

APPENDIX D – Air Quality Mitigation Plan

December 28, 2006

Mr. Allan Daly
Sierra Research
1801 J Street
Sacramento, CA 95814

**SUBJECT: Township 9 Project, Draft Air Quality Mitigation Plan
SMAQMD # SAC200600961D**

Dear Mr. Daly:

Thank you for providing a preliminary revision to part of the draft Air Quality Mitigation Plan (AQMP) for the Township 9 project to the Sacramento Metropolitan Air Quality Management District (District). We appreciate your quick response to our letter of December 19. Staff comments follow.

In our letter of December 19, we stated some of the measures in the draft AQMP needed to be scaled to reflect the proportionality of their use in the project. You responded by submitting a two new tables (Table 2 and 3) with the appropriate scaling applied to the measures in question. We concur with your methodology for point allocation and are willing to state we can endorse this AQMP, despite the fact we still expect a revision with the exhibits and further details we requested December 19. The AQMP reflects the air quality- friendly nature of the project. We do endorse the AQMP and thank you for your cooperation on it.

The District appreciates the high density, mixed-use nature of this project which seems to incorporate Blueprint principles. Its proximity to a proposed Light Rail station and to the proposed Railyards project will encourage the use of alternative transportation and be beneficial to regional air quality.

Next Steps: we suggest you and the proponent provide a revised, complete AQMP which would include the additional information and exhibits we requested in the December 19 letter for measures #6, 9, 12, 15, 22, 24, 27, and 32. We look forward to receiving the revised Plan as soon as possible.

If you have questions, please contact me at 874-4885 or jborkenhagen@airquality.org.

Sincerely,



Jeane Borkenhagen
Associate Air Quality Planner Analyst

cc: Larry Robinson SMAQMD
 Alberto Esquivel Capitol Station 65 LLC
 Ms. Jennifer Hageman City of Sacramento



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October 23, 2006

Jeane Borkenhagen
Sacramento Metropolitan AQMD
777 12th Street
Sacramento, CA 95814

Dear Ms. Borkenhagen:

On behalf of Capitol Station 65, LLC, we are pleased to submit the enclosed Air Quality Mitigation Plan for the proposed Township 7 project. Feel free to contact us at (916) 444-6666 if you require additional information to process this application.

Sincerely,

Allan Daly

Enclosure: AQMP

cc: Alberto Esquivel, Capitol Station 65, LLC.

sierra research



Township 9 Air Quality Mitigation Plan

for submittal to the:

Sacramento Metropolitan Air Quality Management District

prepared for:

Capitol Station 65, LLC

October 2006

prepared by:

Sierra Research, Inc.
1801 J Street
Sacramento, California 95814
(916) 444-6666

TOWNSHIP 9 – AIR QUALITY MITIGATION PLAN

for submittal to the

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Submitted by:

Capitol Station 65, LLC
424 N. 7th Street
Sacramento, CA 95814

October 2006

Prepared by:

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CAPITAL STATION 65 - AIR QUALITY MITIGATION PLAN

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Introduction

Township 9 is an urban redevelopment project located in the City of Sacramento in the industrial area immediately north of Downtown. The project is subject to the California Environmental Quality Act (CEQA), which requires the preparation of an Environmental Impact Report (EIR). The project will cause both direct and indirect air quality impacts during its construction and operational phases. This Air Quality Mitigation Plan (AQMP) addresses the operational impacts by proposing the mitigation measures to be applied to the project. These measures are necessary for the project to meet the requirements of CEQA and to meet regional air quality goals.

Township 9 is subject to CEQA review and, as a commenting agency, the SMAQMD must assess whether this project has significant air pollutant emissions impacts. If emissions impacts are significant, then under SCAQMD CEQA guidelines a mitigation plan must be prepared to address these significant impacts. This analysis assumes that the air emissions impacts associated with the Township 9 will be found to be significant, and provides an AQMP that addresses these significant impacts. The AQMP specifies the measures that will be applied to address the potentially significant impact of regional ozone precursor emissions, a cumulative impact.

Purpose of the Air Quality Mitigation Plan (AQMP)

CEQA requires that EIRs identify and evaluate any significant environmental impacts of a proposed project. The analysis of significant effects must include both direct project impacts and indirect impacts.¹ The analysis must then describe feasible measures that could minimize any significant adverse impacts.² To assist in the evaluation of air quality impacts, the SMAQMD developed their *Guide to Air Quality Assessment in Sacramento County* (CEQA Guide), dated July 2004. The CEQA Guide outlines a methodology for calculating project emissions whereby a project is divided into separate construction and operational phases. For each phase, the CEQA Guide establishes significance thresholds related to elevated regional ambient ozone concentrations, a cumulative impact.³ Project emissions are compared to these significance thresholds, and mitigation measures are required for projects with emissions exceeding these thresholds.

In the CEQA process, project operational emissions are calculated and impacts are determined in the draft EIR (DEIR). The CEQA Guide requires preparation of an AQMP that addresses mitigation of a project's operational emissions impacts as reported in the DEIR.

¹ CCR Title 14, Chapter 3, Section 15126.4(a)(1) *Guidelines for Implementation of the California Environmental Quality Act*

² Ibid. Section 15126.2(a)

³ SMAQMD, *Guide to Air Quality Assessment in Sacramento County*, July 2004, Page 2-10

As summarized below, Township 9 consists of the redevelopment of approximately 65 acres of industrial land into a high-density, mixed commercial/residential use containing up to 2,981 new dwelling units. Considering the proposed development, operational emissions will be predominantly indirect in nature, resulting from vehicle exhaust emissions related to commuter vehicles, delivery vehicles, and municipal service vehicles. For the purposes of this AQMP, the project's operational impacts are assumed to exceed the SMAQMD significance thresholds for regional ozone formation, even after application of the mitigation measures described herein.

Recognizing that indirect emissions from land use development projects can significantly impact the region's air quality, the County of Sacramento adopted a land use review requirement (Policy AQ-15) for the Air Quality Element in the General Plan.⁴ Several of the incorporated areas within Sacramento County have also adopted air quality elements to their general plans, and the City of Sacramento has proposed to do so as part of its current General Plan Update.⁵ The SMAQMD's land use review policy requires that projects with significant operational air quality impacts (related to regional ozone) reduce direct and indirect emissions by a minimum of 15% by selecting and implementing mitigation measures from a list of SMAQMD recommendations. The SMAQMD has further determined that this 15% reduction in emissions will satisfy the "all feasible measures" mitigation requirement under CEQA for operational impacts for all jurisdictions within Sacramento County.⁶

To assist in documenting, quantifying, and monitoring the mitigation measures selected by the project proponent, the SMAQMD has prescribed that the selected operational mitigation measures be explained in the context of the AQMP. The AQMP is a standalone document separate from any other documents or plans required by CEQA or other laws, ordinances, or regulations. During the environmental review process, and before certification of the DEIR by the lead agency, the SMAQMD independently endorses the AQMP via a letter. The endorsed AQMP is then referenced in the DEIR as an air quality mitigation measure, appended to the DEIR, and at the discretion of the lead agency, may be referenced as a separate condition of approval.⁷

Project Description

The project is fully described in the Introduction and Project Description chapters of the DEIR. The following serves as a summary of pertinent information contained in those chapters which is relevant to the AQMP.

⁴ County of Sacramento, Planning and Community Development Department, General and Advance Planning Section, *Air Quality Element of the Sacramento General Plan*, December 15, 1993, Revised May 2, 1997, Page 14.

⁵ City of Sacramento, General Plan, Technical Background Report, June 2005, Page 6.5-7

⁶ SMAQMD Operational Air Quality Mitigation Protocol Fact Sheet, Version 3.1, June 26, 2006, available at <http://www.airquality.org/ceqa/OperationalMitigationProtocol.pdf>.

⁷ Ibid.

Township 9 is a master-planned, transit-oriented, mixed-use development proposed for a 65-acre site along Richards Boulevard in City of Sacramento, directly north of the downtown business district (see Appendix Figure 1.) The project area is generally bounded by Richards Boulevard to the south, the American River to the north, North 5th Street to the west, and North 7th Street to the east (see Figures 2 and 3 of the Appendix). Existing uses on the project site include industrial, warehouse, commercial, and office uses. Surrounding land uses consist of the American River to the north and industrial/office uses to the south, east, and west.

The proposed project includes two alternative development scenarios. Scenario A includes the development of approximately 2,981 dwelling units and approximately 146,194 gross square feet of neighborhood-serving retail and restaurant uses. Scenario B would develop approximately 839,628 gross square feet of office use (instead of residential) on proposed lots fronting Richards Boulevard (lots 13, 14, and 17) as shown in Figure 2 of the Appendix. Under Scenario B, the number of dwelling units would be reduced to approximately 2,350. Figure 10 of the Appendix summarizes proposed project uses by lot for both development scenarios.

The project would include residential/retail structures, a network of public streets, aboveground and subgrade parking facilities, public and private open space areas, a river trail, and a riverfront pavilion, an overlook, and an outdoor performance facility. The project would also include space for a transit station and tracks for future construction by Sacramento Regional Transit (RT). Specific project elements are discussed in the DEIR and shown in the Appendix.

Methodology

The SMAQMD guideline includes a list of potential mitigation measures approved by the SMAQMD. These measures are related to bicycle/pedestrian use, transit, parking, commercial and residential development design, building design, and commuting. Each measure has been assigned a land use type for which credit may be claimed for that measure, and a point value. The land use types include residential (R), commercial (C), and mixed-use (M). Each point or fraction thereof associated with a particular measure corresponds to an equal percentage of emission reductions. Residential and commercial projects may only claim credit for measures identified as “R” or “C” respectively, while mixed-use residential and commercial projects may claim credit for any measure. Mixed-use projects claiming credit for a strictly commercial or residential measure must scale the credit claimed to that fraction of project that is commercial or residential.⁸

As summarized above, the project includes two alternative design options, both of which are mixed-use commercial/residential. Township 9 will be claiming credit for measures primarily relating to mixed-use, but will also be claiming credit for several strictly residential and commercial measures. Therefore, it is necessary to calculate the fraction

⁸ September 26, 2006 meeting with Jeane Borkenhagen Associate Air Quality Planner/Analyst SMAQMD

of credit that is claimable for each use type. This was done by calculating a simple percentage of the whole for each use type (residential, retail, office), using a basis of gross floor area. These percentages are shown in Table 1, and are later applied in Tables 2 and 3 in the conclusion section of this document.

Table 1				
Land Use Types as Percentage of Total Project Gross Square Feet				
Land Use Type	Option A		Option B	
	GSF	% Total GSF	GSF	% Total GSF
Residential (R)	3,935,656	96.4%	3,126,456	76.6%
Retail (C)	145,524	3.6%	145,524	3.6%
Office (C)	0	0%	809,200	19.8%
Total (M)	4,081,180	100%	4,081,180	100 %

Mitigation Measures

The following headings contain the operational mitigation measures that have been selected from the SMAQMD list, and the non-scaled point value (percent reduction) associated with each measure. The scaled credit claimed for each measure, for each project design alternative, is shown in Tables 2 and 3. A concise explanation of how the project will incorporate and enforce the selected measure follows each heading.

M1 – Non-Residential Projects Provide Bicycle Lockers and/or Racks (0.5 Points)

The availability of permanent, secure bicycle storage is a key factor in encouraging both employees and patrons of nonresidential establishments to use a bicycle for commuting. Bicycle storage systems are classified as either Class I (fully enclosed and locked); Class II (frame/both wheel locking where only a bicyclist-supplied padlock is needed); or Class III (stationary rack which provides for frame and single-wheel locking with a bicyclist-supplied cable and padlock).

For zoning purposes, the project is located within the Richards Boulevard Special Planning District (SPD).⁹ The City’s SPD Zoning Regulations require bicycle parking at specified rates. Specifically, in the Residential Mixed-Use Parkway Corridor [RMX(PC)] zone, the City’s requirements are a minimum of one bicycle parking facility for every 12,500 ft² of gross occupied space for commercial uses, and one bicycle parking facility per 50 seats for restaurant uses. 25% of these bicycle parking facilities must be Class I. Additional requirements in the code stipulate that the bicycle parking facilities be located on a hard, dust free surface in view of windows or security personnel stations. The minimum area allocated to each facility is also set at two feet wide by six

⁹ City of Sacramento Municipal Code, Title 17, Division 5, Chapter 17.120

feet long, with five feet of maneuvering room behind the facility.¹⁰ It should be noted that up to fifty percent of the residential portion of the project may meet the definition of “apartment” in the SPD Zoning Regulations, and, consequently would have mandated bicycle storage requirements. However, since the inclusion of apartments is not certain, no bicycle parking credit was applied for the residential portion of the project.

Both project alternatives will provide bicycle parking facilities in quantities that meet or exceed the required minimum. 25% or greater of the facilities will be categorized as Class I facilities. It is expected that these facilities will be located at convenient locations adjacent to the street-level retail establishments throughout the project.

M5 – 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 (1.0 Points)

The project includes frontage along the south shore of the American River and will connect to the Two Rivers Trail, as shown in Figure 13 of the Appendix. The trail will be a Class I bikeway which will consist of a segregated, paved trail dedicated to bicycle and pedestrian travel to the exclusion of motorized vehicles. The Two Rivers Trail is currently under construction by the City of Sacramento and will be complete before occupancy of the project occurs. Because this portion of the trail is fully funded and under construction, the Two Rivers Trail will be considered as “existing” for the purposes of this analysis. When completed, the Two Rivers Trail will link Discovery/Tiscornia Park to 12th Street (Highway 160). From the Two Rivers Trail, bicyclists will be able to travel west and connect to the main American River Parkway Trail and Old Sacramento, or travel east and connect to 12th Street for a short commute to downtown destinations.¹¹

The project will connect to the Two River Trail at multiple locations. Direct access to the trail will be gained at the northern termini of N. 5th Street, N. 7th Street, and at one other intermediate location by crossing Riverfront Drive. Additional trails will parallel Riverfront Drive and provide access to the park/pavilion area at the terminus of N. 7th Street.

¹⁰ Ibid. Chapter 17.120.20.A.

¹¹ City of Sacramento, Department of Parks and Recreation, Two Rivers Trail Project Plan, available at http://www.cityofsacramento.org/parksandrecreation/ppdd/advance-pdf/Two_Riverst.pdf.

M6 – The Project Provides for Pedestrian Facilities and Improvements Such as Overpasses and Wider Sidewalks (1.0 Points)

The previous measure (M5) lists additional bicycle/pedestrian trails that connect to the Two Rivers Trail. In addition, the project will incorporate many additional pedestrian-friendly features. The typical project street section consists of a planter area and an extra-wide sidewalk between the back of curb and buildings. The width of the planters and sidewalks vary with the type of street, however, in all cases the proposed sidewalk width exceeds the City standard width. Street edge sidewalks along Richards Boulevard, N. 5th Street, and N. 7th Street will have wider pathways to facilitate pedestrian traffic. Traffic on N. 7th Street will be separated into northbound and southbound lanes, speared by a pedestrian parkway in the median, as shown in Figure 12 of the Appendix. The median will contain a paved pedestrian bicycle trail with wide landscape/planter strips on either side. Within the live-work/townhouses area, pedestrian promenades or “paseos” will be incorporated into the design.

A similar pedestrian parkway to the N. 7th Street design, and additional paseos, will exist along an interior diagonal street extending from the park/pavilion area to the interior portion of the live/work-townhouses area. Additionally, the project will include other strategically placed urban parks, urban plazas, and diagonal streets/sidewalks to facilitate penetration transit. The incorporation of planter strips adjacent to streets and sidewalks will provide shade for pedestrians.

M8 – Provide a Display Case or Kiosk Displaying Transportation Information in a Prominent Area, Accessible to Employees or Residents (0.5 Points)

The project will include a transportation information display case or kiosk positioned at a prominent location on the project. Information to be displayed in the display case or kiosk will include Sacramento Regional Transit District’s (RT) bus schedules, service maps, American River Parkway maps, and special commuting announcements, such as Bike to Work Day. Additional information may include available vanpool and rideshares, Amtrak and Greyhound routes/schedules, or other regional transit information. The information will be periodically checked for accuracy, and updated as needed.

M9 – High Density Residential, Mixed, or Retail/Commercial uses within ¼ Mile of Existing Transit, Linking with Activity Centers and Other Planned Infrastructure (1.0 Point)

The project is located within ¼ mile of both existing and planned transit. Existing transit consists of the RT’s number 11, 15, and 33 bus routes. These routes link the project to downtown, including the Capitol Complex, Amtrak Station, Downtown Plaza, Old Sacramento, the Greyhound Bus Terminal, and Light Rail, and other infrastructure.

Additionally, Route 11 reaches Arco Arena and Route 15 reaches many points along the Business 80 Corridor.¹²

According to the SMAQMD list of recommended mitigation measures, credit cannot be claimed for both existing (M9) and planned (M10) transit. However, it is notable that the project includes a planned RT light rail station, along Richards Boulevard. This station is known as the Richards Boulevard Station, and is part of RT's planned Downtown-Natomas-Airport (DNA) Corridor. In December 2003, the RT Board of Directors selected a locally preferred alternative (LPA) for the DNA Corridor that best achieves the goals and objectives for the DNA Corridor in the project area. This alignment includes east-west trackage along Richards Boulevard from N. 7th Street to west of N. 5th Street (before turning north and crossing the American River and Discovery Park).¹³

M12 – Provide Minimum Amount of Parking Required (1.0 Points)

Credit for this mitigation measure is only being claimed for Option B (Mixed Retail/Office/Residential). Minimum parking requirements for the project are dictated by the City's SPD Zoning Regulations.¹⁴ Preliminary calculations of minimum parking requirements for Option 2 result in a requirement of 5,339 off-street parking spaces. Under Option B, exactly the minimum will be provided. Preliminary calculations for Option A result in a requirement of 4,095 off-street parking spaces. An additional 39 spaces above the minimum would be included. Therefore, no credit for this measure is included in the total for Option A because this credit can only be claimed when the minimum (or less) parking is provided.

M15 – Increase Parking Lot Shading by 20% Over Code (1.0 Point)

Parking lot shading reduces the surface temperature and hence the "microclimate" temperatures to which vehicles are exposed. As a result, gasoline vapors present in the headspace of vehicle fuel tanks and onboard refueling vapor recovery systems are subject to less heating and expansion. By reducing the magnitude of the diurnal heating of vehicles, evaporative gasoline vapor losses or "breathing losses" are also reduced. Parking shading by achieved by trees, canopies, or structured parking would all achieve the desired effect.

City Zoning Regulations specify that 50% of newly developed parking areas be shaded by trees. Parking structures are exempt from this requirement.¹⁵ The project will comply with this mitigation measure by providing a combination of tree shading for surface parking lots at the minimum required, and supplementing shaded parking areas with structured parking. The total combined surface areas subject to the code, along with the total shaded areas exempted by the code, will bring the overall project's parking shading

¹² Sacramento Regional Transit District, System Map, September 3, 2006 Effective Date, available at <http://www.sacrt.com/systemmap/mainmap.pdf>.

¹³ Ibid. Downtown-Natomas-Airport Fact Sheet, available at <http://www.sacrt.com/documents/dnafactsheet.pdf>.

¹⁴ City of Sacramento Municipal Code, Title 17, Division 5, Chapter 17.120

¹⁵ Ibid. Chapter 17.68.040

percentage to 20% over that which would be required if all parking areas were non-exempt.

M22 – Office Floor Area Ratio (FAR) is 0.75 or Greater Within ¼-Mile of a Planned Transit Stop (1.5 Points)

This measure relates to office space FAR in close proximity to transit stops. The FAR is the ratio of the total floor area of all floors of a structure to the parcel area. Because only Option B incorporates planned office space, credit is only being claimed for this design option. The City's SPD Zoning Regulations require that office space be developed with a minimum net FAR of 1.0.¹⁶ Under Option B, office space would be contained in the upper floors of the eight to fifteen-story buildings adjacent to Richards Boulevard. Office space is not planned for other areas of the project. If Option B is constructed, the office component will exceed a FAR of 1.0.

M24 – Setback Distance is Minimized Between Development and Existing Transit, Bicycle, or Pedestrian Corridor (1.0)

The project abuts two transit/bicycle/pedestrian corridors. The first corridor is Two Rivers Trail (Class I bikeway), described previously. To the south of the bicycle trail, a planned Riverfront Drive will parallel the American River. The Project proposes ground floor retail along the south side of Riverfront Drive with a setback of 0' to 10' from back of walk.

The second corridor is Richards Boulevard, which currently supports RT's bus routes 11, 15, and 33. RT's planned DNA light rail extension will also operate along Richards Boulevard (and may displace one or more of the bus routes). Richards Boulevard is also a Class III bicycle route (on-street, signed route shared with automobiles). The setback along Richards Boulevard will be minimized, except to allow for wider sidewalks, light rail station, and potential outdoor seating areas of street-level restaurants.

M26 – Average Residential Density of Seven Dwelling Units per Acre or Greater (4.5 Points)

The residential component of the project occurs in four areas. The "light rail area," as shown on Figures 5 and 6 of the Appendix would contain several buildings ranging from 8-15 stories. Both options would contain street level retail. Under Option A, the remaining floors would be residential at a density of 80-120 dwelling units per acre (DU/ac). Under Option B, the upper floors would contain office space rather than dwelling units.

The "live-work townhouses area," would contain two- to three-story dwellings. This area would be surrounded by the "residential edge area," containing four- to five-story buildings with frontage along N. 5th Street and N. 7th Street. Overall, the dwelling unit

¹⁶ Ibid. Chapter 12.120.020

density in these two areas would range from 30 to 60 DU/ac. These areas are shown on Figures 5, 7, and 8 of the Appendix.

The “parkway area,” shown on Figures 5 and 9 of the Appendix, would contain four to eight-story structures along the American River Parkway, and twelve-story towers set back from the Parkway. These buildings would contain street-level retail and dwelling units on the floors above. The dwelling unit density in this area would range from 80-120 DU/ac.

M27 – Multiple and Direct Street Routing (2.5 Points)

This measure requires that an internal connectivity factor of >0.70 be maintained and that multiple external connections average less than $\frac{1}{4}$ -mile apart. The internal connectivity factor is defined as the ratio of the number of intersections to the sum of the number of intersections plus cul-de-sacs. As shown in Figures 2 and 3 of the Appendix, the project is characterized by a grid-style street layout containing no cul-de-sac streets. Instead, internal connections include four “roundabouts,” which allow internal connectivity in a circular pattern. Therefore, an internal connectivity factor of 1.0 will be achieved. Additionally, external connections to Richards Boulevard will occur at N. 5th Street and N. 7th Street, a distance of approximately 0.19 miles. The multiple and direct street requirement of this measure will be enforced through the PUD development guidelines described in Measure 26 above.

M29 – 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 Single Site. A “Single Site” May Include Contiguous Properties (3.0 Points)

The project is characterized by various land uses, including residential, retail, commercial office (Option B only), open space, and transportation. Contiguous properties are characterized by light industrial uses to the east, south, and west, with a park use to the north (American River and Discovery Park beyond). This project introduces residential land use to an area that has been predominantly industrial for decades. The closest existing residential land use to the project is an area of single-family dwellings located approximately $\frac{1}{2}$ -mile to the east, along Richards Boulevard.

Approximately one-third of the project (21.25 acres) is dedicated to parks and other public open spaces, including the Richards Boulevard light rail station and Two Rivers Trail. Of the total gross built-out space, 96.4% is residential and 3.6% commercial (retail) under Option A. Option B includes 76.6% residential, 19.8% commercial (office), and 3.6 commercial (retail). This project provides much needed diversity in land use for the current location, including contiguous properties.

M31 – Neighborhood Serving as Focal Point with Parks, School, and Civic Uses Within $\frac{1}{4}$ - Mile (0.5 Points)

The project is designed as a complete neighborhood, with multiple focal points that will attract users from within the project and from outside locations. The primary focal point of the project is the Two Rivers Trail and associated park. The park will accommodate a pavilion area which would be used by various community groups for meetings, outside concerts, and other outdoor events. Internal to the project and along N. 7th Street, smaller urban parks and plazas serve as focal points. Additionally, the street frontage along Richards Boulevard will serve as a focal point with street-level retail and restaurant tenants adjacent to the light rail tracks.

Civic land uses also exist within ¼-mile of the project, along Sequoia Pacific Boulevard (approximately ⅛-mile to the west). Civic facilities include California Office of Public Safety Radio Services, City of Sacramento Archives and Museum Collection Center, and Viewpoint Photographic Arts Center.

M32 – Separate, Safe, and Convenient Bicycle and Pedestrian Paths Connecting Residential, Commercial, and Office Uses (2.0 Points)

As stated previously, the project contains many bicycle and pedestrian-friendly features. These features include the Two Rivers Trail with connecting trails, pedestrian parkways in the medians of N. 7th Street and the new diagonal internal street, and pedestrian paseos in the live-work/townhouses area. These facilities, in conjunction with the mixed-use character of the project and adjacent properties will maximize pedestrian movement between proximate and differing land uses. These features and facilities are shown in Figures 11-13 of the Appendix.

M33 – The Project Provides a Development Pattern that Eliminates Physical Barriers such as Walls, Berms, Landscaping, and Slopes Between Residential and Nonresidential Uses that Impede Bicycle or Pedestrian Circulation (1.0 Point)

The project design does not include physical barriers, such as those listed above that would impede bicycle or pedestrian flow between land uses. Rather, as outlined in the previous measures, connectivity between diverse land uses (both internal and external) will be maximized by the addition of pedestrian facilities. The project proposes to raise the grade at areas along the existing levee such that visual and physical access to the American River Parkway is provided, thereby removing the levee as a barrier. These features and facilities are shown in Figures 11-13 of the Appendix.

Conclusion

The application of the above mitigation measures to the proposed project will exceed the 15% emission reduction/mitigation guideline established by the SMAQMD for both options, as show in Tables 2 and 3. Option A would provide a reduction of 18.84% and Option B would provide a reduction of 21.44%. Because the project is designed as high-density, mixed-use, transit-oriented redevelopment project, the 15% guideline is easily

met through design features. None of the selected mitigation measures would require ongoing monitoring beyond the completion date for the project. By meeting the 15% guideline, as documented in this AQMP, the project is considered to have met the “all feasible measures” requirement under CEQA for significant impact of regional ozone precursor emissions.

Table 2				
Mitigation Measures for Option A (Mixed Retail/Residential)				
Measure	Development Type¹	Point Value	Use Fraction²	Credit Given for Measure
1	C	0.5	C = 0.036	0.02
5	R, C, M	1.0	M = 1.0	1.0
6	R, C, M	1.0	M = 1.0	1.0
8	R, C, M	1.0	M = 1.0	0.5
9	R, C, M	1.0	C = 1.0	1.0
15	R, C, M	1.0	C = 1.0	1.0
24	C, M	1.5	M = 1.0	1.0
26	R	4.5	R = 0.964	4.32
27	R, C, M	2.5	M = 1.0	2.5
29	M	3.0	M = 1.0	3.0
31	R, M	0.5	M = 1.0	0.5
32	R, C, M	2.0	M = 1.0	2.0
33	C, M	1.0	M = 1.0	1.0
Total				18.84

¹As indicated on the SMAQMD list of recommended measures.

²R = residential, C = commercial, M = mixed use developments.

**Table 3
Mitigation Measures for Option B (Mixed Retail/Office/Residential)**

Measure	Development Type¹	Point Value	Use Fraction²	Credit Given for Measure
1	C	0.5	C = 0.234	0.12
5	R, C, M	1.0	M = 1.0	1.0
6	R, C, M	1.0	M = 1.0	1.0
8	R, C, M	1.0	M = 1.0	0.5
9	R, C, M	1.0	C = 1.0	1.0
12	C, M	1.0	M = 1.0	1.0
15	R, C, M	1.0	M = 1.0	1.0
22	C, M	1.5	M = 1.0	1.5
24	C, M	1.5	M = 1.0	1.0
26	R	4.5	R = 0.96	4.32
27	R, C, M	2.5	M = 1.0	2.5
29	M	3.0	M = 1.0	3.0
31	R, M	0.5	M = 1.0	0.5
32	R, C, M	2.0	M = 1.0	2.0
33	C, M	1.0	M = 1.0	1.0
Total				21.44

¹As indicated on the SMAQMD list of recommended measures.

²R = residential, C = commercial, M = mixed use developments.

Appendix

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Vicinity Map

Land Use Plan

Illustrative Plan

Site Sections

Building Prototypes

Open Space Prototypes

Open Space Summary

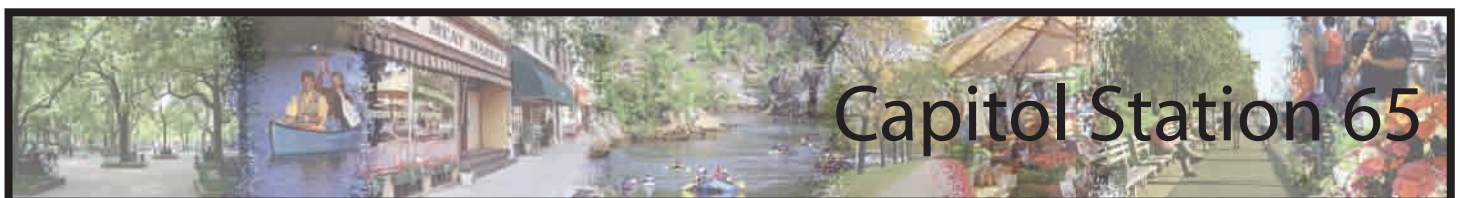
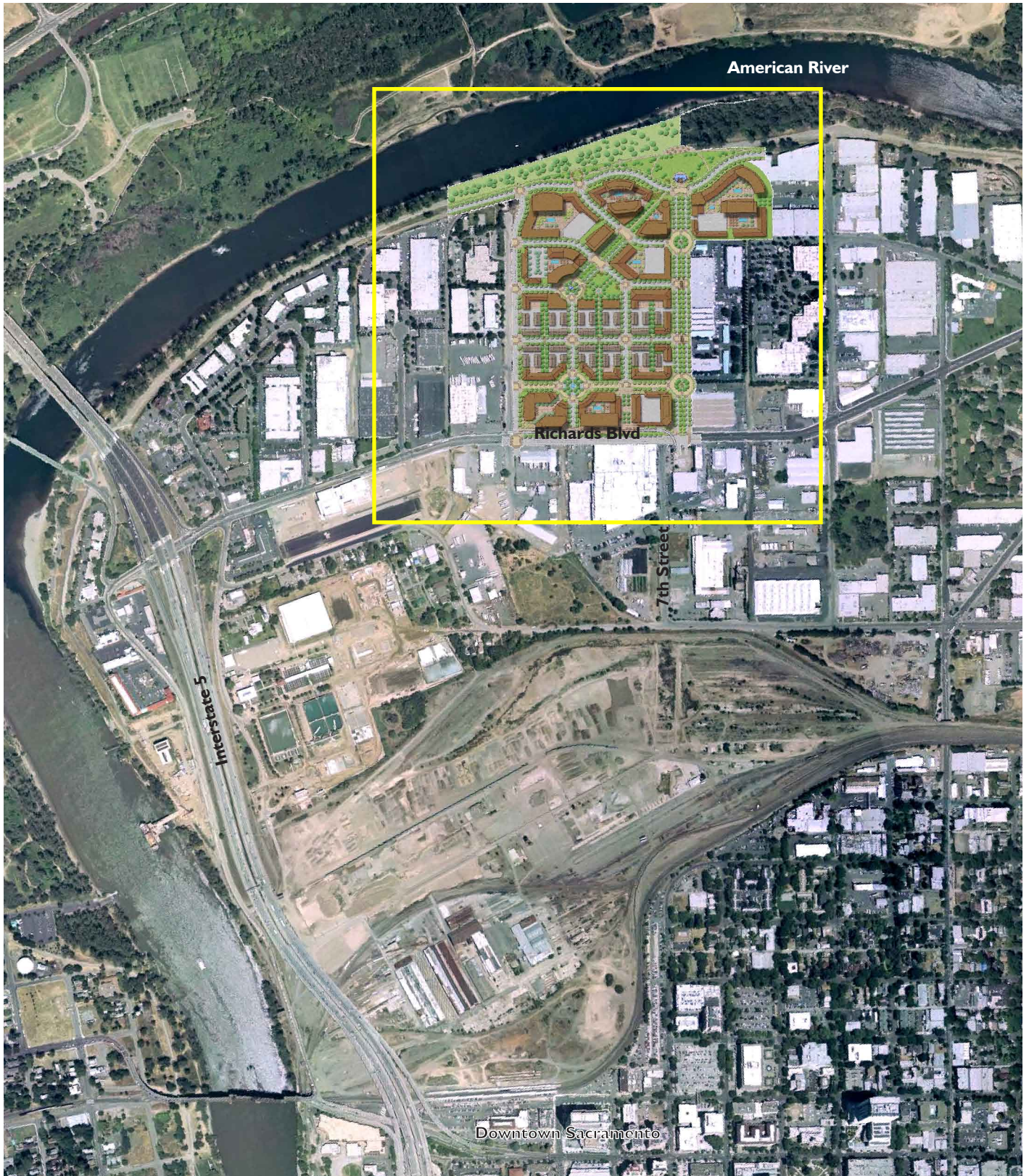


FIGURE 1



Vicinity Map

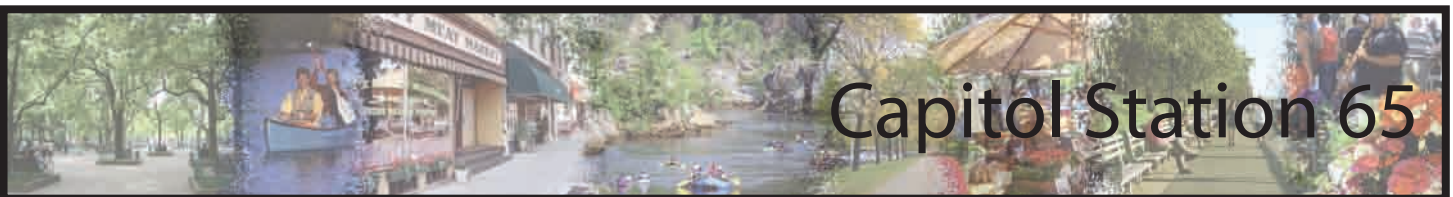


FIGURE 2



Land Use Plan

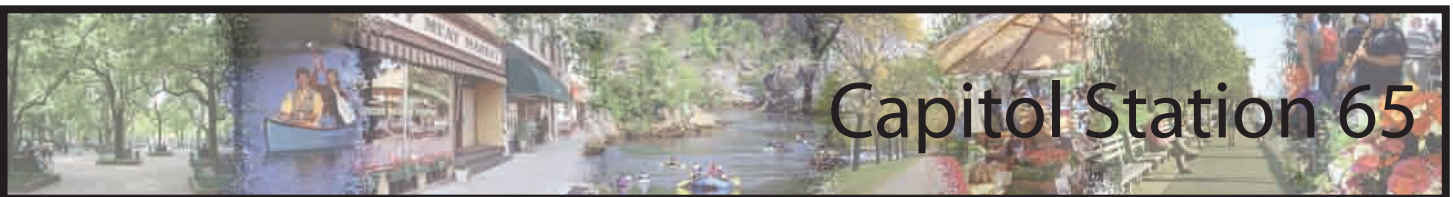


FIGURE 3



Illustrative Plan

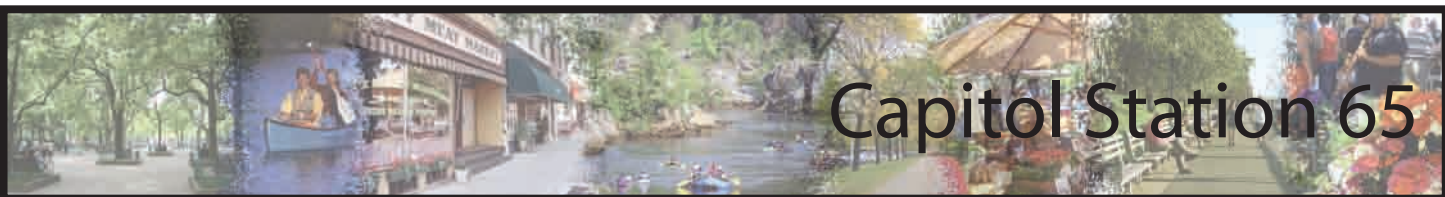
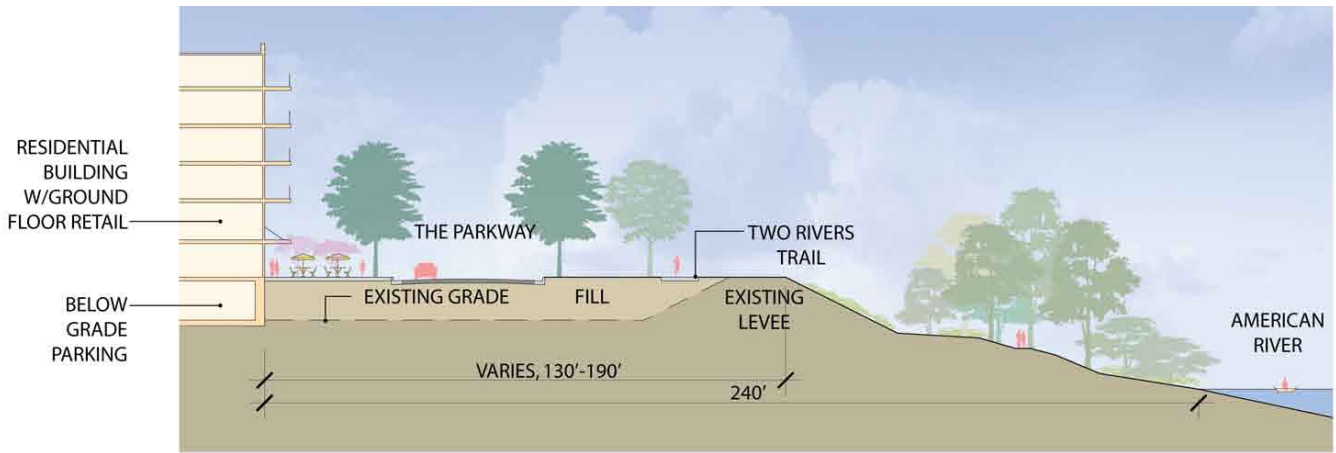
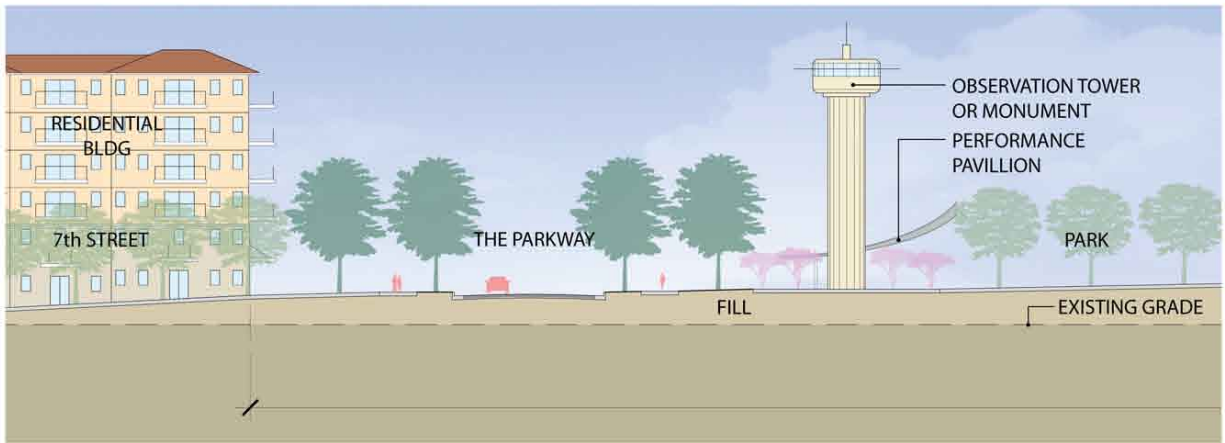


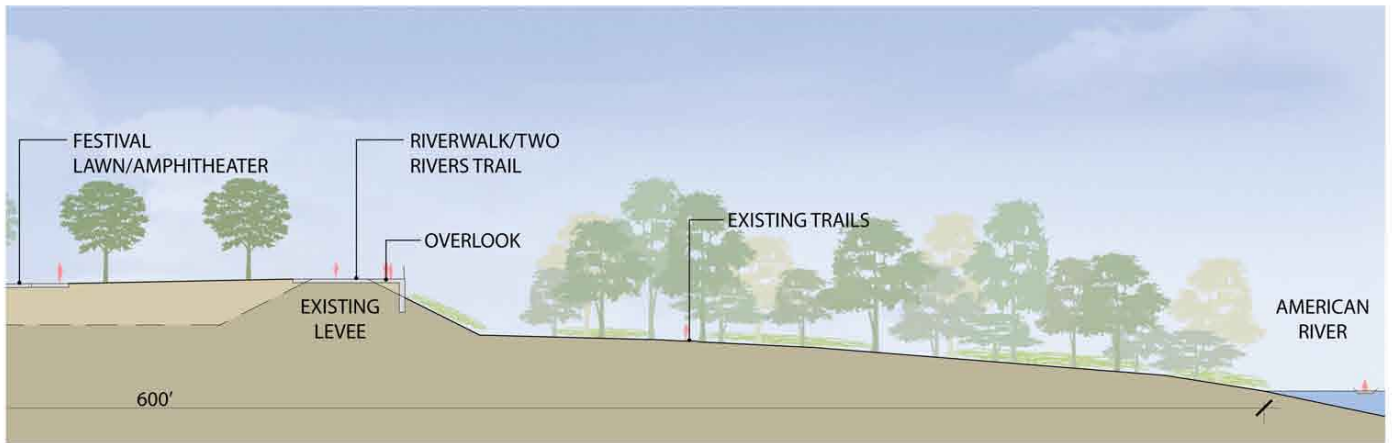
FIGURE 4



Section A



Section B - South



Section B - North

Site Sections

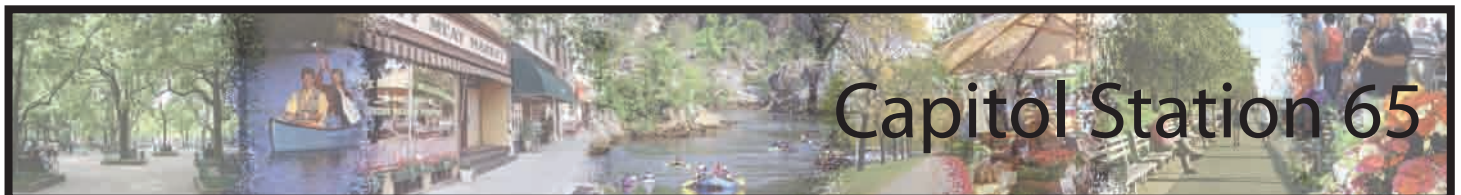
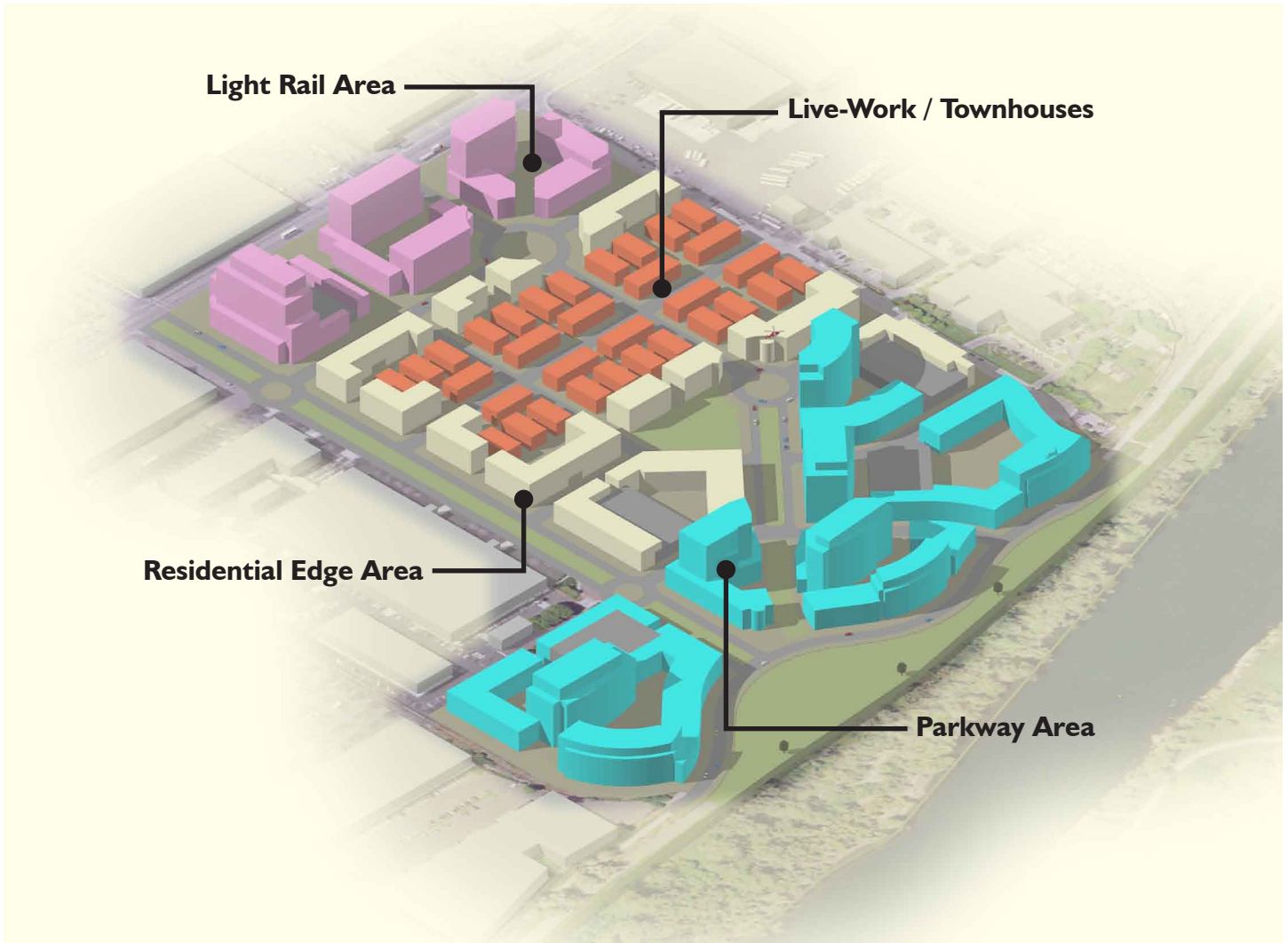


FIGURE 5



Building Prototypes

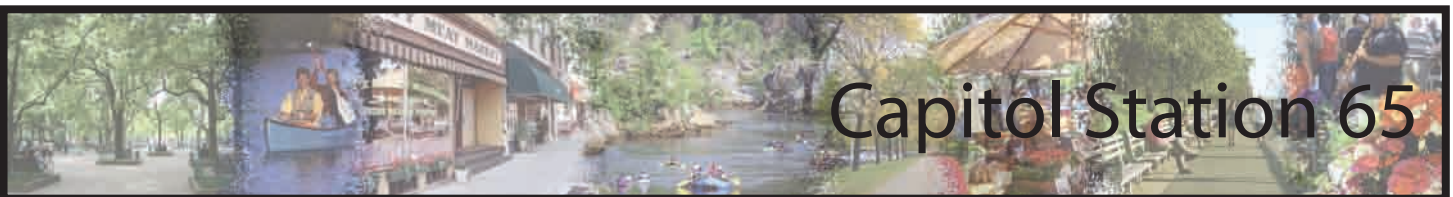


FIGURE 6

Light Rail Area

8-15 stories

Mixed retail / residential

Possible offices



Avalon I
16-story residential
San Francisco, CA
Fisher Friedman, Architects



Beacon East
16-story mixed use
San Francisco, CA
SOM/HKS Architects



Unknown project
8-story residential
San Diego, CA

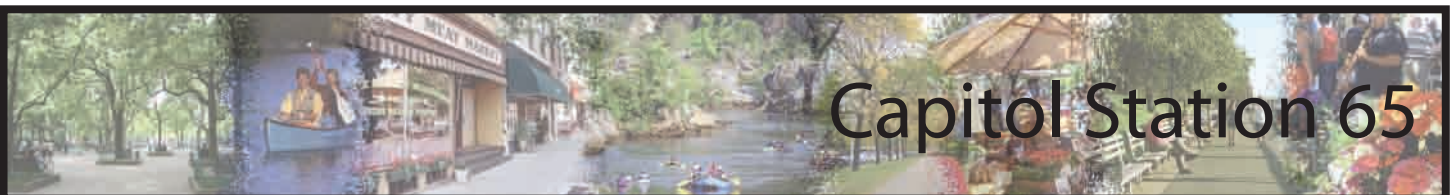


The Edge
15-story residential
West Palm Beach, FL



Pinnacle Condos
14-story residential
Portland, OR

Building Prototypes



Capitol Station 65

FIGURE 7

Residential Edge Area

Major street frontage

4-5 stories



East End Lofts
4-story mixed use
Sacramento, CA
Loftworks LLC



200 Second Street
6-story mixed use
Oakland, CA
David Baker+Partners, Architect



R Street Market
3-story mixed use
Sacramento, CA
LPA Architects/Petrovich Development Co



Sitka Apartments
6-story mixed use
Portland, OR

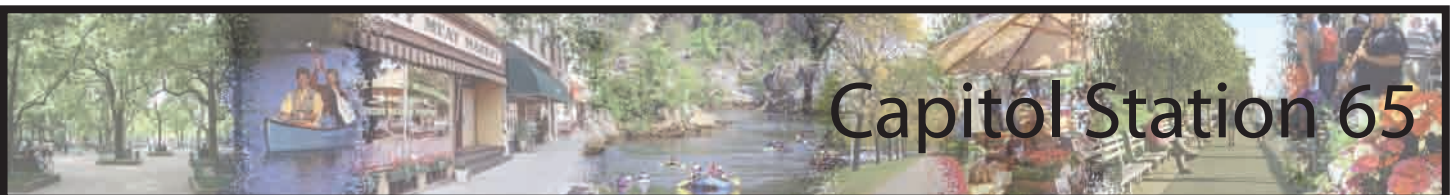


'O' Lofts East End Lofts II
4-story mixed use
Sacramento, CA
Loftworks LLC



4-story mixed use
RTKL, architects

Building Prototypes



Capitol Station 65

Live-Work / Townhouses

2-3 stories



Tanner Place Condos
Portland, OR



Traditional Inner Harbor row houses
Baltimore, MD



Irving Street Townhouses
Portland, OR



Pearl Townhouses
Portland, OR



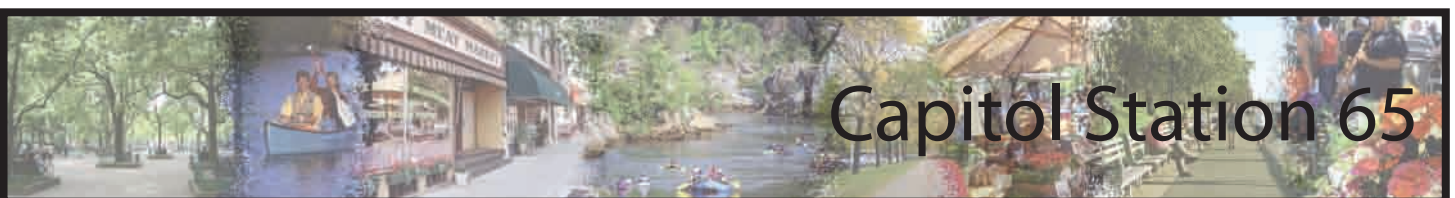
Fremont Mews
Sacramento, CA
CADA



1801 L Street
Sacramento, CA
Urban Capitol Partners
Vrilakas Architects



Building Prototypes



Capitol Station 65

Parkway Area

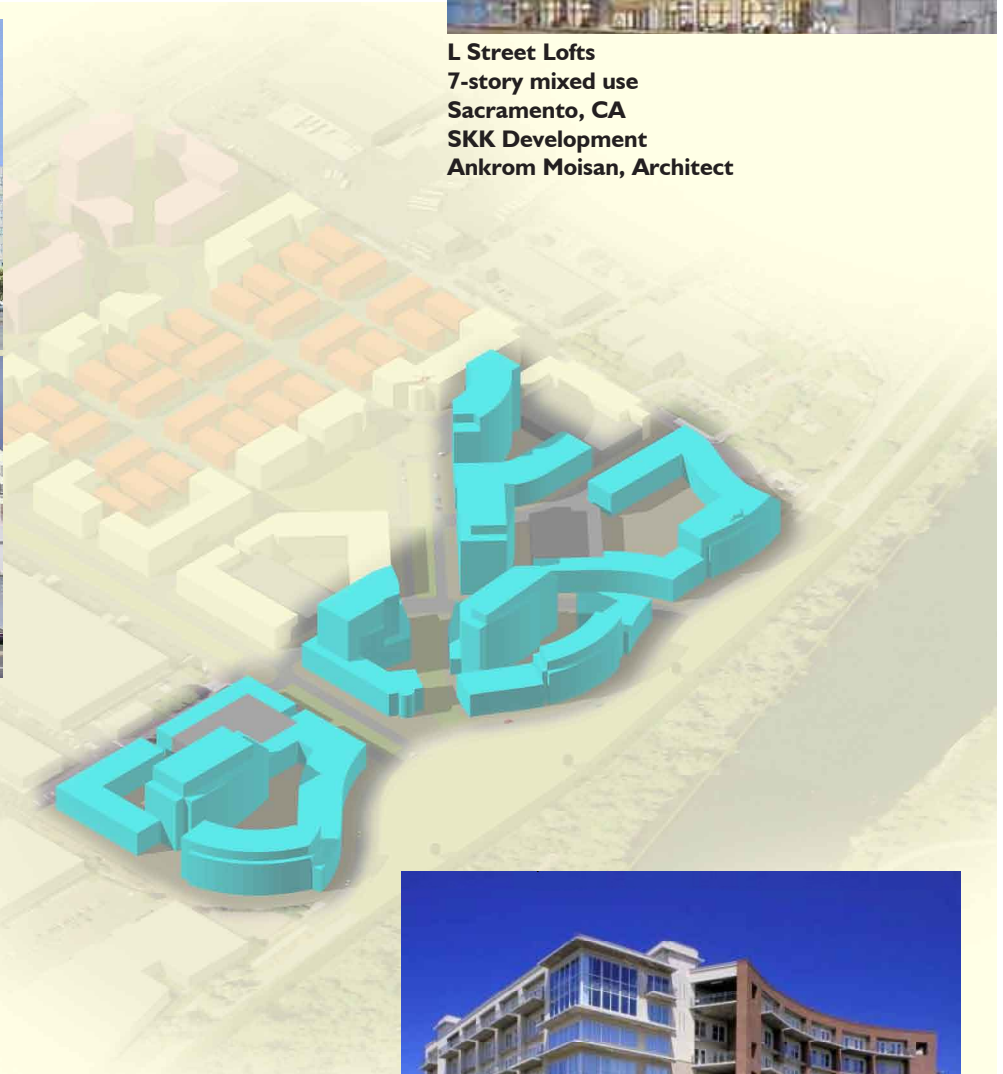
4-8 stories along River Parkway
12 story towers set back from river
Retail / residential mixed uses



L Street Lofts
7-story mixed use
Sacramento, CA
SKK Development
Ankrom Moisan, Architect



Delmas Park
8-story mixed use
San Jose, CA
David Baker+Partners, Architect



Plaza Lofts
7-story mixed use
Sacramento, CA
CIM Group
LPA Architects



8-story residential
RTKL, architects

Building Prototypes

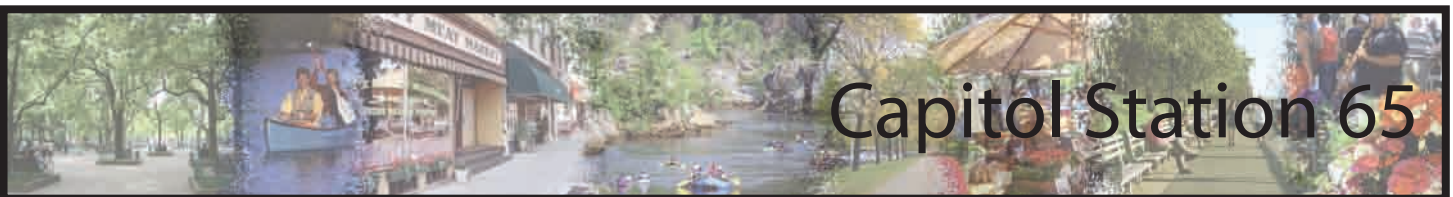


FIGURE 10

Mixed Retail/Residential

Lot	Net Ac	Retail GSF	Prkg Req'd	Res. GSF	Dwell. Units	DU/ac	Prkg Req'd	Story Hts	Total GSF	Total Prkg Req'd	Prkg Provided
1	5.98	0	0	682,300	513	86	642	4-12	682,300	642	900
3	2.79	35,050	88	355,600	267	96	334	4-12	390,650	422	520
4	1.55	0	0	228,840	172	111	215	4-12	228,840	215	0
5	4.77	0	0	515,170	387	81	484	4-12	515,170	484	575
6	2.94	0	0	329,440	262	89	328	8-12	329,440	328	380
7	2.51	11,680	29	162,920	118	47	148	2-5	174,600	177	68
8	2.07	0	0	122,440	86	41	108	2-5	122,440	108	68
10	2.84	0	0	181,700	145	51	182	3-4	181,700	182	372
11	2.63	9,600	24	162,300	134	51	168	2-5	171,900	192	44
12	2.17	0	0	149,650	124	57	156	2-5	149,650	156	44
13	2.21	34,810	87	261,230	196	89	245	8-15	296,040	332	520
14	1.93	37,630	94	243,910	183	95	228	8-12	281,540	322	265
15	2.14	12,170	30	106,480	73	34	92	2-5	118,650	122	64
16	2.17	4,584	11	129,616	91	42	115	2-5	134,200	126	64
17	2.10	0	0	304,060	229	109	286	8-12	304,060	286	250
Grand Total	40.80	145,524	364	3,935,656	2,982	73	3,731		4,081,180	4,095	4,134

Notes:

Lots 2 and 9 are open space. Lots 18 and 19 are transit ROW.

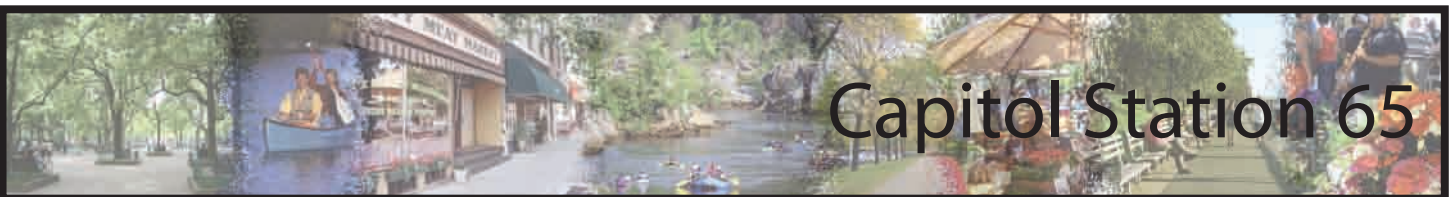
Mixed Retail/Office/Residential

Lot	Net Ac	Retail		Offices		Residential				Total GSF	Total Prkg Req'd	Prkg Provided
		Retail GSF	Prkg Req'd	Ofc. GSF	Pkg Req'd	Res. GSF	Dwell. Units	DU/ac	Prkg Req'd			
1	5.98	0	0	0	0	682,300	513	86	642	682,300	642	900
3	2.79	35,050	88	0	0	355,600	267	96	334	390,650	422	520
4	1.55	0	0	0	0	228,840	172	111	215	228,840	215	0
5	4.77	0	0	0	0	515,170	387	81	484	515,170	484	575
6	2.94	0	0	0	0	329,440	262	89	328	329,440	328	380
7	2.51	11,680	29	0	0	162,920	118	47	148	174,600	177	68
8	2.07	0	0	0	0	122,440	86	41	108	122,440	108	68
10	2.84	0	0	0	0	181,700	145	51	182	181,700	182	372
11	2.63	9,600	24	0	0	162,300	134	51	168	171,900	192	44
12	2.17	0	0	0	0	149,650	124	57	156	149,650	156	44
13	2.21	34,810	87	261,230	653	0	0	0	0	296,040	740	870
14	1.93	37,630	94	243,910	610	0	0	0	0	281,540	704	870
15	2.14	12,170	30	0	0	106,480	73	34	92	118,650	122	64
16	2.17	4,584	11	0	0	129,616	91	42	115	134,200	126	64
17	2.10	0	0	304,060	760	0	0	0	0	304,060	760	500
Grand Total	40.80	145,524	364	809,200	2,023	3,126,456	2,374	58	2,972	4,081,180	5,359	5,339

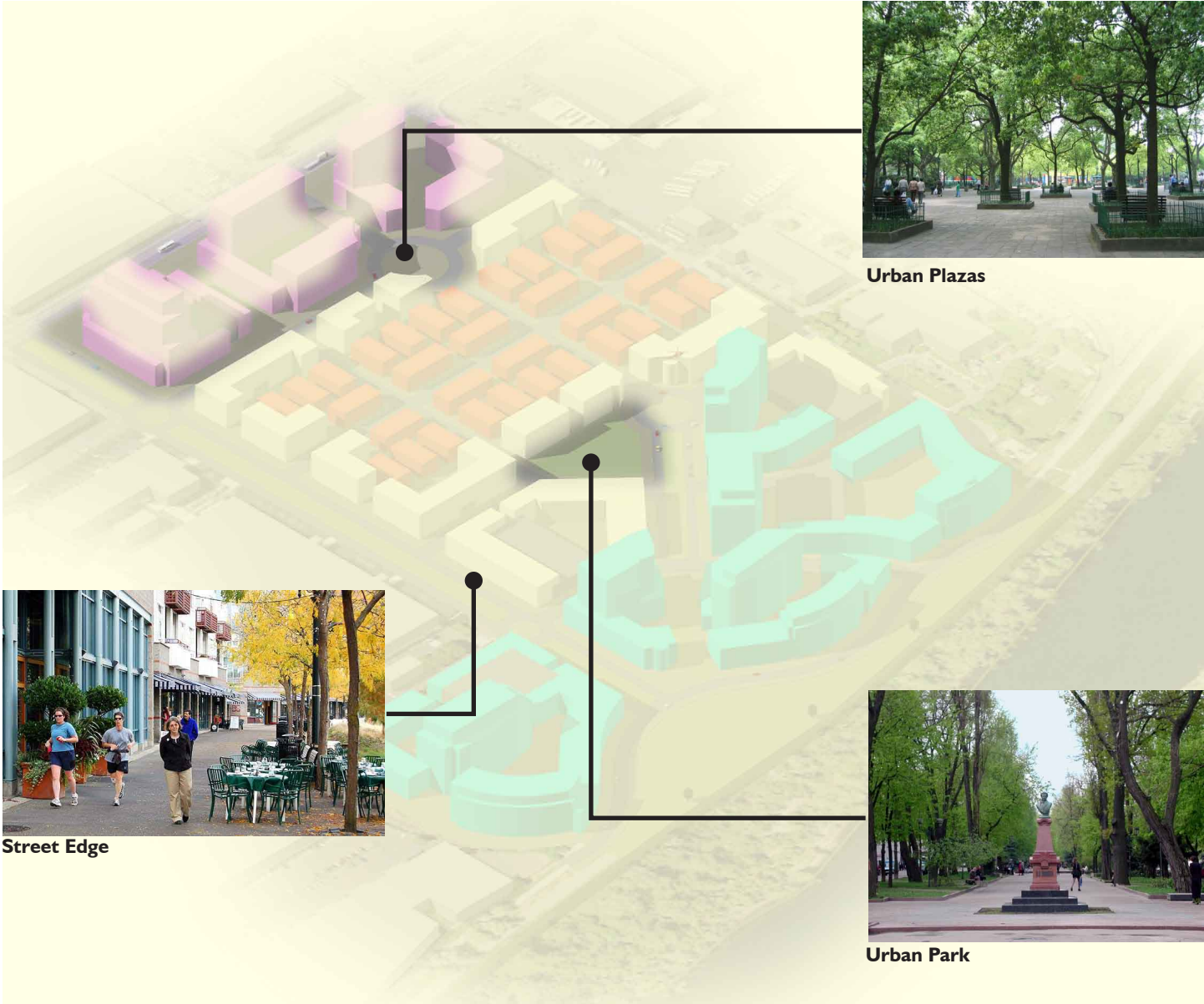
Notes:

Lots 2 and 9 are open space. Lots 18 and 19 are transit ROW.

Building Summary



Urban Plazas & Parks



Urban Plazas

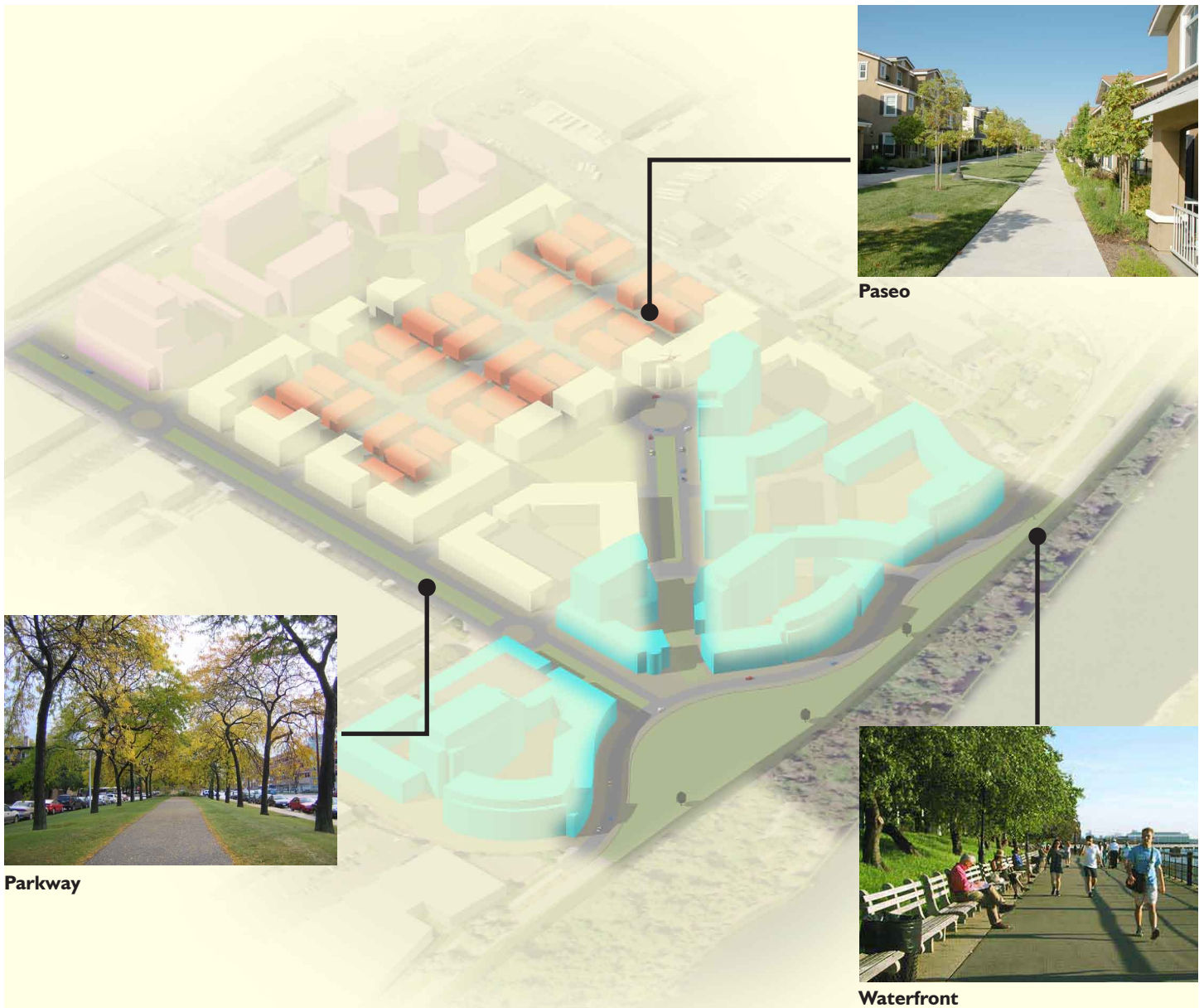
Street Edge

Urban Park

Open Space Prototypes



Parkways, Paseos & Waterfronts



Open Space Prototypes

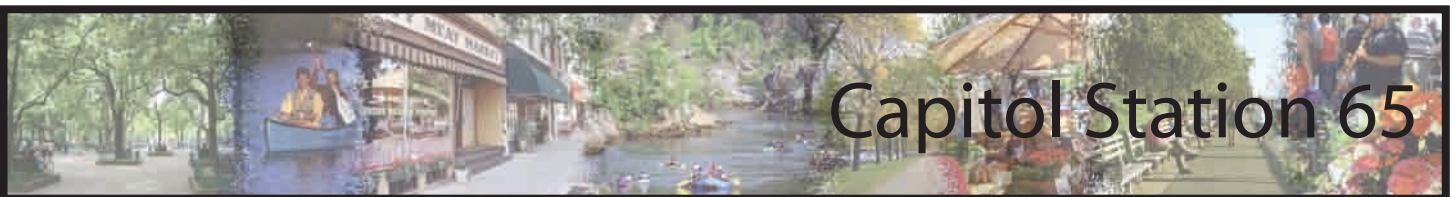
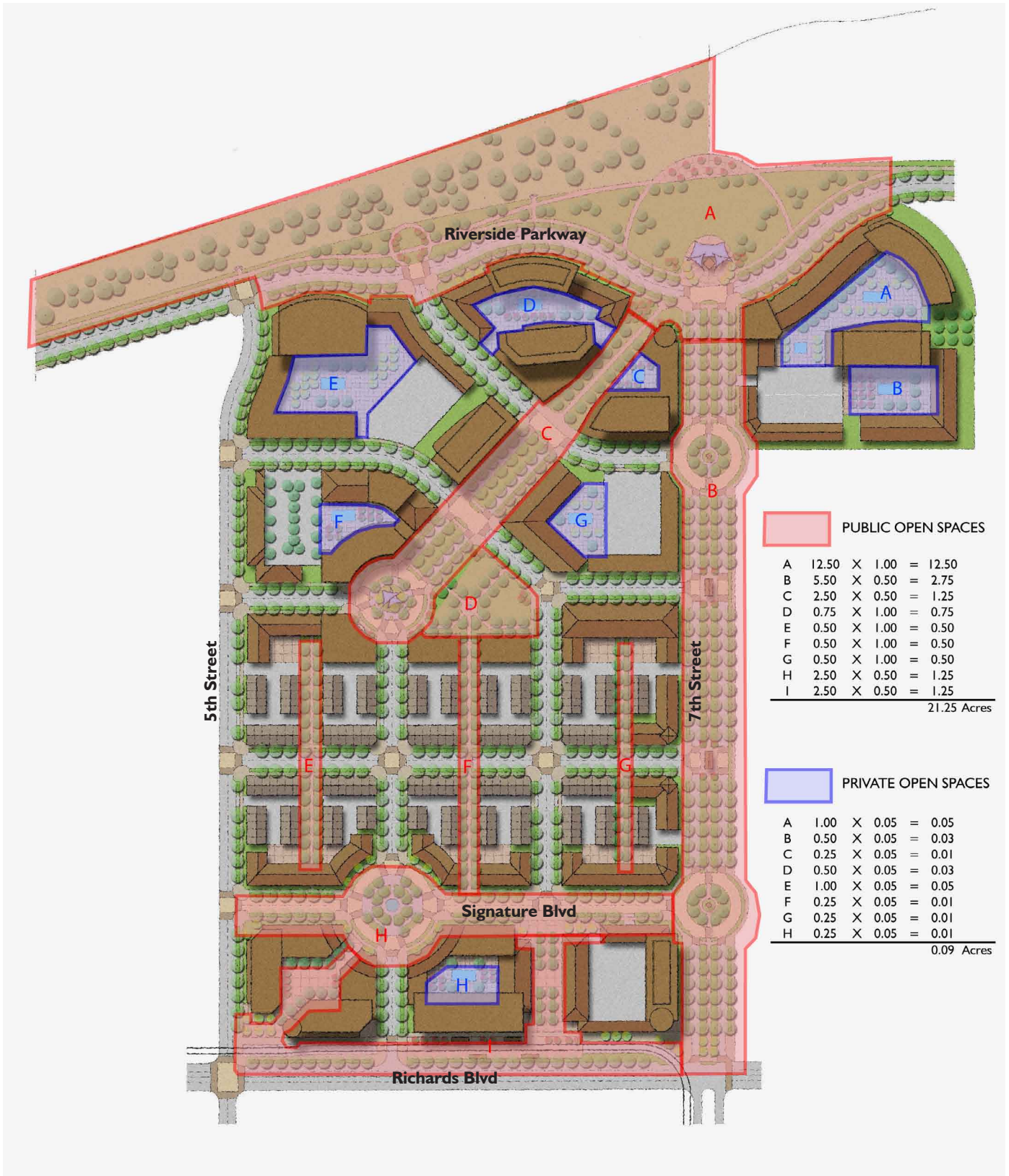


FIGURE 13



Open Space Summary

