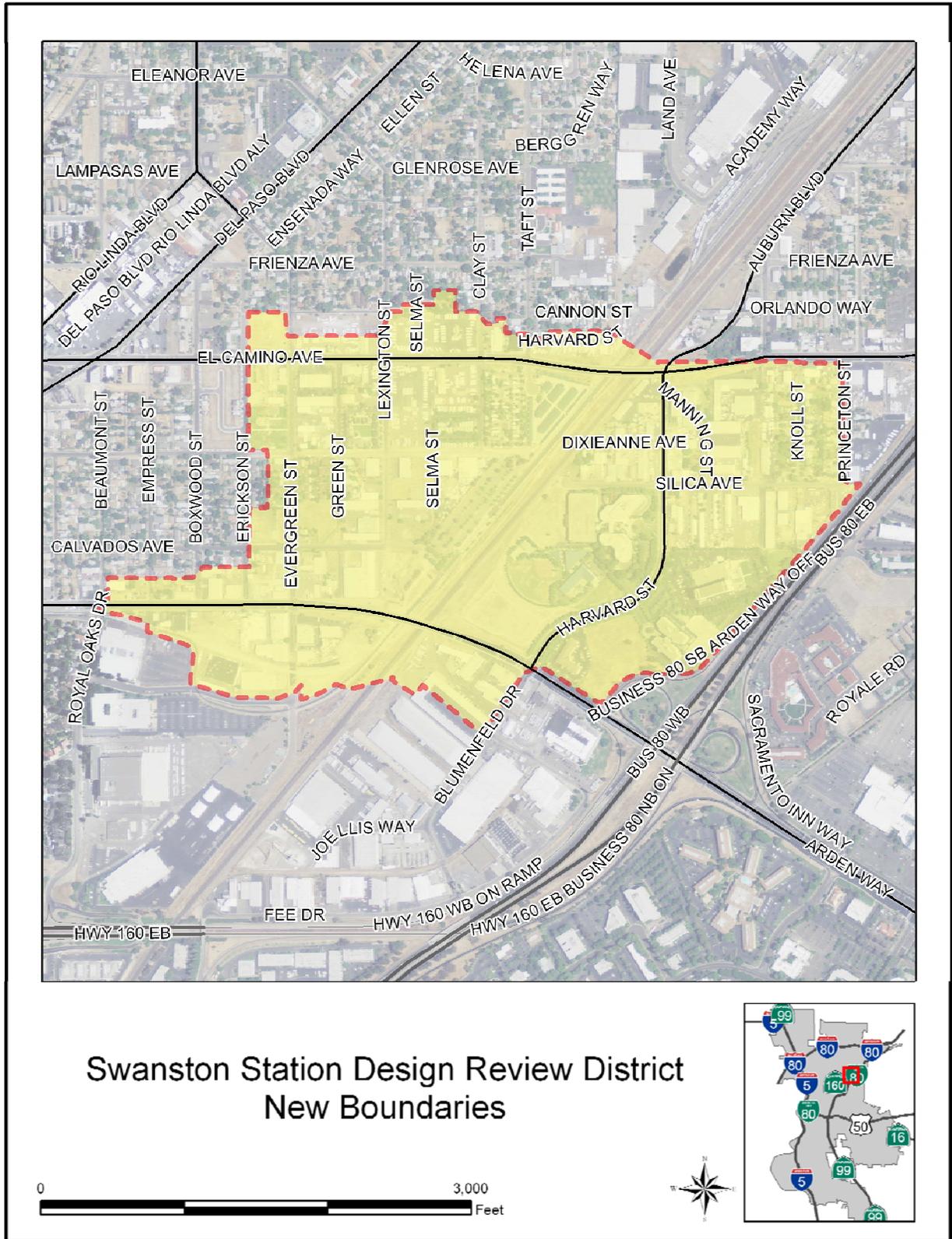
Section 1. The Swanston Station Design Review District is hereby established pursuant to section 17.132.160 of Title 17 of the Sacramento City Code (the Zoning Code). The boundaries of the Swanston Station Design Review District are depicted in Exhibit A, which exhibit is attached and incorporated herein by this reference. The design guidelines applicable to the Swanston Station Design Review District are set out in the Swanston Station Design Guidelines, which are a part of the Swanton Station Specific Plan and are to be adopted by resolution concurrently with the adoption of this ordinance, and as they may be amended from time to time.

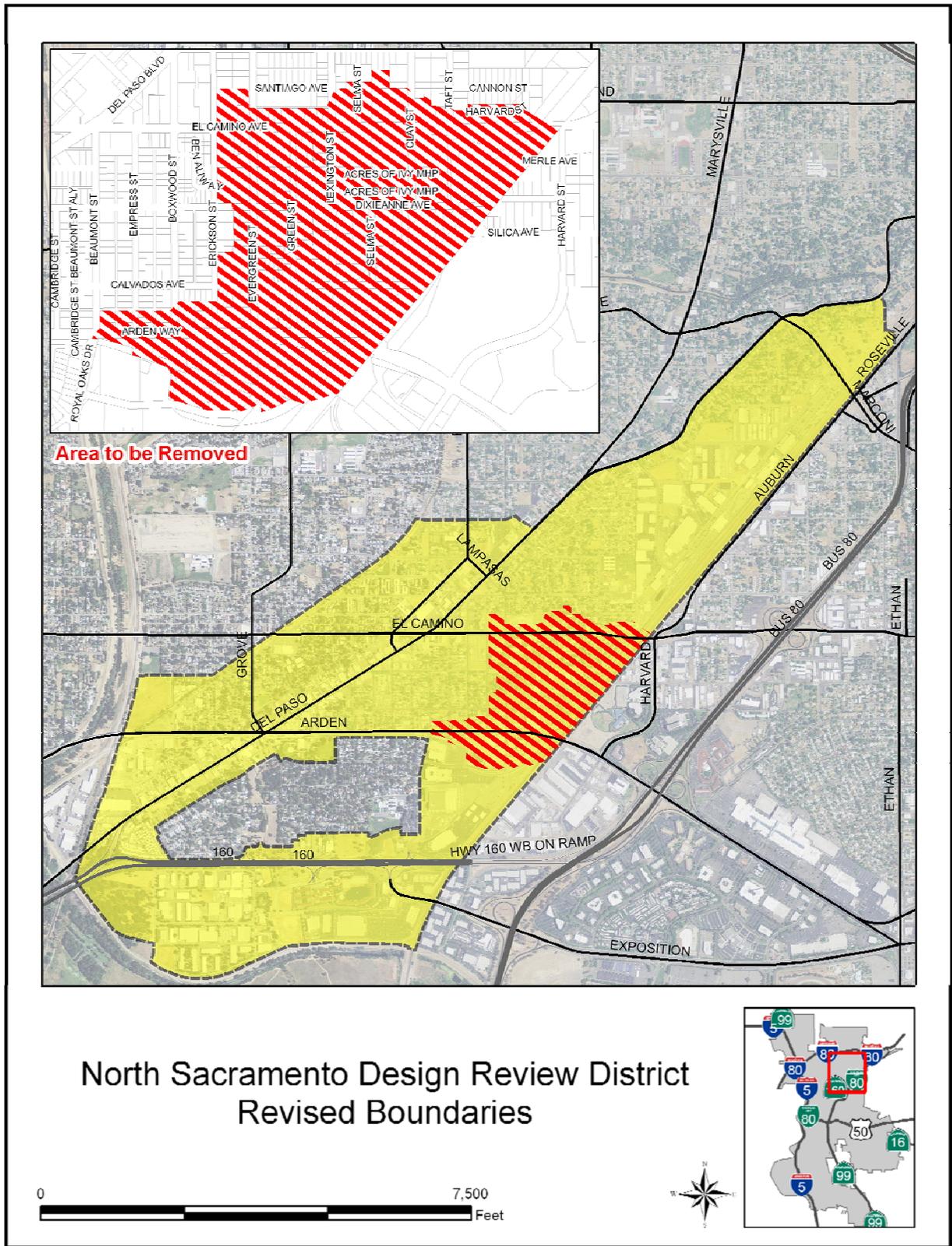
Section 2. The boundaries of the North Sacramento Design Review District are hereby amended to exclude all areas within the boundaries of the Swanston Station Design Review District, as depicted in Exhibit B, which exhibit is attached and incorporated herein by this reference. The design guidelines applicable to the North Sacramento Design Review District as amended are the existing North Sacramento Design Guidelines, and as they may be amended from time to time.

Table of Contents:

Exhibit A - Swanston Station Design Review District Boundaries

Exhibit B - North Sacramento Design Review District Revised Boundaries





**DRAFT RESOLUTION NO. 2010-XXX**

Adopted by the Sacramento City Council

April 12, 2011

**ADOPTING THE SWANSTON STATION DESIGN GUIDELINES FOR THE  
SWANSTON STATION DESIGN REVIEW DISTRICT**

**BACKGROUND**

- A. The Swanston Station Design Guidelines were prepared in conjunction with the Swanston Station Specific Plan. A noticed public hearing was held by the Design Commission to review the Swanston Station Design Guidelines, the establishment of the Swanston Station Design Review District, the amendment of the boundaries of the existing North Sacramento Design Review District, to accept public comments, and to recommend approval of the new design review district and adoption of the design guidelines.
- B. The Swanston Station Design Guidelines contain architectural and streetscape design standards to be applied to projects located within the Swanston Station Design Review District and Specific Plan boundaries.
- C. The Swanston Station Design Guidelines provide design guidance for private and public projects within the Swanston Station Design Review District in a manner that will allow for transit-oriented and mixed use development while preserving and enhancing the qualities that would contribute to a vibrant, economically robust and pedestrian- and transit- friendly urban area.
- D. The Swanston Station Design Guidelines include both design principles and guidelines that distinguish between mandatory and advisory provisions that will be used by city staff and the Design Commission and Planning Commission in determining the appropriateness of any proposed building or structure, or the alteration of an existing building or structure located within the Swanston Station Design Review District.
- E. The Swanston Station Design Guidelines are consistent with the Swanston Station Specific Plan, the North Sacramento Community Plan and the 2030 General Plan.
- F. On April 21, 2010, the Design Commission conducted a public hearing for which notice was given pursuant Sacramento City Code Sections 17.132.170 and 17.132.160 and forwarded to the City Council a recommendation to approve the Swanston Station Design Guidelines for application within the Swanston Station Design Review District.

- G. On April 12, 2011, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Sections 17.132.170 and 17.132.160, and received and considered evidence concerning adoption of the Swanston Station Design Guidelines.

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

Section 1. Based on the verbal and documentary evidence received at the hearing held on April 12, 2011, the City Council hereby adopts the Swanston Station Design Guidelines attached as Exhibit A for application within the Swanston Station Design Review District. If a certain type of development project within the Swanston Station Design Review District is not referenced in the Swanston Station Design Guidelines, in that event the North Sacramento Design Guidelines shall apply.

Section 2. Exhibit A is a part of this Resolution.

Table of Contents:

Exhibit A - Swanston Station Design Guidelines



# Swanston Public and Private Realm Design Guidelines



North Sacramento Redevelopment Area



December 2010

Item #3

# Table of Contents

## [Introduction](#)

[Purpose and Goal of the Design Standards and Guidelines](#)

[The City's Commitment to Sustainability](#)

[How to Use the Design Standards and Guidelines](#)

[Design Review Process](#)

[Location of the Swanston Design Review District](#)

## [Public Realm Design Standards and Guidelines](#)

### [Introduction](#)

### [General Street Design Standards and Guidelines](#)

1 [Roadways](#)

2 [Sidewalks and Landscaping](#)

3 [Crosswalks and Bulbouts](#)

4 [Cross-Track Connections](#)

5 [Public-Private Interface](#)

6 [Street Furniture and Lighting](#)

7 [Signage](#)

8 [Local Residential Streets – 60 Feet Right-of-Way](#)

9 [Local Residential Streets – 50 Feet Right-of-Way](#)

### [Street Specific Design Standards and Guidelines](#)

10 [Dixianne Avenue](#)

11 [Arden Way](#)

12 [El Camino Avenue](#)

13 [Evergreen Street](#)

14 [Silica Avenue](#)

### [Open Space Design Standards and Guidelines](#)

15 [Neighborhood Parks](#)

16 [Pocket Parks](#)

17 [Transit Plaza and Promenades](#)

18 [Greenways](#)

19 [Mews](#)

## [Private Realm Design Standards and Guidelines](#)

### [Introduction](#)

### [Layout and Orientation](#)

20 [Building Scale](#)

21 [Massing and Scale](#)

22 [Building Heights and Stepbacks](#)

23 [Building Setbacks](#)

24 [Building Character and Façade Articulation](#)

25 [Parking](#)

26 [Alleys and Service Access](#)

27 [Stormwater Management](#)

28 [Passive Cooling](#)

### [Building Prototypes](#)

- 29 [Row Houses and Town Homes](#)
- 30 [Lofts and Live-Work Units](#)
- 31 [Low Intensity Condominiums](#)
- 32 [Mixed-Use Buildings](#)
- 33 [High Intensity Condominium/Mixed-Use  
Development](#)
- 34 [Commercial Building](#)

# **Introduction**

## **PURPOSE AND GOAL OF THE DESIGN STANDARDS AND GUIDELINES**

The design guidelines for the Swanston Design Review District should be used as another tool, in addition to land use and zoning regulations, to promote the high quality development of a transit village around the Swanston Station.

The goal for design review within the Swanston Design Review District is to provide an effective method for guiding development of the physical environment and character of the streets, buildings and open spaces within the Swanston Station Transit Village. The guidelines contained herein are not intended to be absolutely prescriptive, but rather to provide sufficient flexibility for creativity and variety in new developments and public space designs.

Site Design and Planning Guidelines have been organized into the following categories:

1. Site Design and Planning of the Public Realm
2. Site Design and Planning of the Private Realm

These guidelines build upon previous planning documents including the 2006 North Sacramento Residential and Commercial Design Guidelines, the North Sacramento Community Plan and the City of Sacramento Pedestrian-Friendly Street Standards, and have been developed in coordination with the Northeast Line Light Rail Station Plan.

## **THE CITY'S COMMITMENT TO SUSTAINABILITY**

In 2006, the Sacramento City Council adopted a vision for the city reflecting the Council's commitment to "sustainability and livability." Based on the Council's vision, the City continues to develop and refine standards and guidelines intended to influence the design of future development in Sacramento.

In the meantime, these Design Standards and Guidelines include a number of specific guidelines that address environmentally responsive site, building, and landscaping design.

## **HOW TO USE THE DESIGN STANDARDS AND GUIDELINES**

Each subsection in the Design Standards and Guidelines is organized to include some or all of the following elements:

**Design Principle**

The design principle is a general concept that must be met by all projects and forms the basis for individual design guidelines.

**Rationale**

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

**Design Guidelines**

The general Design Guidelines provide a list of recommendations to ensure that a design principle is appropriately applied to project design.

**Graphics**

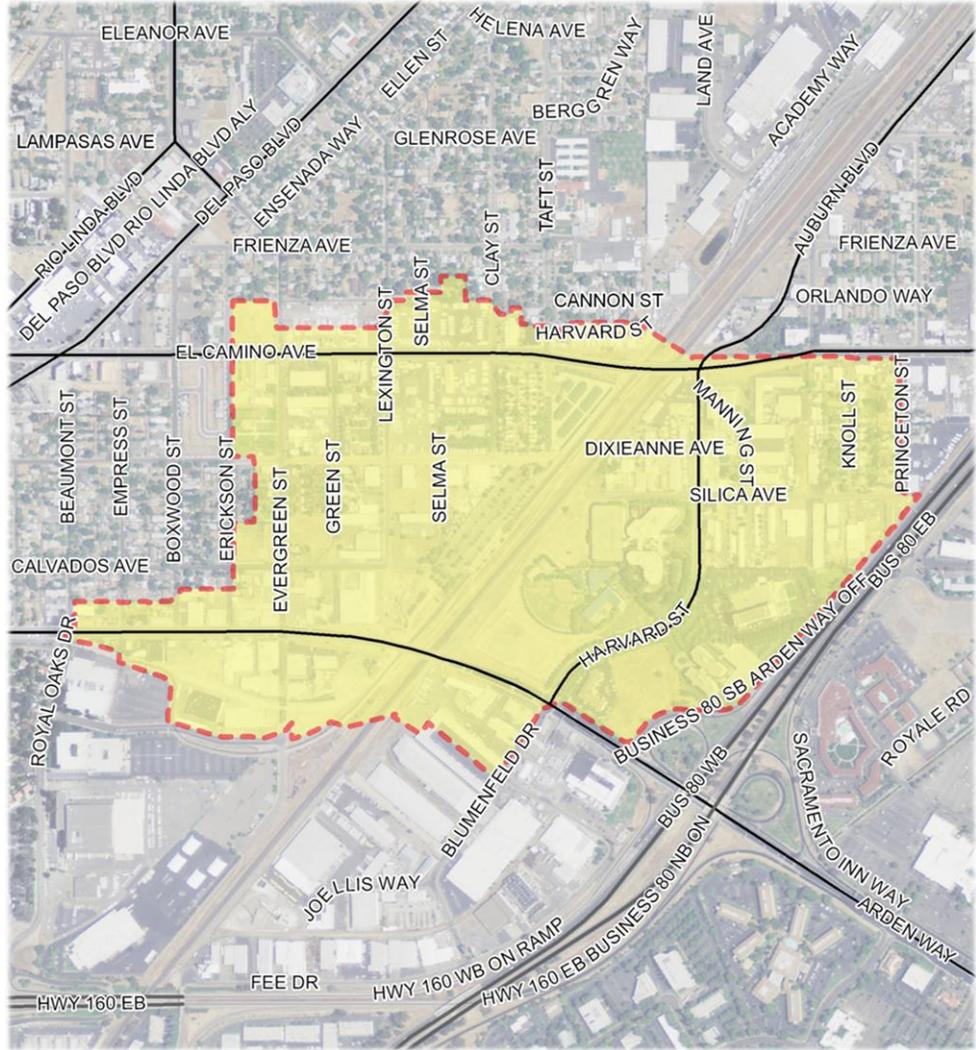
Drawings and photos provide visual support for the principles and guidelines.

**DESIGN REVIEW PROCESS**

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

**LOCATION OF THE SWANSTON DESIGN REVIEW DISTRICT**

The Swanston Design Review District is located within the City of Sacramento, in North Sacramento, west of Business 80 roughly bounded by the Western Pacific Railroad, Traction Avenue, Eleanor Avenue, Del Paso Boulevard, Auburn Boulevard, El Camino Avenue, Business 80, Arden Way, and the Southern Pacific Railroad, as shown in the map below, and on page 5.



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

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

# Public Realm Design Standards and Guidelines

## INTRODUCTION

The public realm - composed of the streets, sidewalks, and public open spaces - plays a crucial role in the vitality, perception and livability of an area. The intent of design guidelines for the public realm is to enhance the pedestrian environment throughout the transit village. The public realm includes the “Main Street” of Dixieanne and Silica avenues, the arterials (El Camino Avenue and Arden Way), entry streets and collectors (including Evergreen and Harvard streets), local streets (including 50 and 60 feet wide streets), and usable open spaces, including neighborhood parks, pocket parks, and plazas.

The guidelines, particularly those regarding roadways, sidewalks and planter strips, were developed to the maximum extent possible to be consistent with the City of Sacramento’s Pedestrian-Friendly Street Standards. However, the rights-of-way of most streets in North Sacramento are constrained. The design guidelines were developed to recommend a balance between the sometimes conflicting needs of automobiles, pedestrians, bicyclists, ADA and healthy trees.

The public realm plays a large role in determining the quality of life in a neighborhood, as it provides the social spaces, gathering spots, and connective tissue that binds it together. By redesigning and enhancing the public realm around the Swanston transit station, residents, workers and commuters will be more likely to be willing to walk to the station rather than drive. As a result, the full potential of the transit village as a non-auto-oriented neighborhood can be realized. Further, public realm improvements will make the area safer by providing more “eyes on the street” and including traffic calming elements to slow vehicles traveling through the area.

The design guidelines focus on two primary components of the public realm: streets and open spaces. They begin with general guidelines for streetscape design, then guidelines for the hierarchy of open spaces being proposed for the transit village, and end with guidelines for specific streets.

## **GENERAL STREET DESIGN STANDARDS AND GUIDELINES**

### **1 Roadways**

#### ***Design Principle***

Adequate right-of-way shall be provided for cars and bicycles dependent upon the functional classification of the roadway.

#### ***Rationale***

A well-designed street provides travel lanes that provide an acceptable level of comfort for the proscribed user without overbuilding, which can encourage speeding and unsafe passing. Many of the streets within the district were built prior to annexation into the City of Sacramento and therefore do not provide adequate right-of-way for all of the modes anticipated.

#### ***Design Guidelines***

- 1-1 Arterial streets should have 12 feet wide travel lanes. Eleven feet wide travel lanes next to bike lanes are acceptable on arterials with constrained right-of-way.
- 1-2 Ten feet wide turn lanes are acceptable where right-of-way is constrained.
- 1-3 Local streets should have 11 feet wide travel lanes. Ten feet wide travel lanes are acceptable for local streets with constrained right-of-way.
- 1-4 Parking lanes along arterials and collectors should be eight feet wide for on-street parallel parking. Seven feet wide parking lanes are acceptable on arterials with constrained right-of-way.
- 1-5 Distinctive striping should be provided intermittently for motorcycles, scooters, and neighborhood electric vehicle parking.
- 1-6 Parking lanes along local streets should be seven feet wide.
- 1-7 Dedicated bicycle lanes should be six feet wide along designated Class II bicycle routes in the Bicycle Master Plan. Bike lanes next to raised curbs will include the two feet wide gutter.
- 1-8 Class III bicycle routes should be provided along collector and local streets where right-of-way is constrained.

## **2 Sidewalks and Landscaping**

### ***Design Principle***

Sidewalks shall be fully accessible to all regardless of age or ability. Healthy and sustainable landscaping should be provided wherever possible to enhance the comfort of pedestrians.

### ***Rationale***

Safe and comfortable travel ways for pedestrians of all physical abilities is a necessity, not a luxury. A healthy tree canopy, tree wells, and separated sidewalks work in conjunction to further enhance the pedestrian experience thereby encouraging more people to walk.

### ***Design Guidelines***

- 2-1 Continuous five feet wide pathways compliant with the Americans with Disabilities Act (ADA) should be provided along all streets where feasible.
- 2-2 Pedestrian easements should be provided within the private realm to allow wider ADA accessible sidewalks and trees and landscaping amenities to the pedestrian realm where feasible.
- 2-3 Planter strips should be located between sidewalks and roadway to provide a safety buffer for pedestrians from traffic where feasible. Tree wells can be used instead of planter strips in cases where there are parking or bicycle lanes next to sidewalks.
- 2-4 Six feet wide planter strips and tree wells should be provided along streets where feasible. Five feet wide planter strips and tree wells are acceptable where right-of-way is constrained.
- 2-5 Planter strips should be planted with shade-providing trees and shrubs.
- 2-6 Clearance below the street tree canopy should be at least twelve feet from finished sidewalk elevation to provide clear emergency and service access, to allow light from pedestrian-scale street lights, and to allow for a visual connection along sidewalks and medians.

### **3 Crosswalks and Bulbouts**

#### ***Design Principle***

Enhanced street crossings shall be provided throughout the District.

#### ***Rationale***

Wide, clearly marked crosswalks alert drivers to the existence of pedestrian traffic and provide a heightened sense of safety for travelers on foot. Bulbouts contribute further by narrow the street crossing distance thereby minimizing the time in which pedestrians and vehicles are in conflict.

#### ***Design Guidelines***

- 3-1 Clearly marked minimum 10 feet wide crosswalks should be provided at controlled intersections as prescribed in the Swanston Transit Village Specific Plan.
- 3-2 Bulbouts should be provided at intersections where feasible to minimize crossing distance and to increase pedestrian visibility.
- 3-3 Midblock bulbouts should be added as prescribed in the Swanston Transit Village Specific Plan to increase planting space for trees by removing parking spaces where feasible.
- 3-4 Mid-block crosswalks should be a minimum of 10 feet wide and highly visible.
- 3-5 Alternative paving materials should be used for crosswalks to heighten visibility and lend identity to the area where feasible.



#### **4 Cross-Track Connections**

##### ***Design Principle***

Pedestrian and bicycle options available to safely and efficiently access both sides of the rail corridor shall be enhanced.

##### ***Rationale***

Proximity to the light rail station is only a benefit if convenient connections exist to allow passengers to efficiently congregate and disperse. Current conditions provide minimal infrastructure for bicyclists and pedestrians to access property on the east side of the rail corridor to support transit-oriented development.

##### ***Design Guidelines***

- 4-1 One or more pedestrian and bicycle bridges of at least 20 feet in width should be provided across the rail tracks in the

District to allow adequate room and comfort for multi-modal users.

## 5 Public-Private Interface



### *Design Principle*

An open and inviting interface shall be created between the public right-of-way and private property.

### *Rationale*

Strong connections between the private and public realms help to create safe, comfortable and enriching pedestrian experience.

### *Design Guidelines*

5-1 Where feasible, trees should be planted on private lots three to five feet from the edge of the sidewalk where the right-of-way is too constrained to accommodate street trees along sidewalks.

5-2 Front yard fences on private lots should be at least 50% open and no higher than three feet so as to not serve as a barrier between the public and private realms.



## **6 Street Furniture and Lighting**

### ***Design Principle***

Pedestrian-scale street amenities that visually and functionally enhance the walking experience shall be provided in the District.

### ***Rationale***

Appropriately scaled lighting, art, receptacles, and street furniture communicate to the public that pedestrians are welcome and encouraged. Bicycle racks are an important element of the streetscape that can be made less utilitarian by going beyond simple hitching posts.

### ***Design Guidelines***

- 6-1 Pedestrian-oriented and automobile-oriented street lighting should be provided along major pedestrian corridors and arterials, such as Arden Way and El Camino Avenue.
- 6-2 Pedestrian-scaled streetlights should be at a lower height (approximately 12 feet high), closer spaced, and use full spectrum bulbs.
- 6-3 Pedestrian-oriented streetlights should be provided on all local streets and pedestrian paths, such as the transit and diagonal promenades, to improve safety and comfort.
- 6-4 Pedestrian-oriented streetlights should include receptacles to power seasonal decorations.

- 6-5 Pedestrian-friendly streetscape amenities, including seating, trash cans and public art, should be provided at key nodes along major pedestrian corridors, such as Dixieanne Avenue.
- 6-6 Bicycle racks and/or lockers should be provided at the transit station plaza and bus transfer center.
- 6-7 Bicycle racks should be provided intermittently along designated bicycle routes in the City's Bicycle Master Plan.
- 6-8 Artistically designed bicycle racks should constitute a significant percentage of the racks provided.

## **7 Signage**

### ***Design Principle***

Aesthetically pleasing and informative signage shall be provided in the District to distinguish the Swanston Area and to help in wayfinding.

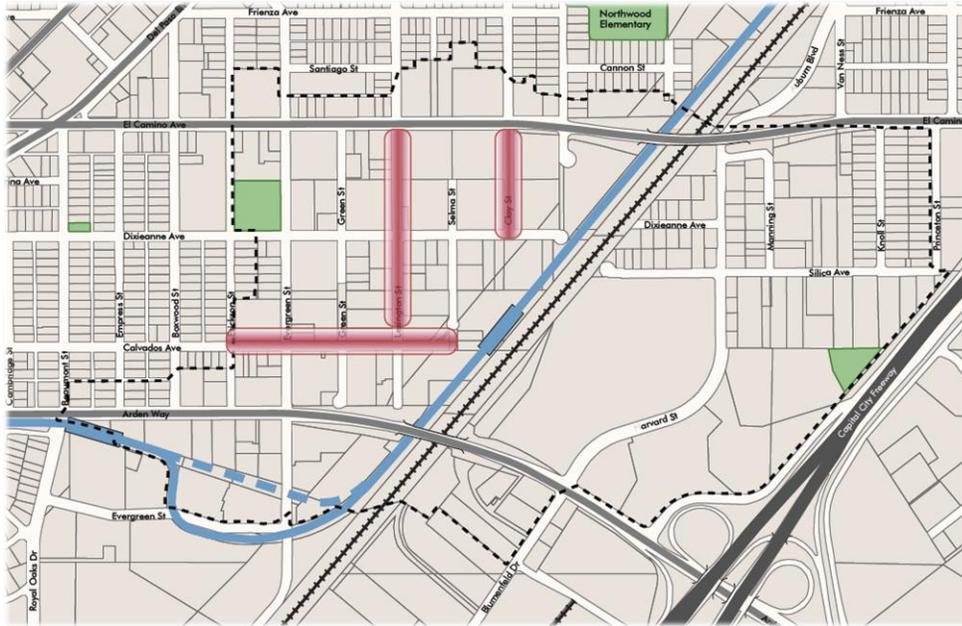
### ***Rationale***

Clearly marked facilities will encourage safe and efficient travel through the Swanston area for all modes of travel.

### ***Design Guidelines***

- 7-1 Public signage should be used to announce entry into the Swanston Station Transit Village by placing it at gateways at Evergreen Street and Arden Way and El Camino Avenue and at the beginning of the diagonal promenade at the intersection of Lexington Street and Dixieanne Avenue.
- 7-2 Employ public signage for vehicular, pedestrian and bicyclist wayfinding to the transit station and nearby destinations, such as Arden Fair Mall and Del Paso Boulevard.
- 7-3 Coordinate colors, shapes and graphics of signage with the City's signage system.
- 7-4 Signage should be used to emphasize key locations, intersections and focal points, such as the pedestrian bridge and Dixieanne Park.
- 7-5 Temporary signage/banners should be used to celebrate seasonal and special events.

## 8 Local Residential Streets – 60 Feet Right-of-Way



### ***Design Principle***

The neighborhood local streets will contribute to the pedestrian and bicycle environment by providing tree-shaded, traffic-calmed streets.

### ***Rationale***

The area around the Swanson station is laid out on a grid pattern composed of neighborhood local streets that connect the area with neighborhoods to the north and west. They primarily serve local traffic, though in many instances they are only paper streets and dead-end at vacant lots. The local streets have few pedestrian amenities, such as continuous sidewalks or trees to provide shade.

### ***Design Guidelines***

#### ***Roadway***

- 8-1 Maintain existing configuration of the roadway with one travel lane in both directions and parking lanes on both sides of the road.
- 8-2 Where feasible, paper streets, including Lexington and Selma streets, should be improved to break up large blocks and improve connectivity and walkability.

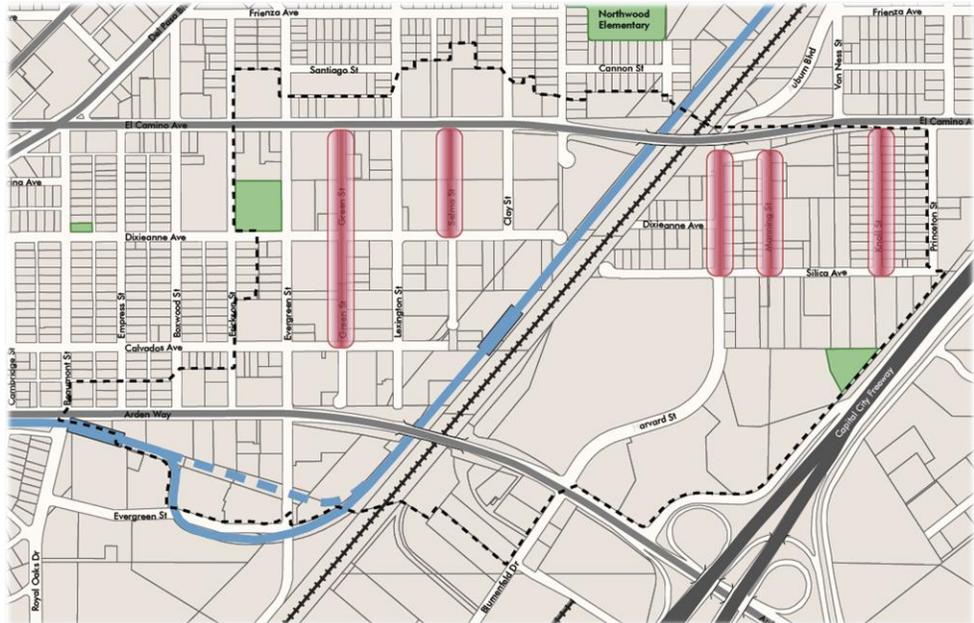
#### ***Pedestrian Realm***

- 8-3 Provide minimum 6 feet 6 inch wide planter strips (including curb) along the sidewalks for trees and landscaping.
- 8-4 Provide Class III bicycle route signage along streets designated as such by the Bicycle Master Plan.

### *Public-Private Interface*

- 8-5 Buildings with residential uses that front onto neighborhood local streets should have a minimum 15 feet front yard setback where feasible.
- 8-6 North-south oriented buildings with residential uses should have a minimum ten feet side setback where feasible.

## **9 Local Residential Streets – 50 Feet Right-of-Way**



### ***Design Principle***

The 50 feet wide streets are envisioned as supporting the circulation network with a strong pedestrian realm and improved infrastructure.

### ***Rationale***

The local residential streets alternate between 60 and 50 feet rights-of-way. The existing 50 feet wide streets are similar to the 60 feet streets with poor pedestrian amenities substandard infrastructure.

### ***Design Guidelines***

#### ***Roadway***

- 9-1 A minimum 30 feet wide roadway should allow for two travel lanes and parking on both sides according the City of Sacramento Pedestrian-Friendly Street Standards.

#### ***Pedestrian Realm***

- 9-2 Five feet wide pedestrian easements should be provided where feasible to accommodate sidewalk and planter strip dimensions that meet the City of Sacramento Pedestrian-Friendly Street Standards where feasible. Reference design

guidelines for Local Residential Streets - 60 Feet ROW for dimensions.

- 9-3 Planter strips (including curb) should be provided to the satisfaction of Urban Forestry along the sidewalks for trees and landscaping where feasible.
- 9-4 Sidewalks on both sides of the street shall be prioritized over planter strips where right-of-way is constrained.
- 9-5 Trees should be planted in bulbouts and within private front setbacks where feasible.

*Public-Private Interface*

- 9-6 Buildings with residential uses that front onto neighborhood local streets should have a minimum 15 feet front yard setback where feasible.
- 9-7 North-south oriented buildings with residential uses should have a minimum ten feet side setback where feasible.

**STREET SPECIFIC DESIGN STANDARDS AND GUIDELINES**

**10 Dixieanne Avenue**



The guidelines in this section focus on Dixieanne Avenue between Erickson Street and the intersection with the tracks. These guidelines are recommended to be applied along Dixieanne Avenue westward until the intersection with Del Paso Boulevard despite it being outside of the study area covered by this plan.

### ***Design Principle***

Dixieanne Avenue is to become the “Main Street” of the neighborhood and is accorded a special design.

### ***Rationale***

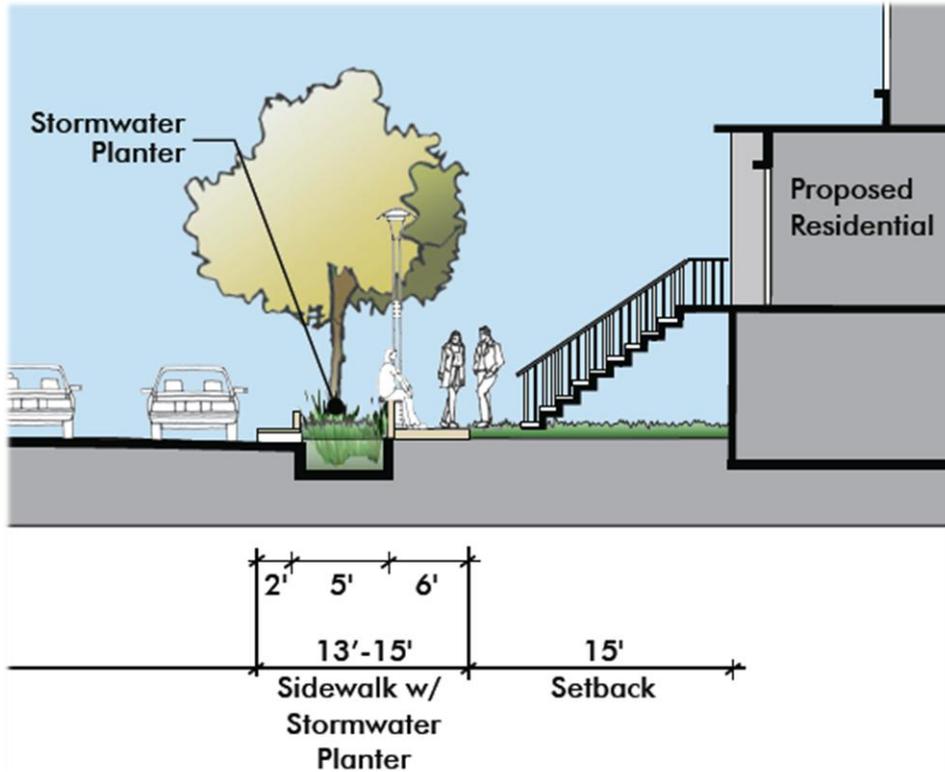
Dixieanne Avenue is distinguished from any other street in the City of Sacramento by its design as a “green street” that attenuates and filters surface runoff with permeable paving and stormwater drainage planters. On-street parking, alternative paving and traffic-calming measures support Dixieanne Avenue as a safe and enjoyable main street for surrounding residents.

### ***Roadway***

- 10-1 A minimum 30 feet wide roadway should be maintained including two travel lanes and parking.
- 10-2 Seven feet wide on-street parking should be provided on either side of the street.
- 10-3 A double row of trees should be provided along Dixieanne Avenue by removing on-street parking spaces and replacing them with bulbouts and tree wells to provide valuable shade for pedestrians according to the Swanston Station Transit Village Plan.
- 10-4 Permeable paving should be provided along the parking lane and between bulbouts to lend identity to the street and reduce surface runoff where feasible.
- 10-5 The addition of two landscaped traffic circles should be considered by the City’s Traffic Engineer at Lexington and Evergreen streets if feasible in order to provide traffic-calming in the neighborhood.
- 10-6 Crosswalks should be added at the intersections of Dixieanne Avenue at Lexington Street and Dixieanne Avenue at Evergreen Street if feasible.

### ***Pedestrian Realm***

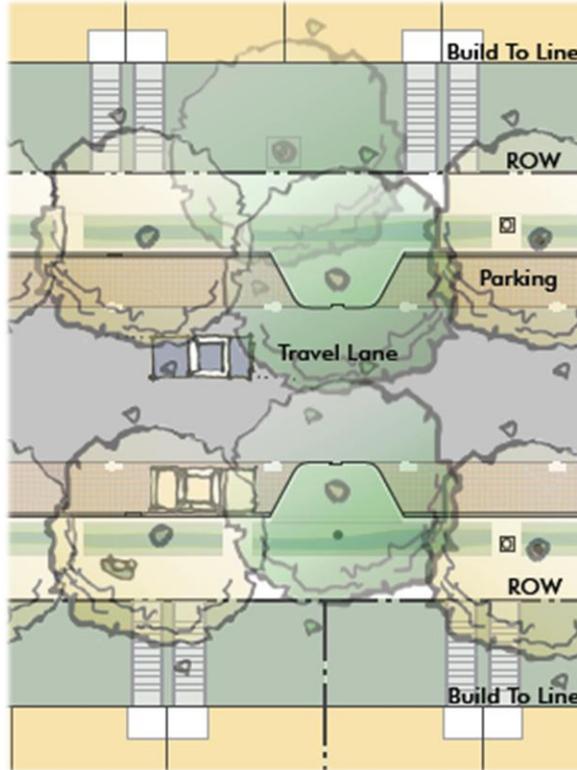
- 10-7 Create 15 feet wide sidewalks separated from the roadway by a stormwater drainage planter.
- 10-8 Provide 1½ feet separation, included in the sidewalk width, from the stormwater drainage planter and the on-street parking space to allow room for car doors to open.
- 10-9 Plant native, sustainable trees and shrubs in the stormwater drainage planter.



10-10 Provide streetscape amenities such as pedestrian-scaled lighting. Provide benches at key nodes along the length of the street where feasible.

*Public-Private Interface*

- 10-11 Residential buildings should be setback 10-15 feet on either side of Dixie Avenue to provide privacy for adjacent residential development.
- 10-12 Trees should be planted within the setback to provide additional shade and enclosure to pedestrians where feasible.
- 10-13 Property edges should be articulated with landscaping and fences on private lots at least 50% open and no higher than three feet so as to not serve as a barrier between the public and private realms and landscaping.



15'	Setback
13'	Sidewalk w/Stormwater Planter
34'	Travel Lanes and Parking 60' ROW
13'	Sidewalk w/Stormwater Planter
15'	Setback

### 11 Arden Way



The guidelines in this section focus on Arden Way between the Royal Oaks light rail station and Harvard Street. Arden Way is a key vehicular connection in North Sacramento, which currently provides a

poor pedestrian environment with narrow sidewalks, few street trees, and barriers in the form of light rail tracks and fences.

**Design Principle**

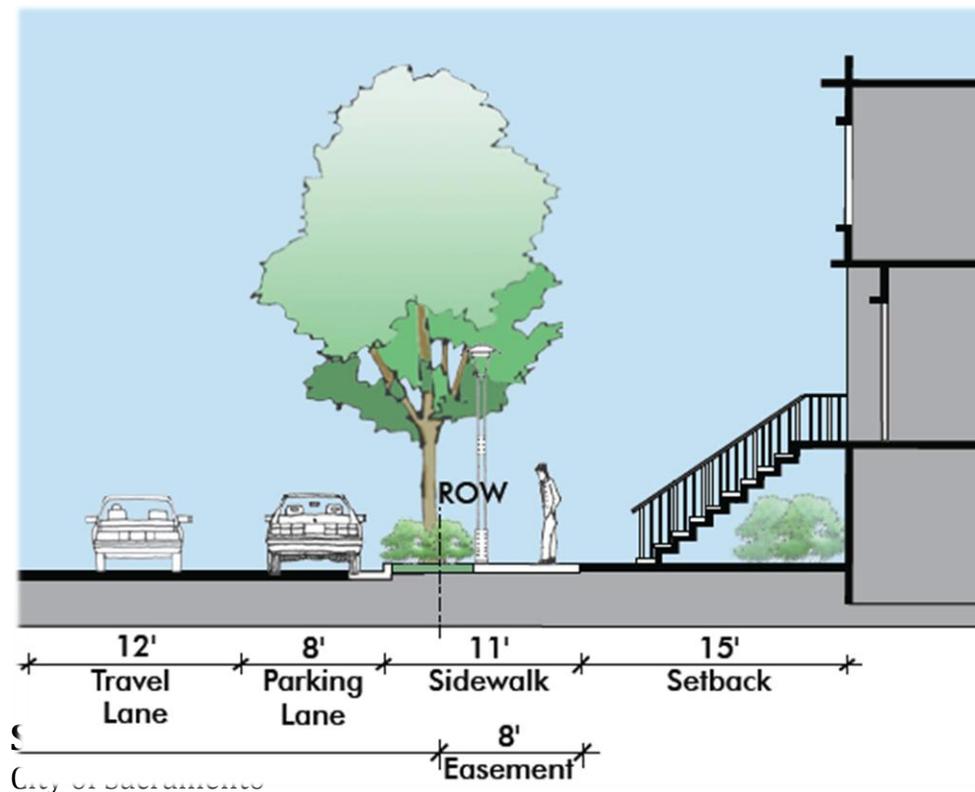
Arden Way is envisioned as a redesigned arterial that better provides for pedestrians along its length.

**Rationale**

With an improved streetscape, new residential uses are expected to be infilled in currently vacant and underutilized parcels.

**Roadway**

- 11-1 Create a boulevard between Royal Oaks Drive and Evergreen Street with two 12 feet wide travel lanes in either direction.
- 11-2 Provide a 10 feet wide central tree-lined median that becomes a turn pocket at key intersections.
- 11-3 Create left hand turn pockets at Beaumont Street/Royal Oaks Drive, Boxwood Street, and Evergreen Street to allow significant tree planting within median.
- 11-4 Maintain and strengthen crosswalks at Beaumont Street/Royal Oaks Drive, Boxwood Street, Evergreen Street, and Harvard Street. Provide 10 feet wide crosswalks to link the transit village with development south of Arden Way according the Swanston Station Transit Village Plan.
- 11-5 An eight feet wide pedestrian easement should be acquired from adjacent property owners to allow for an 8 feet wide on-street parking lane and 11 feet wide sidewalk with a planter



strip.

- 11-6 Add a signalized intersection at Boxwood Street to better handle traffic and pedestrian volume.

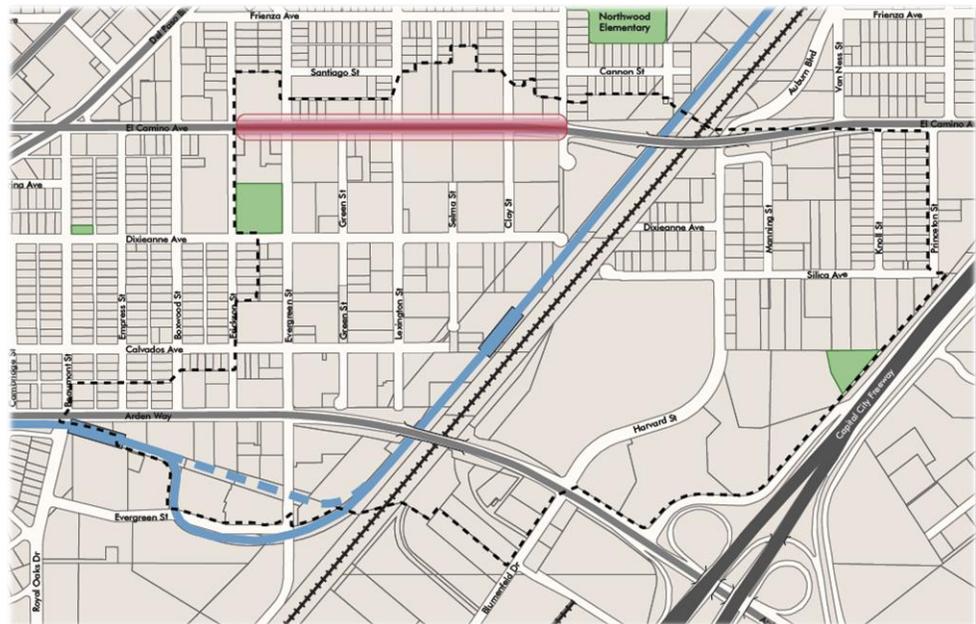
*Pedestrian Realm*

- 11-7 Create a six feet wide planting strip (including curb) along the sidewalks to provide a tree-lined buffer between the pedestrian realm and fast-moving traffic. The planting strip may decrease to four feet (including curb) to accommodate wider sidewalks at key locations.
- 11-8 The Arden Way overpass should be improved with pedestrian amenities such as wider sidewalks, landscaping, etc. if feasible.

*Public-Private Interface*

- 11-9 Residential only uses should be setback 10-15 feet along both sides of the street to provide privacy.
- 11-10 Trees should be planted within the setback to provide additional shade and enclosure to pedestrians where feasible.
- 11-11 Outdoor seating and spill-out uses from ground floor retail should be provided within setbacks where feasible.

**12 El Camino Avenue**



These guidelines are relevant to El Camino Avenue between Erickson Street and Knoll Street. El Camino Avenue is a major arterial in the area and serves as a strong connection to Del Paso Boulevard, the commercial Main Street of North Sacramento. El Camino Avenue is currently a wide, auto-dominated arterial lined by RV sales lots, strip

centers, and vacant land. Sidewalks are narrow and often non-existent and the overpass is hazardous for pedestrians and bicyclists.

### ***Design Principle***

El Camino Avenue is envisioned as a tree-lined boulevard that provides a safe and comfortable environment for pedestrians and bicyclists.

### ***Rationale***

Mixed-use and residential uses are appropriate along El Camino, with parking set behind buildings to enhance street definition and the pedestrian environment.

### ***Roadway***

- 12-1 Two 11 feet wide travel lanes should be maintained in either direction, along with a 10 feet wide turn lane at major intersections.
- 12-2 15 feet easements beyond the existing right-of-way should be acquired to allow for on-street parking, dedicated bicycle lanes, and pedestrian realm improvements.
- 12-3 Six feet wide Class II bike lanes should be provided in either direction consistent with the City of Sacramento Bicycle Master Plan.
- 12-4 Seven feet wide on-street parking lanes should be provided.
- 12-5 10 feet wide crosswalk connections should be provided at Evergreen Street, Lexington Street, Clay Street and Van Ness Street to link the transit village with development north of El Camino Avenue.
- 12-6 A signalized intersection should be provided at the intersection of Lexington Street and El Camino Avenue.

### ***Pedestrian Realm***

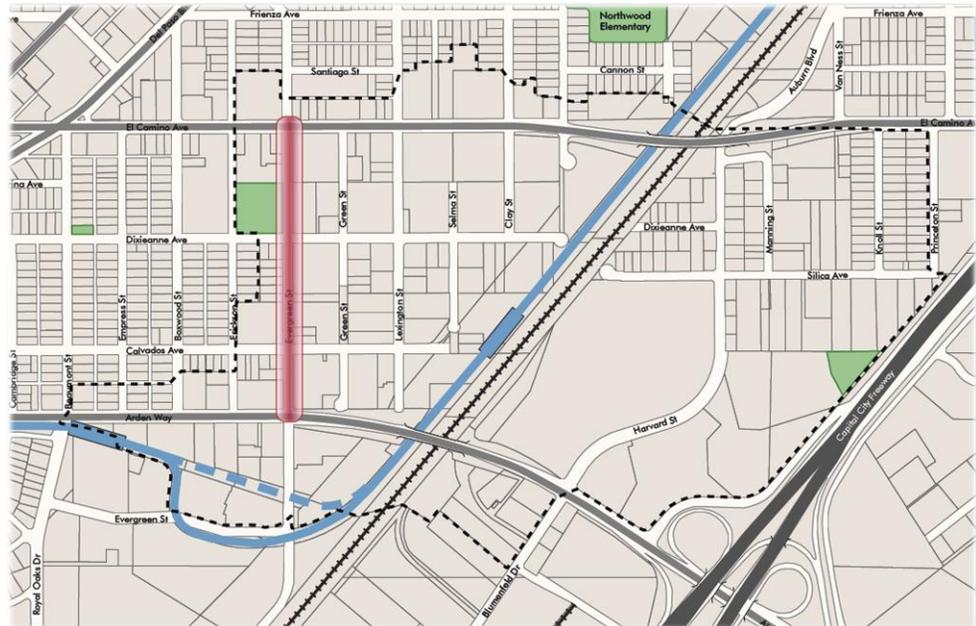
- 12-7 An eight feet wide planting strip should be provided along the sidewalks to provide a tree-lined buffer between the pedestrian realm and the roadway.

### ***Public-Private Interface***

- 12-8 Residential only uses should be setback 10 to 25 feet along both sides of the street to provide privacy.
- 12-9 Outdoor seating and spill-out uses from ground floor retail should be provided within setbacks where feasible.
- 12-10 Porches, stoops, etc. should be provided within the front setback for residential uses.
- 12-11 Trees and landscaping should be planted within the front setbacks of residential uses to provide additional shade and amenities for pedestrians where feasible.

### 13 Evergreen Street

Evergreen Street serves as the primary collector on the west side of



the tracks. It is currently configured with sidewalks and gutters; improvements to the street should focus on building off of the existing infrastructure.

#### ***Design Principle***

Evergreen Street is envisioned as the gateway street to the transit village with entry nodes around the intersections with Arden Way and El Camino Avenue.

#### ***Rationale***

To the south of Arden Way, improvements should be made to Evergreen Street’s pedestrian and bicycle environment as it serves as a key connector to Woodlake Elementary School.

#### ***Roadway***

- 13-1 The existing roadway configuration should be maintained with one travel lane and one parking lane on each side of the street.
- 13-2 Mid-block crosswalks should be provided as safe pedestrian connections and to increase walkability.
- 13-3 Where possible, mid-block crossings should be aligned with greenways and mews that provide pedestrian connections through blocks.
- 13-4 The addition of two landscaped traffic circles should be considered by the City’s Traffic Engineer at intersections with Dixie and Calvario avenues to slow traffic and create a safer pedestrian environment.

### *Pedestrian Realm*

- 13-5 The existing sidewalk, curb and gutter configuration should be maintained.
- 13-6 Minimum six feet wide sidewalks should be provided.
- 13-7 The existing four feet wide planter strips on either side of the street should be maintained.
- 13-8 A continuous row of trees should be planted in the existing planting strip add new tree wells should be added as necessary where the planting strip does not exist.
- 13-9 Pedestrian-scaled street lighting should be provided along the sidewalks.
- 13-10 Bulbouts should be provided at key locations, particularly at mid-blocks, as prescribed in the Swanston Station Transit Village Plan by removing parking spaces where feasible.
- 13-11 Bulbouts should be designed to minimize reconfiguration of the existing roadway infrastructure, including sidewalks, curbs and gutters.
- 13-12 Crosswalks should be provided at bulbouts to minimize crossing distances for pedestrians.
- 13-13 Trees and landscaping should be planted at bulbouts to create distinctive markers.
- 13-14 Where possible, increase planting strip area around trees.

### *Public-Private Interface*

- 13-15 Minimum 10 feet side setback should be provided for buildings that are oriented north-south to avoid blank walls along Evergreen.
- 13-16 Trees should be planted within side and front setbacks to provide additional shade and enclosure to pedestrians where feasible.
- 13-17 Buildings on corners should be designed to address both streets on which they front to enhance the pedestrian environment where feasible.



## 14 Silica Avenue

The focus of these guidelines is on Silica Avenue between the tracks to the west and Princeton Street to the east. Silica is currently lined with industrial uses and is trafficked by many trucks that serve the adjacent buildings.

### *Design Principle*

Silica Avenue is envisioned as a “Main Street” east of the tracks with an industrial, edgy character, a mix of uses and a comfortable pedestrian environment.

### *Rationale*

Due to the number of viable existing industrial uses along Silica Avenue, incremental change is expected. The industrial uses will continue to be served by truck traffic and driveway curb cuts; as a result, public realm improvements will be made as lots are developed.

### *Roadway*

- 14-1 12 feet wide travel lanes, one in either direction, that can accommodate vehicle and truck traffic should be provided.
- 14-2 Eight feet wide parking lanes on either side of the street should be provided.
- 14-3 Where possible, remove parking spaces to add tree wells to provide shade for pedestrians.
- 14-4 Minimum 10 feet wide crosswalks should be provided at the intersection of Harvard Street and Silica Avenue.

*Pedestrian Realm*

- 14-5 Pedestrian-scaled lighting shall be provided along the street to enhance safety and the pedestrian experience.
- 14-6 Dedicated pedestrian easements should be acquired to provide 12-15 feet wide sidewalks and planting strips as it transitions into a more non-industrial street where feasible.

*Public-Private Interface*

- 14-7 The primary façade of buildings should front onto Silica Avenue to provide “eyes of streets” where feasible.
- 14-8 Residential uses should be setback 10-15 feet for live-work and mixed-use buildings.
- 14-9 Building articulation, such as colonnades, porticos, porches, stoops, etc, should be provided within front setbacks.

**OPEN SPACE DESIGN STANDARDS AND GUIDELINES**

**15 Neighborhood Parks**

***Design Principle***

Adequate open space shall be provided to foster an active and engaged community.

***Rationale***

Winner’s Circle Park is the only neighborhood park in the station area. Renovation was recently completed providing a variety of open space features to serve local residents. The new neighborhood parks that are proposed are envisioned as becoming neighborhood focal points and gathering spaces. They will provide needed recreational space and will be significant amenities for new and existing residents.

***Design Guidelines***

*Size and Distribution*

- 15-1 Neighborhood parks shall be evenly distributed throughout the area, such that one is within 1/4-mile walking distance of every resident and commercial user in the area. Typically 2.5 acres of park space per 1,000 people is required with a variety of programmed spaces.

*Amenities*

- 15-2 Trees shall be planted within neighborhood parks to provide needed shade. Trees with low canopy clearance shall be avoided so as to not block lines of sight.
- 15-3 Amenities such as seating, tables, water fountains, shade structures, etc. shall be provided for park users.
- 15-4 Sufficient lighting shall be provided throughout the parks and especially along pathways for additional safety.

*Public-Private Interface*

- 15-5 Buildings with residential uses that front onto neighborhood parks should have a minimum 15 feet front yard setback where feasible to activate and frame the space and provide additional safety.
- 15-6 Front yard fences on private lots should be at least 50% open and no higher than three feet to provide a meaningful connection between residents and park users.

**16 Pocket Parks**



***Design Principle***

Adequate open space shall be provided to foster an active and engaged community.

***Rationale***

The Dixieanne tot-lot just outside the station area boundary is currently the only pocket park in the area well-used by children, youth and local residents. A wide distribution of pocket parks is envisioned to provide more intimate open spaces, serve daily open space needs and provide visual relief and buffers between developments.

***Design Guidelines***

*Size and Distribution*

- 16-1 Pocket parks and greenways should be distributed to be within 1/8-mile walking distance from all residents and commercial users if feasible.

- 16-2 Existing pocket parks, such as the park behind Hilton Hotel, should be improved along with access to such parks.
- 16-3 A new pocket park that serves as a bookend to the “Main Street” and to the transit promenade should be developed by closing off traffic on Dixie Avenue at Clay Street.

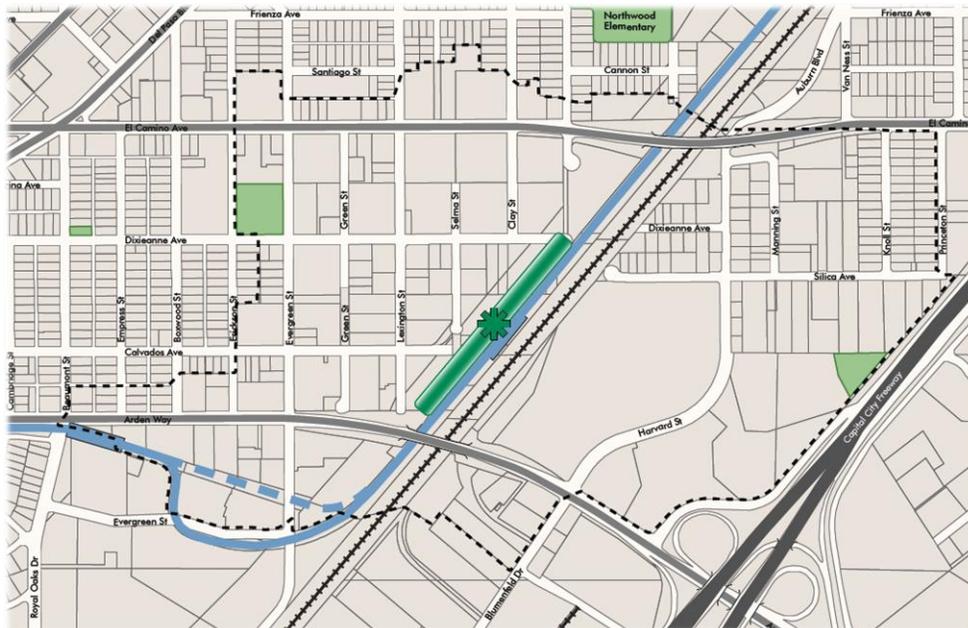
*Amenities*

- 16-4 All pocket parks shall be equipped with play equipment areas, gathering space, and multi-use play areas.
- 16-5 Pathways for ADA access through pocket parks shall be a minimum five feet wide.
- 16-6 Adequate lighting and trees shall be provided within pocket parks.
- 16-7 Pocket parks should use natural drainage bioswales as a way to filter surface run-off where feasible.

*Public-Private Interface*

- 16-8 Buildings with residential uses that front onto pocket parks should have a minimum 15 feet front yard setback where feasible to activate and frame the space and provide additional safety.
- 16-9 Front yard fences on private lots should be at least 50% open and no higher than three feet to provide a meaningful connection between residents and park users.

**17 Transit Plaza and Promenades**



***Design Principle***

Comfortable gathering areas shall be provided for transit passengers.

### ***Rationale***

Currently the light rail station is surrounded by a sparsely used parking lot. The station has minor amenities for riders and is difficult to access from nearby streets. The transit platform area is envisioned as a plaza with amenities such as shade shelters, benches and trees for use by riders. A promenade that runs parallel to the tracks connects the station with the pedestrian/bicycle bridge to the north and a future relocated bus transfer center to the south.

### ***Design Guidelines***

#### *Size and Distribution*

- 17-1 A minimum 25 feet wide promenade and landscaping area should be provided between the light rail tracks and development adjacent to the station platform. A minimum 20 feet wide promenade shall be extended from these limits northeast to connect with the bicycle/pedestrian bridge and southwest to connect with the relocated bus transfer center.
- 17-2 A minimum five feet wide planting strip shall be provided along the promenade as a buffer to any proposed residential only uses.

#### *Amenities*

- 17-3 Amenities such as benches, trees and landscaping, pedestrian-scaled lighting and shade structures shall be provided at the station plaza and along the promenades.
- 17-4 Alternative paving at the transit plaza and along promenades shall be provided to increase visibility and identity.

#### *Public-Private Interface*

- 17-5 Buildings that front onto the transit promenade that are exclusively residential should have a minimum 10 feet front yard setback where feasible.
- 17-6 Ground floor residential uses along the promenade should be three feet above grade to enhance privacy.
- 17-7 The primary building facade of residential uses adjacent to the promenade should face the promenade to enhance safety and activate the corridor.
- 17-8 Outdoor seating for small-scale retail uses should be provided on the transit plaza where feasible to activate the space.

## 18 Greenways



### ***Design Principle***

Long blocks shall be broken with accessible greenways.

### ***Rationale***

Greenways are envisioned as opportunities to break up the existing long north-south block structure, to link between destinations, and to buffer between new and existing development. They will provide multi-modal access for pedestrians and bicyclists and can serve ecological and stormwater functions by including swales in their design.

### ***Design Guidelines***

#### ***Size and Distribution***

- 18-1 A continuous greenway should be provided along the blocks between Winners Circle Park and the proposed neighborhood park on Clay Street.
- 18-2 Greenways should be at least 60 feet wide in order to serve as useable open space for adjacent residents.

#### ***Amenities***

- 18-3 Continuous minimum five feet wide pathways compliant with the Americans with Disabilities Act (ADA) shall be provided within greenways.
- 18-4 Adequate lighting should be provided along greenways.

- 18-5 Pedestrian amenities such as seating, trash cans, etc. should be provided along greenways in accordance with design guidelines for pocket parks.
- 18-6 Bioswales should be used along the greenways to attenuate surface run-off where feasible.
- 18-7 Landscaping, trees, and grass should be planted along greenways where feasible.

*Public-Private Interface*

- 18-8 Buildings with residential uses that front onto greenways should have a minimum 15 feet front yard setback where feasible to provide “eyes on the greenway” and activate the space.

**19 Mews**

***Design Principle***

Safe, comfortable and accessible mews shall be provided to access the station. A system of mews between buildings will be created to break the building edge, increase connectivity, and create a strong pedestrian network through the station area.

***Rationale***

Mews are envisioned as primarily hardscape pathways that are fronted by development and provide additional pedestrian access through blocks and buildings. The diagonal mews leading from Dixie Avenue to the transit station is envisioned as a wide hardscaped and landscaped pathway that shortens the walking distance to the station.

***Design Guidelines***

*Size and Distribution*

- 19-1 Mews shall be at least 7 feet wide providing sufficient ADA access
- 19-2 A 40 feet wide diagonal mews should be provided between the transit plaza and the corner of Dixie Avenue and Lexington Street to enhance access to the station.

*Amenities*

- 19-3 Adequate lighting should be provided along mews.
- 19-4 Mews should be paved with permeable paving to lend identity to the connections and to minimize surface run-off.
- 19-5 Trees in tree wells should be provided along mews.

### *Public-Private Interface*

- 19-6 Buildings with residential uses that front onto mews should have a minimum 15 feet front yard setback where feasible to provide “eyes on the greenway” and activate the space.
- 19-7 Upper story stepbacks should be provided on building faces along mews for balconies and other outdoor uses intended to promote interaction between the private and public realms where feasible.

## **Private Realm Design Standards and Guidelines**

### **INTRODUCTION**

The “private realm” refers to the buildings and land that are on privately-owned lots and parcels. The design of the private realm can have a significant impact on the quality of the public realm, as private buildings typically provide the edges to streets and open spaces. The guidelines provide flexibility for creative expression and design of buildings within the private realm, but serve to guide those aspects of the private realm that have a direct affect on the surrounding public context.

Because this document is concerned with guiding the development of a transit village, the private realm design guidelines have been tailored to the following types of private development:

1. Transit-oriented buildings that capitalize on the proximity to the multi-modal transit station;
2. Market-friendly building prototypes, including row houses, town homes and mixed-use buildings, that have the greatest chance of supporting investment and increasing home ownership to the area;
3. New building prototypes, such as live-work lofts and flex units, whose industrial character is suited to the existing character of North Sacramento. These new prototypes also remain flexible for a variety of uses depending on market demand; and
4. Building prototypes that respect the surrounding character and community vision. High density building prototypes provide large residential populations close to the station and also are in character with the larger scale development to the east of the tracks are also explored.

The private realm design guidelines are organized into two sections. The first is concerned with overarching design guidelines for aspect of

building design that impact the character of development within the transit village. These include building layout and orientation, setbacks and stepbacks, massing and scale, building character and façade articulation, service areas and access entry, and parking. The second section focuses on design guidelines for the development of specific building prototypes.

## LAYOUT AND ORIENTATION

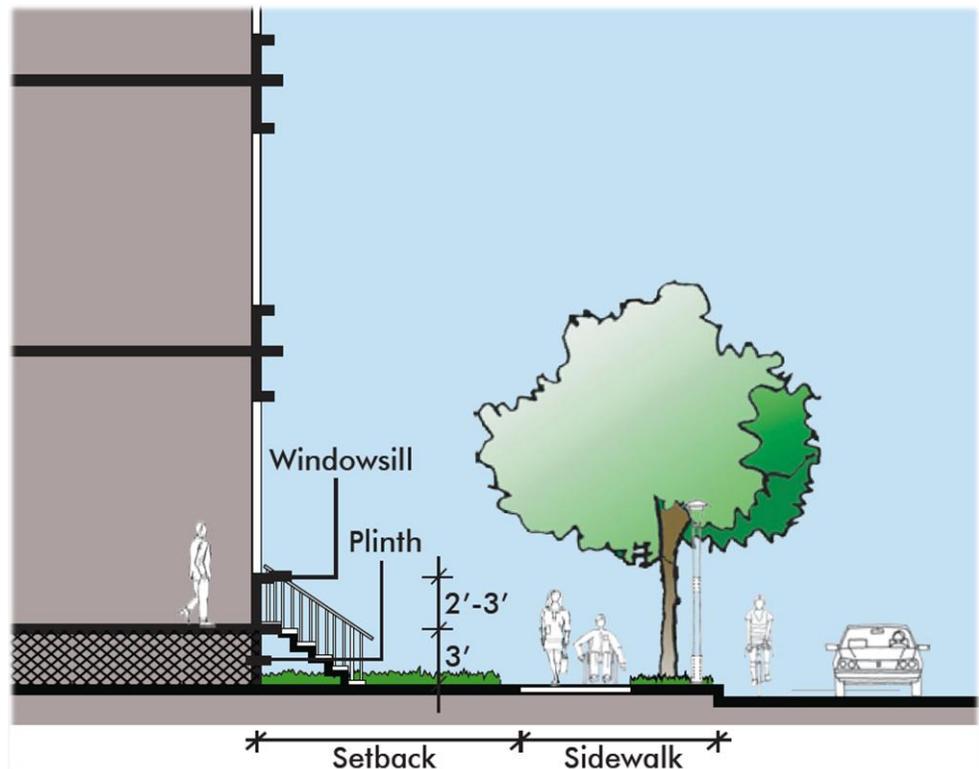
### 20 Building Scale

#### *Design Principle*

Buildings shall be appropriately scaled and oriented to enhance the streetscape with active facades.

#### *Rationale*

An environment that strikes a balance between the public realm and the adjacent buildings will enhance the function of both the street and the uses within the buildings.



#### *Design Guidelines*

20-1 Orient buildings such that the primary active façades and key pedestrian entries of the buildings face the street or mid-block greenways and mews.

- 20-2 Corner buildings shall actively address both streets with pedestrian friendly entries where feasible.
- 20-3 Provide privacy for ground floor residential and office uses by elevating the first floor three feet above grade and allowing windowsills to be two to three feet above floor level.
- 20-4 Locate quasi-public residential spaces within buildings, such as living rooms, along the building edges that front the street to maximize opportunities for “eyes on the street”.
- 20-5 Provide parking and access to parking in the side and rear of lots to minimize passive pedestrian edges along the streets.
- 20-6 Orient new development to minimize exposure to the southwest and west sun to minimize heat gain of buildings.
- 20-7 Buildings, especially individual residential units, shall have access to sun and air on at least two sides to provide adequate light and ventilation where feasible.

## **21 Massing and Scale**

### ***Design Principle***

Provide larger scale development east of the tracks that scales down appropriately to complement existing lower scaled residential development.

### ***Rationale***

Larger Scale development is appropriate east of the tracks but should scale back down to respect existing smaller scaled development.

### ***Design Guidelines***

- 21-1 Large-scale buildings should be developed to the east of the tracks in keeping with the scale of existing commercial buildings where feasible.
- 21-2 Respect the scale and grain of existing residential developments in the Dixieanne and Ben Ali neighborhoods with the massing and scale of new residential development.
- 21-3 Refer to the Central Core Design Guidelines for further direction

## **22 Building Heights and Stepbacks**

### ***Design Principle***

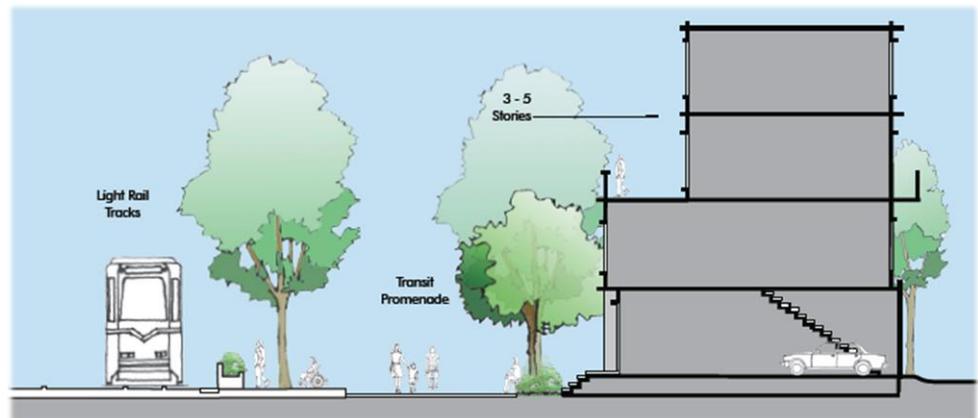
Provide larger scale development along arterials with greater heights allowed east of the tracks to complement existing larger development.

### ***Rationale***

Larger scale development is most appropriate on arterials and east of the tracks to complement larger existing development.

### ***Design Guidelines***

- 22-1 Four to five story buildings should be developed along arterials, such as El Camino Avenue and Arden Way. Buildings should be a minimum of two stories along arterials to enhance street definition where feasible.
- 22-2 Two to three story buildings for residential uses that are closest to existing low density residential development should be developed west of the tracks. Allow three to seven story buildings for residential uses west of the tracks closest to the transit station.
- 22-3 Buildings exceeding seven stories should be concentrated east of the tracks in keeping with existing large scale development and as envisioned by the 2030 General Plan.
- 22-4 Provide transitions between large scale, tall buildings and existing small scale buildings by stepping down building heights or providing setbacks within buildings.
- 22-5 Allow setbacks at two stories and above.
- 22-6 Levels should have 15 to 20 feet floor to floor height for commercial uses where feasible.
- 22-7 Step back upper stories of buildings to minimize shadows cast on public amenities such as parks and greenways.



## 23 Building Setbacks

### *Design Principle*

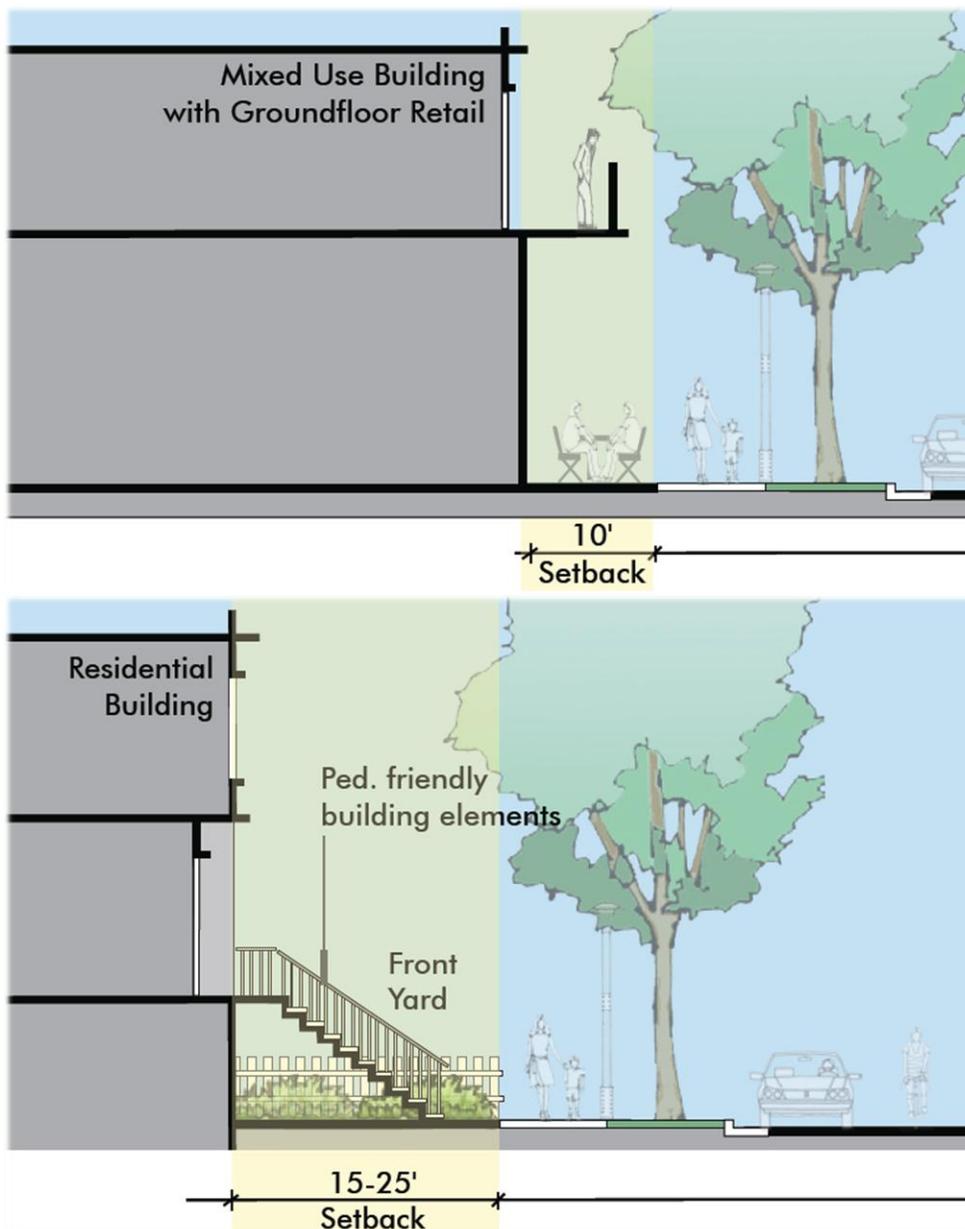
New buildings shall set back and/or step back appropriately in relation to existing mature trees and planned trees.

### *Rationale*

Setbacks are important for creating a sense of enclosure, allowing adequate room for tree canopy and shade cover for pedestrians, and having ecological implications for heat gain and passive cooling.

### *Design Guidelines*

- 23-1 Provide five to 10 feet setbacks for commercial and mixed-use buildings and 15 to 25 feet setbacks for residential uses along major arterials.
- 23-2 Provide 15 feet front setbacks for buildings with residential uses on the ground floor for gardens, private open space, etc.
- 23-3 Ensure a minimum 10 feet side setback from the right-of-way line for corner buildings.
- 23-4 Incorporate pedestrian-friendly elements, such as balconies, front porches and stoops, within front setbacks of new residential and mixed-use buildings.
- 23-5 Allow commercial signage and awnings to extend up to five feet into setbacks.



## 24 Building Character and Façade Articulation



### ***Design Principle***

The street walls defining urban blocks shall be articulated to create rhythm and variety, achieving a fine-grained pattern to the urban fabric.

### ***Rationale***

Streets lined with blank and unarticulated walls create a stark, foreboding and uninteresting environment for pedestrians.

### ***Design Guidelines***

- 24-1 Prioritize articulation of facades along pedestrian-friendly corridors identified in the Urban Design Concept, such as Dixianne Avenue and key travel routes to nearby schools. Discourage blank walls along street-fronting facades on any street.
- 24-2 Utilize building elements such as cornices, lintels, sills, balconies, awnings, porches, stoops, etc to enhance building facades.
- 24-3 Incorporate vertical and horizontal architectural elements to mitigate long unbroken building facades.
- 24-4 Use materials, forms and colors on buildings that provide visual interest to the pedestrian and contribute to the street edge.
- 24-5 Ground floor commercial uses should have non-reflective glass windows fronting onto sidewalks. When windows face southwest and west, frame them with protruding vertical and horizontal shading elements such as lintels, sills, and awnings to provide adequate protection from glare.

- 24-6 Articulate and accentuate roofs of key residential buildings, especially at street corners and entries to developments.
- 24-7 Provide architectural styles that use sustainable building practices and materials, and ecologically-sensitive design solutions, including solar panels, light shelves and cool roofs.
- 24-8 Provide distinctive buildings either through massing, height, articulation and/or unique roof silhouettes to serve as gateways to the transit village at the intersection of Evergreen Street and Arden Way and El Camino Avenue.

**25 Parking**



***Design Principle***

Surface parking shall be located on the side of, or behind, any use, and should be designed with sustainability measures to mitigate its environmental impacts.

***Rationale***

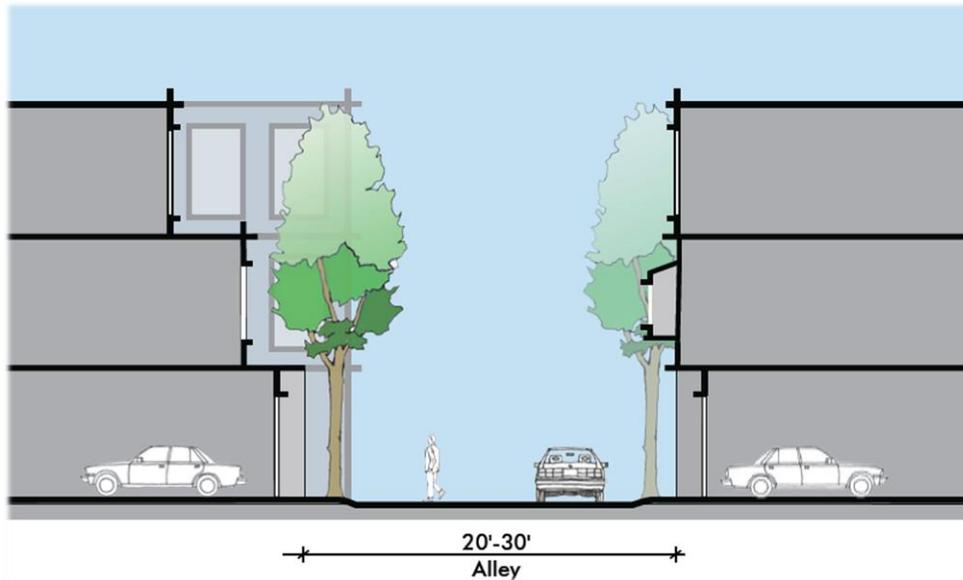
Surface parking on private parcels is not an efficient land use in the transit village, and inherently accelerates stormwater runoff and raises temperatures in the city. In the rare occasion that surface parking may be deemed an acceptable and appropriate parking solution - such as in very low-intensity use areas of the city, measures should be taken to minimize its environmental impact.

### ***Design Guidelines***

- 25-1 Ensure all surface parking in new developments is located behind or to the side of residential, commercial and mixed-use structures.
- 25-2 Reduce commercial parking requirements if parking spaces are provided in lots that are shared with other buildings, especially if the building uses have different peak-demand time periods.
- 25-3 Use existing parking garages as shared parking facilities for transit riders where feasible.
- 25-4 Develop parking structures east of the tracks to provide parking spaces for transit riders and new commercial and mixed-use buildings. Articulate parking structures to minimize the presence of blank walls and large entries.
- 25-5 Allow for a portion of the parking requirements of individual projects to be satisfied by on-street parking where feasible.
- 25-6 Provide opportunities for developers to un-bundle parking to allow residents to choose whether or not they rent and/or own their own parking space.
- 25-7 Run-off from existing and planned parking lots should be attenuated with options such as permeable paving and swales where feasible.



## 26 Alleys and Service Access



### ***Design Principle***

Utilize alleys as frontage for housing, parking, commercial activity and open space.

### ***Rationale***

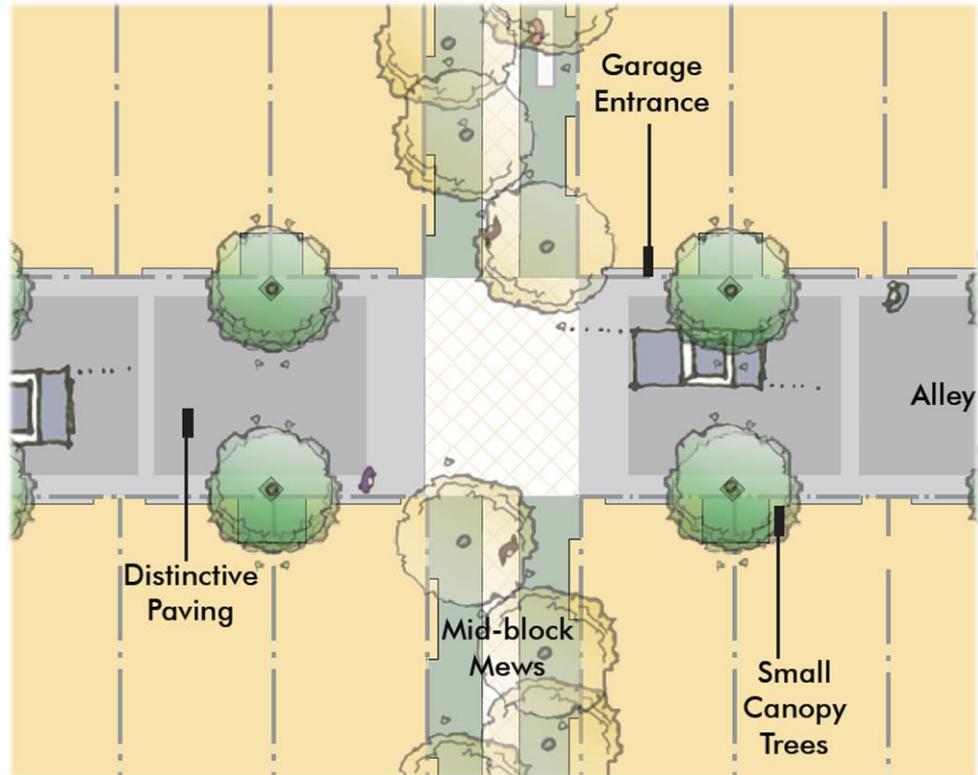
Sacramento's alleys are a city-wide resource which should be fully utilized and enhanced, rather than remain as primarily service ways. Alleys typically provide primary or secondary vehicular access to residential properties, and occasionally support residential, commercial or industrial uses.

The 20' alley right-of-way width is just wide enough for one-way vehicular traffic without either sidewalks or curbs. This width, with structures built at zero-lot line, is insufficient for proper head-in turning into a garage.

### ***Design Guidelines***

- 26-1 Provide access to new residential, commercial, and mixed-use developments from rear alleys.
- 26-2 Minimize alley and service access driveway curb cuts along key pedestrian routes.
- 26-3 Ensure alleys are a minimum of 20 feet wide to allow for emergency access and landscaping.
- 26-4 Where possible, provide small canopy trees along new alleys and driveways.
- 26-5 Provide distinctive paving along alleys to distinguish them from roadways and to provide cues to vehicles to proceed at a slower velocity.

- 26-6 Connect mid-block pedestrian pathways through buildings across alleys with special paving.
- 26-7 Include tree plantings and landscaped buffers along alleys to screen and mitigate the impact of new multi-story buildings on existing residential buildings, and to create a more pedestrian-friendly environment along alleys.



## 27 Stormwater Management

### *Design Principle*



New buildings shall be designed for optimum sustainability, especially with respect to energy performance and resource conservation.

### ***Rationale***

A sustainable stormwater system will improve water quality, provide cost-effective solutions, allow development without overburdening existing infrastructure systems, and reduce the impact that urban run-off inflicts on natural environments.

### ***Design Guidelines***

#### *Overarching Guidelines*

- 27-1 Integrate stormwater run-off reduction and treatment best management practices (BMP's) to maximize ecological considerations where feasible.
- 27-2 Establish a hierarchy for run-off management, beginning at the building, then the lot, open spaces and finally the roadway. Maximize run-off management at each of these levels to minimize run-off into the existing stormwater system.

#### *Private Realm*

- 27-3 Ensure the design of new development integrates stormwater BMP's on-site to maximize their effectiveness.

- 27-4 Use intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use where feasible.
- 27-5 Utilize disconnected drain spouts to interrupt the direct flow of rainwater from the building to the stormwater system. Integrate these features to articulate building character.
- 27-6 Provide rain gardens and stormwater planters to manage stormwater run-off from the disconnected drain spouts and impervious surfaces on-site. Ensure adequate space and design for water to drain to reduce opportunities for ponding and utilize splash pads to minimize erosion under the drain spout.
- 27-7 Ensure medium- to large-canopy trees are planted in the front yards of private development and in greenways, parks and plazas to serve as interceptor trees for rainfall, slowing and reducing the amount of rainfall that falls to the ground.
- 27-8 Minimize on-site impermeable surfaces, such as concrete, asphalt and hardscaping.
- 27-9 Utilize permeable pavers, porous concrete, porous asphalt, reinforced grass pavement (turf-crete), cobblestone block pavement etc. to detain and infiltrate run-off on-site.
- 27-10 Use shared driveways and alleyways to reduce impermeable paving.
- 27-11 If infiltration BMP's are applicable, use infiltration planters, rain gardens and infiltration trenches to absorb stormwater.
- 27-12 If infiltration is not a desired goal, utilize flow-through planters and swales and rain gardens with clay, geo-textile or other



impermeable material as liners.

*Public Realm*

- 27-13 Use permeable surfaces (permeable pavers, porous concrete, etc) on public plazas and promenades in the private realm, while maintaining ADA compliance where feasible.
- 27-14 Utilize stormwater BMP's such as vegetated swales, stormwater planters and rain gardens with engineered soils and proper plant choices to treat run-off in greenways and pocket parks designed on private and public land.
- 27-15 Meander swales to maximize surface area for treatment.
- 27-16 Use landscaping with plants that can withstand pollutants and are effective in their removal where feasible. Explore grasses such as Juncus, Carex and Festuca are effective at removing pollutants and are attractive options for landscaping.



**28 Passive Cooling**

*Design Principle*

New buildings shall be designed for optimum sustainability, especially with respect to energy performance and resource conservation.

*Rationale*

Appropriate solar access reduces energy requirements by minimizing heat gain and loss and improves comfort levels and environmental benefits.

## ***Design Guidelines***

### *Orientation and Layout*

- 28-1 Orient new lots and buildings with the long axis along a north-south orientation to minimize heat gain.
- 28-2 Configure buildings in such a way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.

### *Stepbacks and Setbacks*

- 28-3 Minimize shade cast by buildings on greenways, parks and open spaces by stepping back upper floors on north-facing sides of buildings on the south-side of open spaces.

### *Landscaping*

- 28-4 Plant deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.
- 28-5 Minimize impervious surfaces that have large thermal gain. Plant groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.
- 28-6 For buildings with exposed east and west sides, use vegetation along the east and west walls as it is the most effective way of minimizing heat gain.

### *Building Articulation*

- 28-7 Provide awnings, canopies and deep-set windows on south-facing windows and entries to minimize heat gain.
- 28-8 Use exterior shades and shade screens on east, west and south-facing windows as alternate methods for blocking sunlight.
- 28-9 Use horizontal overhangs, awnings or shade shelters above south windows to block summer sun but allow winter sun. Encourage overhang width to equal half the window height to shade the window completely from early May to mid-August yet allow for winter sun.
- 28-10 For buildings with exposed east and west sides, provide vertical shading or fins.
- 28-11 Maximize natural cooling by installing high vents or open windows on the leeward side of the building to let the hottest air, near the ceiling, escape. In addition, create low open vents or windows on the windward side that accepts cooler air to replace the hotter air.
- 28-12 Ensure that leeward openings have substantially larger total area (50 to 100%) larger than those on the windward side to ensure adequate pressure to facilitate air movement.

- 28-13 Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.
- 28-14 Use wing walls (vertical solid panels placed alongside of windows perpendicular to the wall on the windward side of the building) to accelerate the natural wind speed due to pressure differences.

## **BUILDING PROTOTYPES**

### **29 Row Houses/Town Houses**

#### ***Design Principle***

Row houses/ town houses shall be designed to add character, architectural style and residential variety to the District.

#### ***Rationale***

Row houses/town houses add a distinct attached multi-story housing product to the variety of options available to residents of the District.

#### ***Design Guidelines***

##### *Orientation and Layout*

- 29-1 Maximize the number of units and building entries fronting the street to provide maximum “eyes on the street”.
- 29-2 Configure residential developments so that the majority of units minimize exposure to the south-west and west sun while still allowing plenty of light and ventilation from at least two sides in each unit.
- 29-3 Encourage tandem parking within residential units.
- 29-4 Provide parking in the rear of lots accessed by existing alleys.

##### *Massing and Setbacks*

- 29-5 Encourage two- to four-story buildings.
- 29-6 Front setbacks should be minimum 15 feet for each unit to allow for open spaces for gardening, barbequing, etc.
- 29-7 Where possible, variation in front setback depth should be provided to enrich the pedestrian experience.
- 29-8 Upper floors should be stepped back to create opportunities for balconies.

##### *Building Articulation*

- 29-9 Articulate the front facades with a rhythm of windows and other elements, including porches, stoops and balconies.
- 29-10 Where possible, provide variations on building elements, including roof silhouettes, proportion of fenestration, and colors in adjoining residential units.

29-11 Upper story balconies should be allowed to protrude up to six feet from the building edge.

*Ecological Considerations*

29-12 Encourage the use of solar panels to provide alternative methods of energy generation.

29-13 Encourage the use of disconnected drain spouts to disrupt the flow of runoff to the stormwater system.

*Public-Private Interface*

29-14 Front setbacks should be designed to allow maximum opportunities for interaction between residents and neighbors.

29-15 Trees should be planted within front setbacks, three to five feet from the edge of adjoining parcel lines, to provide shade to pedestrians and residents.

29-16 Porches and balconies should be allowed within the front setbacks.

29-17 Articulate property edges with fences and landscaping.

29-18 Front yard fences should be at least 50% open.

29-19 Front yard fences and shrubs should be no more than three feet high.

**30 Lofts and Live-Work Units**



### ***Design Principle***

Lofts and Live-work units shall be designed to add character, architectural style and residential variety to the District.

### ***Rationale***

Lofts and live-work units provide a unique opportunity to provide open floor-plan residential opportunities in either new construction or in converted industrial buildings.

### ***Design Guidelines***

#### *Orientation and Layout*

- 30-1 The flexible space component of the unit shall be oriented towards the public realm of streets and pedestrian pathways to optimize business visibility.
- 30-2 Ensure orientation of the glazed double height built spaces to face north to minimize glare and heat gain within buildings.
- 30-3 Parking spaces should be located within each unit and/or in shared parking lots in the rear of developments.
- 30-4 Tandem parking should be encouraged.
- 30-5 Parking and access to live-work units should be provided from side and rear driveways.

#### *Massing and Setbacks*

- 30-6 Encourage floor-to-floor heights of 15 feet.
- 30-7 Allow 10 to 15 feet wide front setbacks to provide privacy. Allow the setbacks to accommodate architectural elements, including colonnades and awnings.
- 30-8 Encourage the street facing facades to have minimal stepbacks in upper floors.

#### *Building Articulation*

- 30-9 Live-work units can be designed to reflect the simple and functional, yet edgy, character of industrial buildings.
- 30-10 Articulate the front facades with big double height windows, awnings, saw tooth roofs, etc.
- 30-11 Allow upper story balconies to protrude four to six feet from the building edge.

#### *Public-Private Interface*

30-12 Allow awnings and signage to protrude within front setbacks.

### **31 Low Intensity Condominiums**



#### ***Design Principle***

Low intensity condominiums shall be designed to add character, architectural style and residential variety to the Swanston area.

#### ***Rationale***

The addition of low intensity condominiums in the District will add to the variety of housing options by providing ownership opportunities in a shared residential development.

#### ***Design Guidelines***

##### ***Orientation and Layout***

- 31-1 Orient the maximum number of units and building entries fronting streets, pedestrian pathways and open spaces to provide the maximum “eyes on the street”.
- 31-2 Parking should be contained in underground or ground floor podium parking. Parking can also be contained in shared parking courts.

31-3 Parking should be accessed from alleys.

*Massing and Setbacks*

31-4 Encourage three- to five-story buildings.

31-5 Allow approximately 10 to 15 foot front setbacks for lower intensity condominiums.

31-6 Step back upper floors by a minimum of five feet to provide opportunities for balconies.

*Building Articulation*

31-7 Articulate front facades with balconies, porches, stoops, etc.

31-8 Where possible, provide variations in building elements, including roof lines, fenestration and color.

31-9 Provide distinctive vertical and horizontal elements to break up the massing of buildings, and to provide shade and protection from the elements.

31-10 Encourage the provision of individual entries to units rather than a single entry to promote interaction between residents and neighbors.

*Ecological Considerations*

31-11 Minimize west- and south-facing facades to minimize heat gain.

31-12 Configure multiple units around a central climate- effective courtyard to capture cool breezes and enhance passive cooling effectiveness.

31-13 Articulate roofs to maximize effectiveness of solar panels.

*Public-Private Interface*

31-14 Plant trees and landscaping within front setbacks, to provide privacy and shade for pedestrians and residents.

31-15 Provide privacy for ground floor residential units by allowing them to be three to five feet above the sidewalk level.

## 32 Mixed-Use Buildings



### ***Design Principle***

Mixed-use buildings shall be designed to add character, architectural style and residential variety to the Swanston area while providing opportunities for neighborhood serving services to collocate with housing.

### ***Rationale***

The provision of mixed-use buildings in the District serves to layer residents with commercial and office uses with the goal of reducing travel, maximizing foot traffic, providing eyes on the street, and supporting transit.

### ***Design Guidelines***

#### ***Orientation and Layout***

- 32-1 Orient the front facades of buildings towards the street edge to create a strong building edge that maximizes visibility to commercial uses and provides eyes on the street.
- 32-2 Locate the majority of the commercial uses within the building along the edge of the sidewalk.

- 32-3 Include adjacent on-street parking to fulfill on-site parking requirements for the retail component of the buildings.
- 32-4 Provide parking in the rear of the lot, preferably accessed by side roads, existing alleys, and driveways.

#### *Massing and Setbacks*

- 32-5 Allow buildings to be three to five stories high. Ensure that buildings are at least two stories high.
- 32-6 Allow 15 to 25 foot front setbacks for ground floor residential units that front the street.
- 32-7 Step back the massing of the building development such that it is at its highest intensity along major streets and at its lowest when adjacent to existing residential development.

#### *Building Articulation*

- 32-8 Maximize the number of building entries, especially of office and retail businesses, along the façade fronting the major street. Emphasize the primary entry of buildings (e.g. entrance lobby) with vertical elements.
- 32-9 Where possible, locate pedestrian-oriented entries of the upper floor residential units along the street fronting façade.
- 32-10 Articulate the front facades with a rhythm of windows, both along the ground floor and upper residential floors.
- 32-11 Ensure that the ground floor is as transparent as possible to connect the pedestrians and the building users.

#### *Public-Private Interface*

- 32-12 Allow residential balconies and commercial awnings and signage to protrude four to six feet from the building edge into the sidewalk realm.
- 32-13 Landscape front setbacks of the street fronting ground floor residential component of the mixed-use buildings.
- 32-14 Provide privacy for ground floor office and residential units by allowing them to be three feet above the sidewalk level.

### 33 High Intensity Condominium/Mixed-Use Development



#### ***Design Principle***

High-intensity condominium/mixed-use development shall be designed to add character, architectural style and residential variety to the Swanston area while providing opportunities for neighborhood serving services to collocate with housing.

#### ***Rationale***

High-intensity condominium/mixed-use development adds to variety of housing in the District by providing higher end residential product in taller buildings layered with employment opportunities.

#### ***Design Guidelines***

##### *Orientation and Layout*

- 33-1 Create a strong building edge by orienting the front facades and building entries along the street.
- 33-2 Required parking should be located in podium parking.
- 33-3 Allow stacked parking for the residential component of the building where feasible.
- 33-4 Provide access to podium parking via rear and side alleys and driveways.

- 33-5 Encourage the creation of roof top open spaces to be used by residents with limited private open space opportunities.

#### *Massing and Setbacks*

- 33-6 Provide 15 to 25 foot setbacks for ground floor residential uses to allow for private gardens and front yards. Allow 10 foot setbacks for ground floor retail and commercial uses.
- 33-7 Step back massing in upper floors to allow for balconies and visual interest.
- 33-8 Ensure first three floors of development are human- scaled and pedestrian-friendly, by including row houses, ground floor retail, etc.
- 33-9 Encourage the use of slim 'point' towers to accommodate residential uses in the upper floors.

#### *Building Articulation*



- 33-10 Maximize the number of building entries, especially of office and retail businesses, along the façade fronting the major street. Orient residential entries along local residential streets.
- 33-11 Include porches, stoops, colonnades, etc. along the ground floor.
- 33-12 Emphasize the front facades with a rhythm of fenestrations (doors and windows), both along the ground floor and upper residential floors.
- 33-13 Break the massing of long horizontal and vertical building faces with architectural design elements including minor setbacks, balconies, and color.

33-14 Minimize garage entries by articulating the facade, recessing the entry, etc.

*Public-Private Interface*

33-15 Provide privacy for ground floor residential and office uses by allowing them to be built three feet above the sidewalk level while ensuring ADA access to primary building entrances.

33-16 Plant trees within front setbacks, three to five feet from the edge of adjoining parcel lines, to provide shade to pedestrians and residents.

33-17 Encourage building setbacks to be used as balconies and other active spaces that enhance the interaction between the private and the public realm.

**34 Commercial Buildings**



***Design Principle***

Commercial buildings shall be designed to integrate well with the streetscape and to address the public on a human scale at street level.

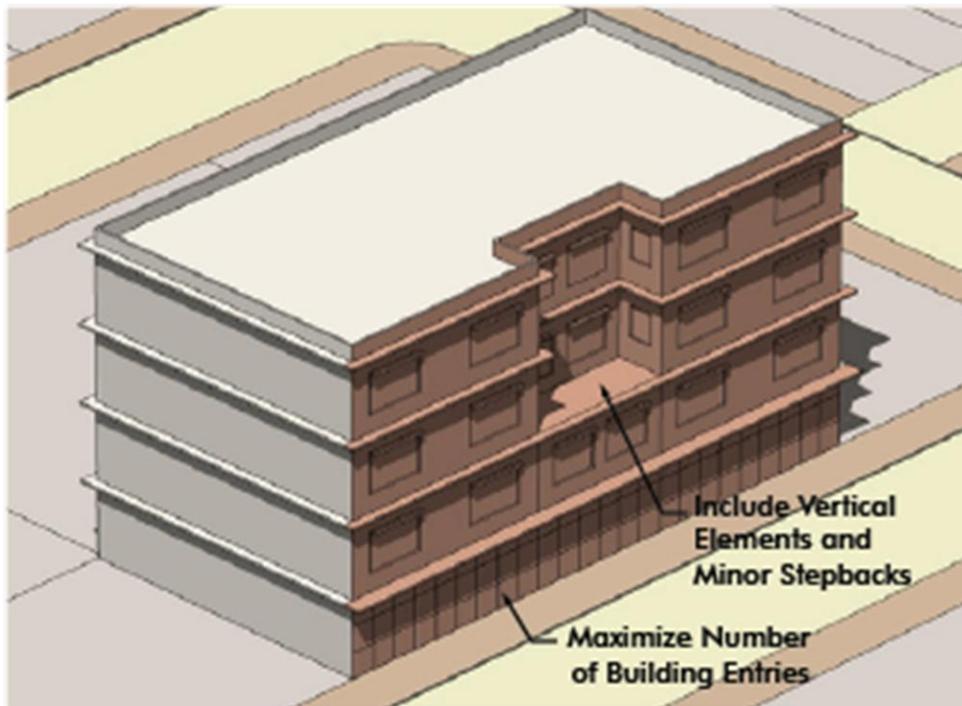
***Rationale***

Well-designed commercial buildings add to the visual character of a community and enhance the pedestrian experience by engaging passersby with active storefronts, display windows, interesting architectural features, and inviting entrances.

### ***Design Guidelines***

#### *Orientation and Layout*

- 34-1 Orient the primary façade of commercial buildings at grade level along major streets.
- 34-2 Where possible, allow parking requirements for the retail component of commercial buildings to be satisfied by adjacent



- on-street parking.
- 34-3 Provide parking in the rear of lots.
- 34-4 Allow integrated stormwater drainage facilities, such as swales for the rear parking lots where feasible.

#### *Massing and Setbacks*

- 34-5 Ensure buildings are at least two stories high.
- 34-6 Locate the majority of the building façade and commercial building uses along the edge of the sidewalk
- 34-7 Allow setbacks after the second floor to ensure that buildings provide a minimum amount of definition to the street.
- 34-8 Minimize shadows cast on community amenities such as greenways and parks by creating upper floor setbacks.

*Building Articulation*

- 34-9 Maximize the building entries along the primary street façade. Emphasize the primary entry of buildings.
- 34-10 Break the mass of some of the long and larger commercial buildings with architectural design elements including vertical elements and minor stepbacks.
- 34-11 Emphasize the front facades with a rhythm of fenestrations (doors and windows), both along the ground floor and upper floors.

*Ecological Considerations*

- 34-12 Encourage the use of vertical and horizontal shades, fins and overhangs to block summer sun.
- 34-13 Encourage the use of disconnected drain spouts to interrupt the direct flow of runoff to the stormwater system.

*Public-Private Interface*

- 34-14 Provide privacy for first floor commercial uses by allowing them to be built three feet above the sidewalk level while ensuring ADA access to primary building entries.
- 34-15 If possible, provide opportunities for seating and gathering within the building façade, minor building setbacks and sidewalks adjacent to the building.